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CONTENTS

Twelve-Mile Fishing Limit	1	Alberta Pollution Committee	4
Federal Role in Highway Safety	2	Hovercraft Heralded	4
Forces New Salute	2	More Luxury Items	4
Indian Students Tour Canada	2	Frozen Food Railway Van	4
Expo 67 Becomes History	3	Satellite-Tracking Station	5
Water Supply Loan to Bahamas	3	Drapeau Exhibitions Delegate	5
Major Labour Appointments	3	Styles for Servicewomen	5
Development Programme Success	3	Gross National Product	5
		Rio Airport Study	6

TWELVE-MILE FISHING LIMIT

Canada has announced its intention of closing its waters within a 12-mile limit to the fishermen of all other nations.

Legislation passed in 1964, adding nine miles to the existing three-mile zone within which Canada claimed exclusive fishing rights will be put into effect soon.

In a recent statement to the External Affairs Committee on the Law of the Sea, Mr. Paul Martin, Secretary of State for External Affairs, said that in July 1964 the legislation had been immediately enforced, exceptions being made for certain European countries and the United States, whose fishermen had, "for a substantial number of years, and in some cases for centuries, been exercising their activities within the zone described...". Pending the conclusion of negotiations with the countries concerned, their fishermen had been allowed to continue to fish within the 12-mile limit.

Part of Mr. Martin's statement follows:

...The 1964 Act provided that the Governor-in-Council (and I quote Section 5, Paragraph 1, of the Act) "may, by Order-in-Council, issue one or more lists of geographical co-ordinates of points from which baselines may be determined and may, as he deems necessary amend such lists". The effect of that Section was that the Government was empowered to establish along the coasts of Canada a system of straight baselines which would, in those areas where they were proclaimed, replace the sinuosities rule. This process would permit an extension of the internal waters of Canada and, by consequence, an

extension of the territorial sea and fishing zones of Canada. The Canadian Government entered into a series of bilateral negotiations with those countries that would eventually be affected by any such establishment of baselines to ascertain whether or not the proposed straight baselines would be acceptable to them from the point of view of international law. Although the drawing of straight baselines is a matter that can only be undertaken by Canada, such a system cannot be implemented unless it is carried out in accordance with the applicable rules of international law. Thus, if Canada could obtain the agreement of countries most directly affected, there could be no doubt that the application of the system of straight baselines would be legitimate in the eyes of the world community. If, on the other hand, such agreement could not be obtained, implementation by Canada could give rise to protests and possibly to international litigation.

These questions were discussed with seven European countries - namely the United Kingdom, Norway, Denmark, France, Portugal, Spain and Italy - and with the United States of America....

PROPOSED ACTION

Within the next few days, the Government will issue a first list of geographical co-ordinates of points, which will permit the immediate enforcement of a straight baseline system along the coast of Labrador and along the eastern and southern shores of Newfoundland. This will be only the first such list that the Government intends to issue within the next few

weeks. Other lists will follow for other areas. The main reason for beginning to implement this policy in Labrador is that the coast of Labrador is the one that most readily lends itself to an application of the rules of international law as they are laid down in the 1958 Convention of the Territorial Sea and Contiguous Zones and in the decision of the International Court of Justice in 1951 in the Anglo-Norwegian Fisheries case. As a matter of fact, the configuration of the Labrador coast is similar to that part of the Norwegian coast-line that was the subject of the International Court decision of 1951. As to the eastern and the southern coast of Newfoundland..., the Canadian Government committed itself in 1949, under the terms of the Union of Newfoundland and Canada, to preserve the historical internal character of the bays of Newfoundland. Though this commitment has already been fulfilled in practice through the assertion of our exclusive rights over these bodies of water ever since 1949, there have been, thus far, no special provisions made in our legislation to cover this situation. From now on, all bays of Newfoundland will clearly and definitely be defined as internal waters of Canada.

