



# Bulletin

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## UNITED NATIONS TWENTY-FIVE YEARS OLD

On the occasion of United Nations Day 1970, Prime Minister Pierre Elliott Trudeau released the following statement:

The United Nations today celebrates its twenty-fifth anniversary. In New York, at the conclusion of the commemorative session of the United Nations General Assembly, there will be a special ceremony of solemn rededication to the purposes and the principles of the Charter.

Over the past 25 years, disillusionment and failure have not been strangers to the UN, but there has been as well substantial progress in efforts to achieve peace, justice and progress — the theme chosen by the United Nations for its anniversary year.

I am proud of the efforts that Canada and Canadians have made in support of the United Nations in the past. We have made a substantial contribution to its peacekeeping efforts, the gains that it has made in economic and social progress, its achievements in the field of human rights.

Now, in looking forward to the future, we must build on these gains to solve the terrible problems of economic and social disparity, insecurity and discrimination which are still with us and to which have been added the new opportunities and problems created by the breathtaking technological advances of recent years. We have redefined the goals of our foreign policy and have pointed the way for a distinctive Canadian contribution to the United Nations in the years to come. We shall continue to work actively to support the achievement of the lofty aims of the Charter and on this important anniversary I reaffirm our support for the organization. I assure the Secretary-General, U Thant, and the executive heads of the whole United Nations family of organizations and the members of the international secretariats of the Canadian Government's appreciation for their work and of our support for the endeavours of the international community through the United Nations to attain the goals of the Charter.

### STATEMENT BY MR. SHARP

At the UN Day ceremony on Parliament Hill, the Secretary of State for External Affairs, Mr. Mitchell Sharp, spoke as follows:

It is important that Canadians should take time each year to honour the United Nations, which means so much to us all in terms of the unceasing struggle for peace, economic development and social progress in an unsettled world. This year — the twenty-fifth anniversary of the United Nations — is much more than a ceremonial occasion, for it affords us all a good opportunity to reflect on what the United Nations has achieved and to give thought to what we may expect of it in the future....

It is fitting that our observance today has been organized not by the Government but by the Canadian Committee for the Twenty-fifth Anniversary of the United Nations, the Ottawa branch of the United Nations Association and the United Nations Association of Canada. This participation and active con-

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cern for the work of the United Nations by Canadians in all walks of life is heartening indeed.

The future of the United Nations depends on the will of its members to support it. Speaking for Canada, I reaffirm our dedication to the Charter of the United Nations and our continuing determination to do whatever we can to strengthen the organization as a vital centre for harmonizing the actions of nations.

### LATE CLOSING FOR SEAWAY

Weather and ice conditions permitting, the Welland section of the St. Lawrence Seaway will be kept open until December 31, and possibly longer, on a day-to-day basis, until January 7.

In announcing this extension beyond the previously-established closing-date of December 22, the St. Lawrence Seaway Authority stated that it wished to provide as long a navigation season as possible in order to assist, in particular, the Canadian steel companies located on Lake Ontario in building up coal inventories to carry them through their winter operations.

The extension will also provide additional valuable information on the problems of late-season shipping. Such information is required in order to identify operating problems and determine cost-justification of extending the Seaway season.

To facilitate vessel movement, the Marine Operations Branch of the Department of Transport will station a heavy icebreaker in the Upper Lakes, west of the Welland Canal, throughout the winter.

The official closing-date for the Montreal-Lake Ontario section of the Seaway remains December 10, with the possibility of navigation extending beyond this date on a day-to-day basis, depending on prevailing weather and ice conditions.

### ANIK-1 ELECTRONIC SYSTEM

Details of their contract with the Hughes Aircraft Company for the manufacture in Canada of the complete electronics system for Canada's ANIK 1 satellite were announced recently by Northern Electric. The announcement followed the formal signing of the contract between Telesat Canada and the Hughes Aircraft Company for the supply of three spacecraft to implement the space component of Telesat's domestic satellite-communications system.

Northern Electric will provide the complete electronics system on board each of the satellites and two sets of ground-control electronic equipment. Delivery of the first electronics system to Hughes is scheduled for February 1972; the second and third systems will be delivered in June and October 1972. The Northern portion of the program contributes to the over 20 per cent content in the spacecraft portion of the Telesat system.

The electronic content of the satellite represents about 50 per cent of the hardware involved in the

satellite, and about one-third of the price of the delivered satellite.

Northern will also build the two sets of ground-control equipment which interface with the satellite to control its operation from the ground.

The company has also signed agreements with Hughes whereby Northern will supply electronic systems for up to 15 similar spacecraft Hughes expects to sell in world markets.

