



CANADA

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## \$100 MILLION FOR ROADS

A \$100,000,000 special highway works programme designed to raise Ontario's road-system in areas adjacent to the United States to the most modern standards was announced by Premier Frost last week.

Mr. Frost added that parts of the programme would be financed by tolls. He released a schedule of tolls for the Burlington Skyway and indicated it would provide the pattern for other provincial highway structures which are to be tolled.

The programme is being undertaken over and above the regular highways budget of approximately \$300,000,000 a year.

The plan divides itself into several parts. First the Skyway at Burlington Bay will be tolled when opened at the following rates: Passenger cars, station wagons, taxis, half-ton trucks, light delivery trucks, 20 tickets for \$1; commercial vehicles of two axles, 24 tickets for \$4; heavy trucks with three or more axles, and buses, 20 tickets for \$6.

The province will build three new skyways over the Welland Canal at a cost of between \$15,000,000 and \$20,000,000 each.

These three high level bridges will be tolled at the same rates as the Burlington Skyway. These skyways will give direct connection with the Queen Elizabeth system and at Welland and Port Colborne with No. 3 Highway.

No. 3 Highway will be widened and modernized from Port Colborne to Windsor. It will be extended to Forthill and St. Catharines to connect with the Queen Elizabeth Way.

In Hamilton, the province will construct the Chedoke Expressway to provide a fast modern connection between the central city and the Ontario highways system, as well as a by-pass service similar to No. 401 Highway across Toronto.

Mr. Frost indicated that Ontario was willing to share with the United States in the cost of building new toll bridges at Queenston-Lewiston (to connect with the New York Thruway) and at Sault Ste. Marie (to connect with the Michigan State Highway system and the Mackinac bridge on one side, the Trans-Canada Highway system on the other).

A new high-level bridge just above Queenston would permit residents of both countries to drive entirely around the Niagara River on both sides and provide direct modern connection with the American Parkway system, and with the Queen Elizabeth Way, and the trans-provincial freeway, No. 401 Highway.

In Northern Ontario, the province will complete the Fort Francis Causeway and the highway from there to Atikoken. Tolls rates here will be similar to those proposed for the other skyways.

The province will share in the cost of a new bridge at Rainy River with the State of Minnesota. Ontario will also construct a skyway at Fort Francis which will be tolled.

The Atikoken Highway, the Fort Francis Causeway and Skyway, No. 71 Highway and the new Rainy River high-level international bridge will be connected with the Minnesota State

## COMMITTEE FOR FISHERIES PROBLEMS

The establishment of a federal-provincial committee to consider the common fisheries problems of the five Atlantic Provinces has been announced by Fisheries Minister J. Angus MacLean. This body, to be known as the Federal-Provincial Atlantic Fisheries Committee, will be made up of Federal Deputy Minister of Fisheries G.R. Clark and the deputy ministers of the provincial departments concerned in Quebec, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland.

The committee will meet annually to consider proposals and recommendations regarding fisheries matters of joint and common interest to all the Atlantic provinces. It will make recommendations to the respective governments for implementation of programmes and projects designed to assist in the development of methods and techniques in catching equipment such as vessels and fishing gear. It will also assist in the development of shore and plant facilities, techniques and processes by way of technical advice and other assistance, and will study and report on the economics of the fisheries to ensure that any proposed programme of development is based on sound principles.

Members of the committee will be able to exchange information on matters of joint interest pertaining to the fisheries and will co-operate generally to ensure the correlation and co-ordination of activities. In this it will have the advice of sub-committees composed of scientists, management officials and other specialists.

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## ARCTIC CONVOY

C.G.S. "d'Iberville", Canada's powerful icebreaker and known throughout the north as the "Queen of the Arctic", sailed from Quebec July 29, heading a convoy consisting of a freighter and a tanker bound for Canada's Arctic waters. The "d'Iberville" will be joined by another Department of Transport icebreaker, C.G.S. "N.B. McLean" off Lancaster Sound and the convoy will also make a rendezvous with the departmental Arctic supply ship, C.G.S. "C.D. Howe".

The destination of the convoy is Resolute Bay, Cornwallis Island, where most of the 7,000 tons of cargo and supplies carried will be landed. This is destined for use at the Arctic Weather Stations operated jointly by Canada and the United States in the Queen Elizabeth Islands. These joint weather stations are located at Resolute Bay, Isachsen, Mould Bay, Alert and Eureka.

Aboard the "d'Iberville" are 194 tons of cargo destined for Eureka and eight government officials proceeding to Arctic stations for duty. Some 70 stevedores are also travelling

aboard the icebreaker to assist in the unloading of the convoy at Resolute Bay.