The intended line along the eastern and southern coasts of Newfoundland will be a continuous one with only one exception - in the vicinity of the French islands of St. Pierre and Miquelon, pending a definitive settlement of the demarcation line in that area between the two countries. This question is now the subject of negotiations with France.

As I mentioned, further lists of co-ordinates will shortly be issued. Our negotiations concerning closure of various bodies of water off our coasts have continued. I also wish to inform the House that the Canadian Government is at present discussing with other countries possible additional means of protection for coastal fisheries, looking to the eventual establishment of a rational regime of conservation and exploitation of the living resources of the sea through which coastal states would receive greater protection; under such a regime, it should also prove possible to provide for the interests of long-distance fishing-fleets....

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FEDERAL ROLE IN HIGHWAY SAFETY

The Minister of Transport, Mr. Paul Hellyer, announced recently that the Department of Transport had been given the responsibility for the role of the Federal Government in motor-vehicle and highway safety. In formulating its programme, the Government will co-ordinate the efforts of all federal departments concerned with motor-vehicle and highway safety, and will also draw on the resources of other Canadian authorities on these subjects.

In taking this initiative, the Government has been guided by a report on auto safety prepared by the House of Commons Standing Committee on Justice and Legal Affairs, and by consultations on motor-vehicle and highway safety that have been held with representatives of the provincial governments. In

carrying out the programme, special attention will be given to the responsibilities of the different levels of government in this sphere.

The first step by the Federal Government will be to establish in the Department of Transport a unit that will co-ordinate federal participation in the programme. Action will also be taken at the federal level, after further discussions with the provinces, to establish national standards and practices affecting motor-vehicle safety. It is also intended to create a Public Advisory Board, composed of representatives from the provinces, the industry, safety organizations and other interested groups.

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FORCES NEW SALUTE

A new salute has been introduced for the Canadian Armed Forces on a six-month trial basis. It is in fact, the salute now used by the Royal Canadian Navy - performed with the upper arm horizontal, the forearm and hand at a 45-degree angle from the elbow and the palm facing downward.

The provisional salute, which is the brain-child of a board of study, including senior non-commissioned officers from the three services, is being "evaluated" by trainees at recruit-training centres, basic trade schools, and basic officer-training schools. During the trial period, other members of the Forces will use their traditional salutes.

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INDIAN STUDENTS TOUR CANADA

Thirty-five Indians from the Yukon and northern British Columbia are touring Canada from coast to coast this month; for many of them it will be their first trip away from home.

The tour is the centennial project of the Independent Grocers' Alliance, in co-operation with the Department of Indian Affairs and Northern Development and the Centennial Commission.

The students, aged from 14 to 18, will spend three weeks in southern Canada. They will tour the naval base at Halifax, an air-force station in Ottawa, a ranch in Manitoba, oil wells near Edmonton, TV studios, a newspaper office, department stores, a planetarium, a university, the Royal Canadian Mint, the National Museum, historical centres and many of Canada's tourist areas, including Niagara Falls. They will also meet Prime Minister Pearson and Mr. Arthur Laing, Minister of Indian Affairs and Northern Development, on Parliament Hill.

They will see a National Hockey League game at the Montreal Forum and visit the Toronto Maple Leafs during a practice session.

The 19 boys and 16 girls were chosen on the basis of leadership qualities and scholastic ability by supervisors of the two hostels in which they live while attending Whitehorse High School.

EXPO 67 BECOMES HISTORY

The biggest fair in history came to an end last week when Governor-General Roland Michener declared closed the 1967 Universal and International Exhibition - Expo 67 - on October 29.

Over 7,000 spectators attending the final ceremonies in the Place des Nations heard speeches by Prime Minister Lester Pearson, Premier Daniel Johnson of Quebec, Montreal's Mayor Jean Drapeau, the Expo Commissioner-General, Pierre Dupuy, and the Commissioner of the Belgian pavilion, Jean-Albert Goris, who thanked Canada on behalf of the 62 participating countries.