The "on-board" electronics package that Northern will build in Canada will consist of a "transponder", the "de-spin" equipment, wiring harnesses, batteries, telemetry and control microwave equipment and telemetry and control digital equipment.

The transponder is the communications centre of the satellite; it is that part that receives radio signals from the transmitting station on the earth via the antenna. The transponder changes the frequency, amplifies these signals (which may be telephone conversations or television channels), and then transmits the amplified signals back to earth at a different frequency.

### MANITOBA FASHIONS IN THE LEAD

Fashion '70, a smashing, flashing fashion show previewing autumn and winter styles, was presented by the Fashion Institute of Manitoba in Winnipeg in July. Designed to give the audience an idea of the variety and quality of apparel produced by Manitoba firms, the show included a musical production by Lionel Shenken of Montreal (who produced the Expo '70 fashion show in Japan). It featured fashions for men, women and children, including sportswear, rainwear and outer-wear manufactured by 21 Manitoba firms.

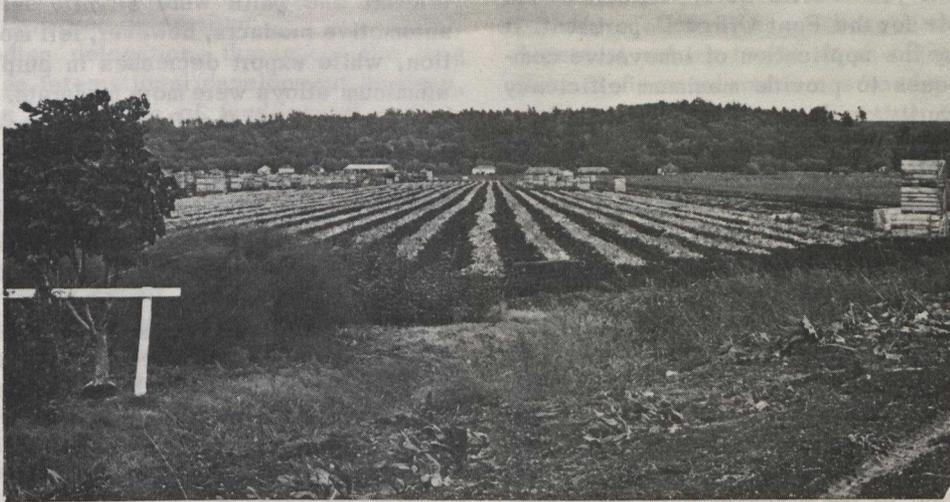
The Fashion Institute of Manitoba was formed earlier this year in response to the urging of a number of leaders in the Manitoba industry.

The apparel industry, with a work force of 7,000, is the second-largest employer in the province. With an industrial payroll in excess of \$30 million, its multiplier effect adds an estimated \$200 million to the economy.

Owing to the expected acceleration of the growth and sophistication of its products, one of the main aims of the Institute is to attract workers - particularly career-minded young people. The fashion industry claims it has a higher average pay-scale for trained personnel than many other industries which demand a similar standard of skill and talent.

Although it produces less than 5 per cent of the Canadian total, the Manitoba industry accounts for 30 per cent of Canada's apparel exports. Because they are far removed from their main suppliers and the main market, Western manufacturers are accustomed to styling and planning for delivery up to 12 months in advance. This experience has given Manitoba manufacturers an advantage in export markets over their Eastern competitors, who are normally close to their main suppliers and consumers and find it easier to compete in domestic markets.

## MUSKEG - MARVEL AND MENACE



*Farming is one of the occupations for which muskeg presents special problems. This photograph shows a field in a muskeg area where the difficulties have been met and overcome.*

Centuries ago the Chippewa Indians called it "maskeg". Today it is known as "muskeg". Whatever you call this sponge-like terrain, there are at least 500,000 square miles of it in Canada - nearly enough to cover France, Norway and Sweden. It exists to some degree in every province, as well as the Northwest Territories.

Despite the formidable problems presented by such terrain, it received relatively little scientific study until recent years. In fact, it was only 25 years ago that Canada's pioneer in the field, Dr. N.W. Radforth, Director of the Muskeg Research Institute of the University of New Brunswick, undertook a survey to obtain a consensus on the accepted meaning of the word muskeg itself.

The term designates organic terrain the physical condition of which is governed by the structure of the peat it contains, and its related mineral sub-layer, considered in relation to topographic features and the surface vegetation with which the peat co-exists.