After escorting the convoy to Resolute Bay and turning the stevedore crew over to the "C.D. Howe", the "d'Iberville" will proceed to Eureka on the west coast of Ellesmere Island. An ice patrol consisting of long-distance reconnaissance R.C.A.F. aircraft from Resolute Bay, assisted by the "d'Iberville's" two helicopters will help guide the icebreaker through ice which is usually found at Hell's Gate and Eureka Sound on her lone dash to Eureka. The helicopters are used for short-range observations to search for leads through the ice and for carrying mail and passengers from ship to shore when required. After landing her cargo and supplies at the weather station at Eureka, the "d'Iberville" will turn south for her home port of Quebec.

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## ROYAL POWER BOAT RACE

North America's first Royal power-boat race is scheduled for August 30 and 31, near the popular holiday town of Huntsville, Ontario. The International Challenge Race for the \$10,000 Duke of York Trophy will be competed for at Fairy Lake for the first time outside England.

A triangular two nautical mile course will test the skill and design of hydroplane entries from a number of countries in this famous classic. The beautiful gold trophy was offered for competition by His Majesty, the late King George VI, in 1924, then the Duke of York. It was presented to fill the need for a trophy to eliminate the cost of constructing powerful unlimited class boats needed in competitions for the Harmsworth Trophy.

Competing boats were at first limited to a capacity of 1½ litres and this class was retained until 1930 when it was raised to 3 litre (standard) engines. In 1938 the rules were changed to a fuel allowance formula, with no restrictions on engine size. Each competitor is now allowed 12½ Imperial gallons of 87 octane fuel for each 30 nautical mile heat. With the new ruling, unless entries are both finely tuned for speeds of well over 100 m.p.h. and miserly fuel economy, they stand little chance of being first at the finish line, after three heats and 90 nautical miles are run.

In past competitions the United States won the trophy in 1927, and 1929 on the River Thames and again in 1938, at Torquay, when Auerbach won with his Emancipator VII. Canada's Art Hatch won the honours on Lake Windermere, England in 1951. The United States have already challenged this year's event with a maximum of five boats. Canada too will have a maximum entry. Other countries invited include England, France, West Germany, Italy, South Africa, Australia, Russia and Mexico.

## PRINCESS MARGARET

The week beginning July 28 saw Princess Margaret tour Canada from the Rocky Mountain resort of Banff, Alta, to the nation's capital. At each city along the route, the Princess was accompanied by a member of the Canadian Cabinet.

Some of the highlights of the Princess' itinerary included:

A scenic drive from Fairholme Ranch along the Trans-Canada Highway stopping at the Royal Canadian Army Cadet National Camp where she was met by the Lieutenant-Governor of the province and Premier Manning. The Princess then continued on to Banff National Park and the Banff Summer School of Fine Arts.

The Princess' stay in Calgary was climaxed by a visit to the Calgary Stampede Grounds where she witnessed a miniature version of the famous Calgary Stampede. After the performance, the Mayor of Calgary presented his council and several Indian dignitaries to the Princess.

The Princess was welcomed by the Prime Minister to his home constituency of Prince Albert, Saskatchewan, July 29. From the Prince Albert Exhibition Park, the Princess and her party abandoned the usual forms of transportation, using a helicopter to reach Waskesiu, Prince Albert National Park.

The Royal Party once more employed the helicopter to visit a farm of the area which was selected as representative of the farming land of Saskatchewan. After a tour of the farm, the Acting Premier of Saskatchewan made a presentation to the Princess on behalf of his Government.

Toronto was host to the Princess for several civic functions and, at the Grandstand of the Canadian National Exhibition grounds, a crowd of school children, crippled children, Sunny book Hospital veterans and others were special guests.

At Stratford, Ontario, the Princess, as do many other visitors to this city's annual tribute to the memory of the greatest of English speaking playwrights, thrilled to the performance of "A Winter's Tale" by the Company of the Stratford Shakespearian Festival.

Next on the Princess' journey across Canada was a tour of Niagara Falls. Points of interests here for the Princess included, of course, a view of the famous Falls and an inspection of the Sir Adam Beck Niagara Generating Station No. 2.

On August 1, the Princess was welcomed to Hamilton, one of Canada's most industrialized cities. At Hamilton's Civic Stadium, Princess Margaret viewed a Trooping of the Colours ceremony by the Highland Light Infantry of Canada.

On August 2, the Princess was greeted at Ottawa's Union Station by His Excellency The Governor General and the Prime Minister and Mrs. Diefenbaker. After receiving the Chief

Justice of Canada, members of the Diplomatic Corps and Mayor Nelms, the Royal Party left for Government House.

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## SOUTH SASKATCHEWAN DAM

The Prime Minister announced in the House of Commons, July 25th, that the agreement had been signed for the construction of a dam on the South Saskatchewan River. Signatories were Mr. Douglas Scott Harkness, Minister of Agriculture, and Premier Douglas of Saskatchewan.