Mr. Pearson said that Canadians shared great pride and self-confidence as a result of Expo's success, and they had "discovered that we do have an identity and character of our own".

Premier Johnson said Expo proved that Quebec welcomed every opportunity of co-operating with

others and had no desire to isolate itself from the world.

Expo 67 was described by the Governor General as a triumph of goodwill and Canadian unity. At 12.15 p.m. the symbolic flame was extinguished, and the Royal Canadian Air Force "Golden Centennaires", which had greeted the opening of the fair in April, roared a final salute.

YOUNGEST VISITOR

Expo 67 broke all previous exhibition records with a total attendance of 50,306,648 visitors in 185 days. The youngest, whose attendance was not recorded, was a seven-pound baby girl born on the last day in one of the clinics on the fair-grounds. The fifty-millionth visitor, Mrs. Marthe Racine, who entered the exhibition the day before it closed, won a flight to Japan, with all expenses paid, to attend Expo 70, which is to be held in Osaka.

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WATER SUPPLY LOAN TO BAHAMAS

Trade Minister Robert Winters has announced that a long-term loan from the Export Credits Insurance Corporation has made possible the sale of a Canadian water supply and distribution system worth \$3.8 million to the island of New Providence in the Bahamas.

Canada Iron Foundries Limited, Montreal, obtained the contract to supply equipment and provide technical services for the project, including the construction of transmission and distribution mains, pumping-stations and reservoirs and the renovation of existing facilities. About 30 Canadian companies will benefit directly from this sale.

Mr. Winters congratulated Canada Iron Foundries on obtaining the order and said that, besides expanding Canada's range of manufactures for export, the sale opened new marketing possibilities for similar Canadian equipment and services in the West Indies.

The Export Credits Insurance Corporation, which administers the Canadian Government's long-term export financing programme, extended the credit, which will be repaid in 25 consecutive semi-annual instalments, beginning after a grace period of two years. The interest rate is six per cent per annum.

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MAJOR LABOUR APPOINTMENTS

Two senior labour appointments of national and international interest have been made by the federal Public Service Commission.

Dr. Gil Schonning, Director-General of Research and Development for the Department of Labour, has been appointed, with the concurrence of the Depart-

ment of External Affairs, to the newly-created post of Labour Counsellor at the Office of the High Commissioner for Canada in London. In his new position, which he will assume in January, Dr. Schonning will be the senior Labour Department representative in Europe, responsible for advising the Canadian post in London and the Canadian Government in Ottawa on labour affairs and related matters in Britain, Scandinavia and Western Europe generally.

Widely known in international labour and economic circles, Dr. Schonning has represented Canada at several conferences of the International Labour Organization and the Organization for Economic Co-operation and Development, where he served as a consultant for two years. Succeeding Dr. Schonning as Director-General of Research and Development will be Harry J. Waisglass, Research Consultant with the Special Planning Secretariat of the Privy Council Office.

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DEVELOPMENT PROGRAMME SUCCESS

Improved employment conditions in the southern Georgian Bay region of Ontario, will permit the removal of three Canada Manpower Centre areas from the list of designated areas, effective December 1. Designated areas are eligible for special industrial incentives under the federal Department of Industry's Area Development Programme.

The three areas concerned are Owen Sound, Collingwood and Midland, where more than \$105-million capital investment is being spent on new industrial projects with the help of area-development incentives.

Since August 1965, when the region became designated, 68 industrial projects have been approved or are under consideration for area-development benefits. The plants will produce a wide variety

of products, including glass, starch, transformers, automotive parts, alcohol, rubber goods, textiles, ceramics, electrical and electronic parts and plastics.

These industrial projects will provide direct employment for about 6,500 people, and it is estimated that at least as many more jobs will have been created in service and other related industries.