### MUSKEG MAKEUP

On organic terrain the living vegetation cover is composed of mosses and sometimes lichens, sedges or grasses, with or without trees and shrub growth. Undemeath there is a mixture of fragmented organic material derived from past vegetation, now chemically changed and fossilized. This material is commonly known as peat or "muck", and is generally high in water content.

The postwar development of Canada's North made it vitally important to know how to work on and pro-

vide transportation across muskeg. The National Research Council of Canada, through its Associate Committee on Geotechnical Research, first gave serious consideration to the question in 1947. A slow but steady beginning on muskeg studies was made, and, by 1955, a turning-point had been reached with the holding of the first annual Canadian muskeg conference.

### MUSKEG MANUAL

The Muskeg Engineering Handbook, the first such reference book ever published, is a compendium of the recommendations and conclusions of the conferences. It presents a review of the state of our knowledge of the possible uses of muskeg, with particular emphasis on Canadian development. It has been written by experts in the various aspects of muskeg research and practice under the guidance of the Muskeg Subcommittee of the Associate Committee on Geotechnical Research.

The Muskeg Subcommittee is one of several groups devoted to the task of analyzing Canada's terrain. It is an interdisciplinary organization composed of engineers and scientists under the chairmanship of Dr. Radforth.

The Handbook will be an important new guide to assist engineers in overcoming problems associated with various types of construction in the undeveloped muskeg areas of Canada, especially in the North. It will play a key role in future construction of railways, highways, airstrips and buildings and other structures on muskeg, and with the movement of "off-road" vehicles in these areas.

## NOVEL MONEY-ORDER SYSTEM

The new money-order system of the Canada Post Office, the most modern ever developed, was recently inaugurated by Mr. Jean Pierre Côté, Minister of the Crown responsible for the Post Office Department. It was developed by the application of innovative computer-age techniques to provide maximum efficiency and customer security.

The technology for the new system, based on Post Office specifications, was developed by three industrial firms. R.L. Crain Limited, one of Canada's largest producers of business forms, designed the three-part, carbon-interleaved money-order forms by co-ordinating their development with electronic processing equipment.

The billfold-size money-order is pre-printed, except for the date, office number, amount and currency, in machine-readable characters. Small typewriter-size imprinters, developed by Addressograph-Multigraph of Canada Limited, add the additional information to the forms at the time of purchase. Installed in post offices and sub-stations across Canada, the imprinters allow wicket-clerks to record the amount and other details at the time of purchase, quickly, uniformly and accurately. The names of the sender and receiver of the money-order are filled in by the customer himself, ensuring him complete privacy.

Money-order information is "read" centrally by the Optical Character Recognition Unit, developed by Recognition Equipment Incorporated of Dallas, Texas. Documents are read and fed into a computer at a rate of 1,200 a minute for simultaneous recording and auditing operations.

The one-time development and implementation costs of the new system amount to \$2 million. The direct savings alone will pay for the system in five years.

The Post Office Department expects that the new system will considerably increase its \$1-billion annual gross sale of money-orders. The new money-orders are negotiable without charge, are available in Canadian, U.S. and British currencies, can be purchased at post offices throughout the business day, and provide the customer with a high degree of security.

## CANADIAN SEPTEMBER EXPORTS

The Dominion Bureau of Statistics reported for the month of September total exports of \$1,350 million, an increase of \$50 million, or 3.8 per cent, over the same period a year ago. Except for a decline of some \$50 million in exports to the United States, shipments increased to other countries. The sharp rise of \$27 million, or 35 per cent, in exports to Britain was attributable in part to work stoppages in the Canadian mineral industry in the summer of 1969. Exports to Latin America advanced about \$20 mil-

lion and those to "other countries" about \$35 million. Wheat exports were \$38 million higher and those of ores and alloys of copper and nickel some \$42 million higher. Shipments of crude petroleum, lumber, aircraft and parts were slightly larger. Exports of automotive products, however, fell more than \$60 million, while export decreases in pulp, newsprint and aluminum alloys were more moderate.

Exports for the first nine months of 1970, at \$12,477 million, were \$1,598 million, or 14.7 per cent, above the \$10,879 million exported for the same period in 1969. Higher shipments to the United States accounted for 30 per cent of the total increase, and those to Commonwealth and Preferential Countries a further 24 per cent.

After allowance for seasonal factors, September exports were estimated to be \$1,391 million. While considerably higher than that of August, the September value was still slightly below the level prevailing in the earlier months of 1970.

## ARCTIC TRANSPORT CONFERENCE

A national conference on Arctic Transportation, to be held on December 8, 9 and 10 at Yellowknife, Northwest Territories, was announced recently by the Minister of Transport, Mr. Don Jamieson, and the Minister of Indian Affairs and Northern Development, Mr. Jean Chrétien. Participants will include representatives of industry, government and the academic community, as well as others interested in northern transportation.