Mr. Diefenbaker said, in part:

"The signing of this agreement with the province of Saskatchewan represents an important step forward in the development of Canada's resources. Its main objective is, through its large-scale water conservation and irrigation potentialities, to provide stability for agriculture in central Saskatchewan, where droughts, sometimes prolonged, have in the past created serious problems for more than 50,000 farmers, a truth that is driven home by conditions this season.

"While many think of irrigation as associated particularly with the production of specialty crops, it may be that the production under irrigation of alfalfa and other fodder crops in the centre of Saskatchewan's most populous farming area and in quantities sufficient to remove the fear of having to sacrifice livestock because of feed shortages in drought years or having to bring in fodder from other areas at great expense will prove to be the greatest benefit in the long run.

"But irrigation possibilities represent by no means the only good to flow from the project that the signing of this agreement will inaugurate. The construction of the earth dam now agreed upon will make possible the production of hydroelectric power on a scale that will mean much to the industrial development of the province, while the assurance of adequate water supplies for such cities as Regina and Moose Jaw and the control of flooding are benefits that in the minds of many would of themselves justify much of the outlay that will be called for in carrying out this vast project.

"I have stressed the irrigation possibilities, possibilities that may one day see water brought to 500,000 acres of Saskatchewan's good lands, the immense power development potentialities and the assurance of water supplies. There are many other benefits that will accrue as a result of the building of the dam. The control of water levels in the Qu'Appelle valley and its lakes, as well as the formation of a completely new great lake of the South Saskatchewan river system upstream from the dam will provide recreational facilities and wildlife possibilities that will doubtless be appreciated by generations to come, and may well become one of the major tourist attractions in the western provinces."

## AMBASSADOR RETIRING

The Secretary of State for External Affairs has announced the following transfer and retirement in the Canadian Diplomatic Service:

Mr. D.S. Cole, who has been Ambassador to Mexico since November 1954, is retiring. Pending the appointment of a Successor, Mr. Lionel V.J. Roy, who has recently been Chargé D'Affaires A.I. in Beirut, Lebanon, will be Chargé D'Affaires A.I. in Mexico.

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## GOVERNMENT'S MONTHLY STATEMENT

Mr. Donald M. Fleming, Minister of Finance, last week released the regular monthly statement of the Government's financial operations for June, 1958 and the first three months of the current fiscal year.

For June, budgetary revenues were \$315.2 million, expenditures were \$424 million and there was a deficit of \$108.8 million. For June, 1957, revenues were \$399.7 million, expenditures were \$352.3 million and there was a surplus of \$47.4 million.

For the first three months of the current fiscal year, budgetary revenues were \$1,001.5 million, expenditures were \$1,066.4 million and the deficit was \$64.9 million. For the same period last year, revenues were \$1,185.1 million, expenditures (which included \$100 million to the Canada Council) were \$1,064.3 million and the surplus was \$120.8 million.

Operations of the old age security fund, which are not included in budgetary transactions, resulted in a deficit of \$17.3 million for June, 1958 and an accumulated deficit of \$42.4 million for the three months to June 30, 1958. Last year for the three months to June 30, 1957, there was an accumulated deficit of \$2.7 million. These deficits were covered by temporary loans by the Minister under the terms of the Old Age Security Act.

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## INDUSTRIAL EMPLOYMENT

Canada's composite index of industrial employment for June 1 stood at 118.2, a rise of 3.1 per cent over the May 1 figure of 114.6, the Dominion Bureau of Statistics reports. The rise was slightly below average for the time of year, fractionally reducing the seasonally adjusted index. Industrial employment continued below its level a year ago when the unadjusted index was 123.5.

Weekly wage and salary payments were 3.8 per cent higher in the latest survey period than a month earlier and raised the payroll index to 195.5, virtually the same as at June 1 last year (195.7). Per capita earnings reached a new high at \$70.76 as compared with \$70.35 in the week of May 1 and \$67.82 at June 1, 1957.

Employment and payrolls were generally higher in all provinces than a month earlier. Average weekly wages and salaries dropped slightly in Newfoundland, Nova Scotia, New Brunswick and British Columbia, mainly due to the addition of lower paid seasonal workers to the reported staffs. Reduced working hours in some establishments also contributed. In all provinces, however, the per capita figures were higher than in the same period in 1957 and preceding years.

Heightened activity was shown at June 1 in all main industrial divisions. As usual at the time of year, the improvement in construction was most noteworthy. There were also substantial gains in forestry, manufacturing and transportation, storage and communication. Within manufacturing, the most important increases were in foods and beverages and wood products.

Industrial employment indexes for the provinces were as follows: Newfoundland, 123.7 (111.3 at May 1); Prince Edward Island, 112.9 (102.7); Nova Scotia, 94.1 (91.3); New Brunswick, 96.5 (87.9); Quebec, 116.7 (112.8); Ontario, 120.4 (118.5); Manitoba, 109.0 (105.4); Saskatchewan, 129.1 (119.5); Alberta, 150.5 (141.1); British Columbia, 115.7 (111.2).