In announcing that the three areas would be removed from the "designated" list, Industry Minister C.M. Drury said that companies wishing to locate in those areas and others wishing to expand had until November 30 to make application for benefits under the Area Development Programme. Companies making application by November 30 will, under normal circumstances, have one year in which to begin production to qualify for benefits under the Programme.

Mr. Drury expressed satisfaction with the achievements of the Area Development Programme since its inception in 1963, and said that the economic resurgence in the Southern Georgian Bay region had been one of the most dramatic in Canada.

From 1963 to the present, capital investment in designated areas across Canada has totalled about \$1,751 million, and over 48,000 new jobs have been created in projects assisted under the Area Development Programme.

ALBERTA POLLUTION COMMITTEE

The government of Alberta has established a committee of 64 to consider the problems of air, water and soil pollution in the province. Eleven sub-committees have been created and each has been assigned a specific area of research or investigation. Among the members are researchers from the University of Alberta and the University of Calgary, representatives of the public at large, and of the Association of Professional Engineers, the Association of Architects and the Alberta division of the Canadian Medical Association.

AREAS OF STUDY

Among the areas of study by the committee are the nature, extent and effect of pollution problems, the adequacy of monitoring systems, research programmes and the need for new research, specific waste disposal or treatment problems, the social and economic aspects of pollution and the possible need for increased control or legislation.

The new body, which is the first to be established in Canada, represents an intensification of pollution control activities in the province. Alberta has maintained a committee on water pollution since 1950 and a committee on air pollution since 1957.

HOVERCRAFT HERALDED

John Doherty of Ottawa, a former captain in the Royal Canadian Navy with extensive experience in aeronautical and marine engineering, has been appointed by the Public Service Commission to help

with the development and use of air-cushion vehicles, or hovercraft, in Canada.

In announcing the appointment, Transport Minister Paul Hellyer, said that the advent of air-cushion vehicles heralded a new form of transportation, which might play an important role in the development of Canadian transportation.

These vehicles, which ride on a "cushion" of air, over the surface of water or land, can operate in places inaccessible to ships or land vehicles. Both aircraft and shipbuilding techniques are used in their construction.

The first commercial use of hovercraft in Canada was at Expo 67.

The Department of Transport is now making provision for the regulation of the design, construction, maintenance and operation of air-cushion vehicles in Canada.

MORE LUXURY ITEMS

According to the Dominion Bureau of Statistics, electrical appliances and other modern equipment are continuing to increase this year in proportion to the number of Canadian households.

Electricity is used for cooking in 73.0 per cent of Canadian homes this year compared to 70.7 per cent in 1966, while home freezers are used in 27.8 per cent against 24.8 per cent last year. Automatic washing-machines are used in 30.0 per cent of Canadian households, up from 25.6 per cent in 1966, while other electric washing-machines are used in 55.2 per cent, a decline from 59.5 per cent last year. Clothes-dryers are installed in 34.5 per cent of all households this year compared to 30.1 per cent in 1966.

FM radio-receivers are used in 34.3 per cent of all households this year compared to 28.4 per cent last year, while phonograph record-players are in 64.4 per cent, up from 61.2 per cent last year. One or more automobiles are owned by 75.8 per cent of all households in Canada, an increase from last year's figure of 75.1 per cent, while two automobiles are owned by 15.0 per cent, a rise from 14.1 per cent in 1966.

FROZEN FOOD RAILWAY VAN

Canadian National Railways has accepted delivery of the first of 50 new refrigerated "piggy-back" trailers designed to improve temperature control and reduce dehydration of perishable goods.

A feature of the new vans is a reverse-flow-envelope refrigeration system developed by the National Research Council. Though designed primarily for the transport of frozen foods, the trailers are also equipped with a heating system, and will maintain any required load temperature from minus 10 degrees to 70 degrees Fahrenheit.

The Canadian Pacific Railways operates some 70 trailers of the same design.