Leading transportation authorities will present papers for study and discussion. The conference will be sponsored by the Federal Government with the co-operation of the territorial governments. The theme will be "Arctic Transportation in the 1970s".

"The northern territories constitute an area of special concern to Canada," say the two Ministers. "If the obligations to the present population are to be met and the heritage of future generations is to be safeguarded, it is essential that the objectives of political, social and economic development, protection of the environment and the maintenance of sovereignty and security in the North are assigned priorities of the highest level."

## TRAVEL FIGURES

Travel between Canada and other countries in 1969 involved a total of 72.5 million border-crossings and an estimated \$2.4 billion in travel expenditures.

Of 36,200,000 visitors from other countries, 35,800,000 entered Canada from the United States and 463,000 from overseas. Of 36,300,000 Canadian residents on visits abroad, 35,400,000 returned from the United States and 900,000 from overseas.

For Canada, the net result of international travel during 1969 was a \$218-million excess of payments over receipts, up from \$188 million in 1968.

## CANADA ACCEPTS INTERNATIONAL DEVELOPMENT STRATEGY

*The following statement was made on October 17 to the United Nations General Assembly by a senior member of the Canadian delegation:*

The Canadian delegation, throughout the long discussion on an international development strategy, has sought the elaboration of fundamental and attainable principles which would guide those engaged in the critically important work of economic and social development, towards goals and objectives which were unanimously agreed on and which were both reasonable and practicable.

To a very large extent, that aim has been fulfilled in the draft Strategy for the Second Development Decade. In supporting the Strategy, Canada is reaffirming its commitment to the support of international development as one of the most constructive ways in which Canadians can participate in the international community in this and future decades.

The Canadian Government accepts the International Development Strategy as a declaration of the will and determination of the United Nations and its members to share, as members of the international community, in the processes of economic and social development for all mankind. My Government can, without reservation, pledge itself to pursue policies designed to create a more just and rational world economic and social order, in which equality of opportunity should be as much the prerogative of nations as of individuals within a nation. We accept the goals and objectives of the Decade enunciated in this historic document.

In July of this year, the Canadian Government completed its review of development-assistance policy. As a result, the Government is now committed to making further significant improvements in the scale and quality of its development-assistance program, involving a large volume of support for multi-lateral institutions, substantial untying, the financing of ocean shipping and associated costs, more re-

search on development problems and greater participation by the private sector.

My Government reaffirms its support for the 1 percent volume target as an objective for the total flow of financial resources to developing countries and accepts, as a new objective, the target of 0.70 per cent of GNP for official development assistance.

### INCREASE IN COMMITMENT

My Government is, moreover, as a matter of declared policy, committed to increase the amount of funds allocated to international development assistance over the coming years and to move towards the internationally-accepted targets. Canada will attach the highest priority to increases in its official development assistance, which we shall continue to provide mainly in the form of outright grants and long-term interest-free loans.

We attach high priority to this form of assistance because of its clear development purpose, because it is the portion of total flows over which governments have direct control, and because in our view it provides the best basis for comparing the contributions of individual countries to the international development effort.

We firmly believe the development process must be insulated against fluctuations in the allocation of development assistance that might arise from budgetary or financial considerations. Next year, for example, Canada's official development assistance will increase by about 17 per cent, or almost double the recent rate of increase in our national income.

My delegation believes that this historic document should receive the unanimous approval of the Assembly and, conscious of the high principles which it enunciates, and from the most compelling of motives, my delegation supports the adoption of the Strategy for International Development.

### NEW HELICOPTER FACILITIES

Mr. Donald S. Macdonald, Minister of National Defence, announced recently that the Defence Department would construct hangars and maintenance facilities at four Canadian bases for the operation of tactical transport and light observation helicopters on order for the Canadian Forces. Beginning early next year, the helicopter facilities will be built at Canadian Forces bases at Gagetown, New Brunswick, Valcartier, Quebec, Petawawa, Ontario, and Namao, Alberta. They are scheduled for completion in the autumn of 1971.

Facilities at each base will include a hangar

with flight-planning centre, lecture-rooms, shops and offices, a helipad, aprons and taxiways and associated lighting, electrical and water services. At Gagetown, where the Combat Arms School will undertake training of all land-operations helicopter pilots, the new facilities will include accommodation for a field technical-training unit.

The total cost of the construction program is estimated at between \$4 million and \$5 million.