SATELLITE-TRACKING STATION

One of Canada's contributions to co-operative space research with the United States is the staffing and maintaining of a satellite-tracking station at Stiles Cove, about 13 miles north of St. John's, Newfoundland.

The station, which recently celebrated its sixth anniversary, is operated as part of the Satellite Tracking and Data Acquisition Network (STADAN) of the U.S. National Aeronautics and Space Administration (NASA).

In its brief lifetime, 55 satellites - two Canadian - have made thousands of passes within range of the station's data-receiving and -recording instruments.

The purpose of a STADAN station (there are only 13 in the world) is to determine the angular positions of satellites or other vehicles coming into its field of vision, to receive and record data transmitted from such vehicles and to issue commands regarding their operation.

The St. John's station employs 13 antennae arranged as interferometers for recording the position of satellites passing overhead. For telemetry passages, two antennae are used for receiving data from satellites and three for command transmissions to satellites.

An average satellite is in view of the station at predicted times for as long as 20 minutes on each orbit. Such a passage will be repeated three or four times at perhaps two-hour intervals followed by a much longer period in which no passages occur within the station's range. Thus, on certain days, it is possible for the station to be handling six to eight satellites involving 30 to 40 separate operations.

Since 1961, there have been more than 20,000 interferometer trackings and more than 13,000 telemetry contacts with satellites by the St. John's station.

In the last two years, approximately 200 passes each for the Canadian satellites *Alouette I* and *Alouette II* have been tracked to give accurate orbital information.

During the same period 600 telemetry recordings have been made of *Alouette I* data and over 3,000 on *Alouette II*.

Data is forwarded to the Goddard Space Flight Centre, near Washington, the control centre for the 13 STADAN stations in Australia, North and South America, South Africa, England and Hawaii.

DRAPEAU EXHIBITIONS DELEGATE

Prime Minister Pearson recently announced the appointment of Mayor Jean Drapeau of Montreal as senior Canadian delegate to the Bureau of International Exhibitions in Paris. "In view of Mayor Drapeau's background and interests, particularly his great experience with Expo 67, I am sure he will make a great contribution to the functioning of the Bureau," Mr. Pearson said.

The Bureau of International Exhibitions administers the 1928 Convention Relating to International Exhibitions to which Canada is a signatory. As senior Canadian delegate, Mayor Drapeau will attend meetings of the Administrative Council and will represent the Canadian Government on matters coming before the Bureau. Day-to-day liaison and work with the Bureau will continue to be the responsibility of the Minister-Counsellor (Commercial) of the Canadian Embassy, Paris, who reports to the Minister of Trade and Commerce.

STYLES FOR SERVICEWOMEN

Following on the current testing of a new style of uniform by men of the Canadian Armed Forces, the Department of National Defence is considering a new style of dress for Canadian servicewomen.

A small committee, including servicewomen, has studied a variety of sketches from which several styles have been chosen for consideration.

The new style selected is expected to be more feminine than the one in current use, the shirt and tie being abandoned and the length of the skirt shortened to the level of the knee. The cloth under consideration is the same as that used for the men's uniform but other cloths will also be examined for suitability.

A test uniform should be ready for trial by 20 or 25 servicewomen early in 1968 and there is a good chance that all women in the services (some 2,000) will have a new basic uniform during 1969.

It is possible that the new dress will be common to all servicewomen, including nursing sisters, radar plotters, food services, with rank and occupational markings similar to those for men.

GROSS NATIONAL PRODUCT

Canada's gross national product in the second quarter of 1967 reached a level of \$61.5 billion, seasonally adjusted at annual rates - an increase of 2.2 per cent from the first quarter. With prices rising, this advance represented a gain of close to 1 per cent in real terms.

Although the rise in the current value of the GNP roughly matches the average increase in three of the four preceding quarters, as a result of continuing price increases, the advance in constant dollars compares less favourably.

The increase in total demand from the first quarter at over \$2 billion, was the largest in five quarters; its components displayed wide fluctuations. On the income side, the factors of production contributed fairly evenly to the domestic portion of this increase; this was strongly reinforced by supplies coming from abroad. Although its effect cannot be fully evaluated in quantitative terms, centennial celebrations and, in particular, Expo '67 had a pervasive effect on the economy.

The main strength in demand came about equally from the government sector and persons. Expenditures on new residential construction increased sharply after three quarters of decline. Exports continued to advance with a gain of nearly \$700 million, following a \$1-billion advance in the first quarter. Offsetting these increases were declines in business construction and machinery and equipment, while investment in non-farm inventories added very little to overall demand.

PERSONAL SPENDING

The \$800-million increase in personal expenditure was widely shared. Aided by a 14 percent rise in new car purchases (the second increase in the last seven quarters) durables reversed the decline of the two previous quarters and advanced by 6.5 per cent, while many other items also increased substantially. A 22 percent increase in outlays for new residential construction added some \$432 million to demand; significantly affecting this rise was a special inflow of mortgage funds. This offset the declines of the last three quarters and restored expenditures to the level of a year ago. However, the availability of mortgage funds is decreasing, and housing starts in urban areas have been declining from the high point in May. The housing rate of investment in machinery and equipment declined for only the third time since 1961; a contributing factor to the lower value of investment was the reduction in April, and the elimination in June, of the sales tax on production machinery.

After a sizable cutback in the rate of accumulation in the first quarter, the rate of investment in

non-farm business inventories showed virtually no change. Unlike the situation in the United States where a substantial decline in the rate of accumulation took place in the last two quarters, in Canada this process was spread more evenly over the last four quarters.

RIO AIRPORT STUDY

Five aviation authorities from Brazil met recently with airport planners of Canada's Department of Transport to discuss plans for a new international airport at Rio de Janeiro. The leader of the group, which is spending a week in Canada studying the planning, design and operation of Canadian airports, is Lieutenant-Brigadier Engineer Joelmir Campos de Araripe Macedo, president of Brazil's co-ordinating commission for the international airport project.

Canada's plans for the coming of the "jumbo" jets and supersonic aircraft were of special interest to the Brazilian team, since the new airport to be built at Rio de Janeiro will have facilities to handle the new sky giants.

Among other questions discussed at the meeting was the Canadian method of budgeting for airport construction and renovation, the operation of Canadian airports in terms of training staff, organizational problems of maintenance and revenue, and the responsibility for air-traffic control and other essential services.

GROSS NATIONAL PRODUCT
Canada's gross national product in the second quarter of 1967 reached a level of \$21.5 billion, seasonally adjusted at annual rates - an increase of 2.1 per cent from the first quarter. With prices rising, this advance represented a gain of close to 1 per cent in real terms. The rate of increase in aggregate supply, although the rate in the current value of the GNP roughly matches the average increase in three of the four preceding quarters, as a result of continuing price increases, the advance in constant dollars compares less favorably. The increase in total demand from the first quarter of over \$2 billion was the largest in five quarters; its components displayed wide fluctuations on the income side, the factors of production contributed fairly evenly to the domestic portion of this increase, this was strongly reflected by supplies coming from abroad. Although its effect cannot be fully evaluated in quantitative terms, commercial exports and in particular, exports of raw materials and semi-finished goods, had a positive effect on the economy and its expansion.

... possible for the station to be handling six to eight satellites involving 30 to 40 separate operations. Since 1961, there have been more than 18,000 tele-meteorological readings and more than 18,000 tele-meteorological readings by the St. John's station. In the last two years approximately 300 pages each for the Canadian satellites Alouette I and Alouette II have been packed to give accurate orbital information. During the same period 600 telemetry recordings have been made of Alouette I data and over 2,000 of Alouette II. Data is forwarded to the Goddard Space Flight Centre, near Washington, the control centre for the 13 STADAN stations in Australia, North and South America, South Africa, England and Hawaii.