The Canadian Forces will begin taking delivery next year of 50 twin-engine tactical transport and utility helicopters and 74 light observation helicopters for employment with Mobile Command. The aircraft will operate with the Command's three combat groups in Canada.

## PRICE INDEX FOR SEPTEMBER

The consumer price index for Canada (1961=100) declined by 0.2 per cent to 130.2 in September from 130.5 in August. The index remained 2.8 percent above its corresponding level in September 1969, and from March to September it increased at an annual rate of only 2.0 per cent.

The decline in the September all-items index was the same as that recorded in three of the past five years, and resulted from a 1.4 percent seasonal decline in the food component. Offsetting this decline to some extent were increases of 0.6 per cent for clothing, 0.2 per cent for housing and 0.4 per cent for recreation and reading. The health-and-personal-care index decreased by 0.1 per cent, while the transportation and the tobacco-and-alcohol indexes were unchanged.

### FOOD

The food index decreased to 130.2 in September from 130.5 in August. The 1.4 percent decline equalled the average September movement recorded in recent years and was caused mainly by seasonal declines for fresh vegetables and fruits, and by lower prices for beef, pork and poultry. Among fresh vegetables, prices decreased 20 per cent or more for potatoes, onions, turnips, cabbage and tomatoes; the average price for each of these items was lower than in September 1969. Most fresh fruits except apples also declined in price. Quotations for citrus fruits, as well as for frozen and canned orange juice, were likewise lower. Meat, fish and poultry prices declined on average by 1.3 per cent, registering their largest August-to-September decrease since 1961. All beef cuts were lower in price, averaging a 1.9 percent decline and reflecting reduced prices in wholesale markets. Pork prices moved down 1.5 percent below their level in August and 7.6 percent below that of September 1969. A seasonal decline in chicken and turkey prices brought the poultry index down by 2.1 per cent to a level more than 10 percent below that of September 1969. Egg quotations edged downwards by 0.3 per cent during September, a month in which prices for this item normally tend to rise. Among staple foods, bread prices decreased by 0.6 per cent as a result of specials in Montreal and Toronto. The price of butter declined marginally, but margarine advanced 3.7 per cent as higher prices were recorded in most major cities. Baby food moved down in price by over 2 per cent, reflecting specials in a number of Ontario centres. The index for food consumed at home decreased by 1.8 per cent to a level only marginally higher than that of a year earlier.

### HOUSING

The housing index rose by 0.2 per cent to 131.8 in September from 131.5 in August as a result of a 0.4 percent rise in the shelter component. Among the items that advanced in price were new houses, repairs, property taxes and rents. Rents, which rose by

0.2 per cent in September, have advanced by only 0.5 per cent in the third quarter of 1970, which is about half as large as the increases experienced during the corresponding quarters of 1968 and 1969. The price level for the household-operation component as a whole declined marginally in September, with lower prices for appliances, broodloom and some household-equipment items outweighing higher prices for furniture and household textiles. Since September 1969, the housing index had advanced by 4.9 per cent, with increases in shelter prices accounting for over two-thirds of the rise.

### CLOTHING

The clothing index rose by 0.6 per cent to 127.0 in September from 126.2 in August, reflecting increases in all components except piece goods, which declined marginally. Price advances for men's wear (1.8 per cent) caused most of the increase in the clothing index. Among specific items which experienced above-average increases were men's underwear, windbreakers and hats. Women's wear prices rose only marginally, with mixed movements at the item level. The level of children's wear prices in September was also only slightly higher than in August. In the 12 months since September 1969, the clothing index had risen by 1.4 per cent; since the beginning of 1970 it had advanced at less than half the rate for the corresponding period of 1969.

### TRANSPORTATION

The transportation index was unchanged in September from its August level of 125.3. Tire prices were lower and the price of gasoline edged down by 0.2 per cent. Offsetting these declines, however, higher prices were registered for automotive repair jobs, largely owing to increased labour costs. Among the components for local transportation and travel, municipal bus fares rose in some medium-sized Ontario cities, while a slight seasonal variation caused inter-city train fares to decline marginally. Between September 1969 and September 1970 the transportation index rose by 3.6 per cent.

### HEALTH

The health-and-personal-care index decreased by 0.1 per cent to 140.1 in September from 140.2 in August as a result of lower prices for some toiletry items such as toothpaste, cleansing tissues, razor blades and shaving cream. Partially offsetting these decreases was a rise in the price of toilet soap. The health-and-personal-care index stood 3.8 percent above its level in September last year.

### OTHERS

The recreation-and-reading index rose by 0.4 per cent to 133.0 in September from 132.5 in August. The tobacco-and-alcohol index was unchanged in September from its level of 126.4 in both August and September 1969.