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## GOVERNMENT EMPLOYMENT

Federal government employees in departmental branches, services and corporations numbered 178,573 at the end of December last year as compared with 171,764 on the same date a year earlier, the Dominion Bureau of Statistics reports. The total comprised 151,949 salaried employees versus 145,815 at the end of December 1956, 24,249 prevailing rate employees versus 23,729, and 2,375 ships' officers and crews versus 2,220.

Regular earnings paid last December totalled \$52,854,035 compared to \$46,892,804 in December 1956, salaried employees receiving \$46,482,018 versus \$41,178,025, prevailing rate employees \$5,743,158 versus \$5,117,591, and ships' officers and crews \$628,859 versus \$597,188.

Agency and proprietary corporations and other quasi-independent federal government bodies employed 141,029 persons in December 1957 versus 150,217 a year earlier. Earnings of these employees amounted to \$44,898,000 versus \$45,961,000.

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## HUNGARIAN REFUGEES

The Federal Government has agreed to admit an additional 1,100 Hungarian refugees now in camps in Austria and Italy, Immigration Minister Fairclough said last week.

Mrs. Fairclough stated that the special humanitarian action is designed to assist in the settlement of the last of some 200,000

Hungarians who fled their homeland after the revolt of 1956 to seek permanent homes in Western nations.

The movement will bring to 38,215 the number of Hungarians admitted to Canada.

The Immigration Department is making plans to bring the refugees to Canada before the end of the year. Their passage will be paid by the Government.

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### TRI-SERVICE DRILL TEAM

A tri-service precision drill team, will open each of the evening grandstand performances this year at the Canadian National Exhibition in Toronto.

Fourty-four Regular Force personnel have been drawn from each of Canada's three military services to take part in the precision manoeuvres. Two officers selected from each of the services will head their respective service component.

The 50-man Army band of the Royal Canadian Signals Corps in Kingston, Ont., which recently returned to Canada after a six-month tour in Germany, will accompany the drill team in Toronto during its performances.

The drill team will move to Toronto on August 13, and carry out several rehearsals before making its first grandstand appearance there on August 20. While opening the evening shows the 132-man team will perform a series of precision manoeuvres without the aid of commands.

In addition to the evening performances the team will form the Guard of Honour for Prime Minister Diefenbaker on August 20, when he officially opens the CNE, and on August 23, it will lead the Warriors Day parade to the exhibition grounds.

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### U.K. STUDENTS VISIT

A group of students and Directing Staff, totalling seventeen from the United Kingdom's Imperial Defence College arrived in Ottawa, Wednesday, July 30, to begin a month-long tour of Canada and the United States.

Leading the party were General Sir Geoffrey K. Bourne, KCB, KBE, CMG, Commandant of the College, together with Lieutenant-Colonel M.C.K. Halford, DSO, OBE, a member of the College Directing Staff.

The party remained in Ottawa until Sunday morning, Aug. 3, leaving for industrial and defence establishment at Cornwall, Toronto, St. Catharines, Niagara Falls, Sudbury, Calgary, Victoria, Vancouver, Whitehorse and Winnipeg. On Aug. 15, the group will fly to Washington for a week's tour of the United States. Returning to Canada Aug. 23, the party will visit Halifax, Sept Iles, Que., Quebec City, Arvida, Que., and Montreal. They plan to return to London Aug. 29.

### TCA JETLINERS

An abstract mural representing Canada's 10 provinces will highlight the lively interior decor of Trans-Canada Air Lines' new 550-mile-an-hour DC-8 Jetliners, scheduled to go into regular passenger service with TCA early in 1960.

Designed by a Canadian, the murals will decorate the first-class passenger lounges of all six TCA DC-8s in vivid reds and blues, tans and golds.

The aircraft will be used on trans-continental and trans-Atlantic routes, cutting present flying times almost in half.

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### FOREIGN TRADE

The high level of Canadian exports was maintained in 1957, and the level of Canadian imports was slightly lower than in 1956, according to the Review of Foreign Trade for the year 1957 published by the Dominion Bureau of Statistics. Total exports (domestic exports plus re-exports) in 1957 increased 1.5 per cent to \$4,934,000,000 and imports declined 1.4 per cent to \$5,623,000,000. Total trade was consequently somewhat reduced and the import balance fell from the 1956 record of \$842,000,000 to \$689,000,000.

There was a slight fall in export prices and those of imports rose about 3 per cent. The volume increase in exports was thus somewhat greater than the value increase, whereas the volume decline in imports was more than 4 per cent and their value decline would have been greater but for the rise in prices. On a seasonally adjusted basis, total exports were at their highest in the third quarter and declined in the fourth quarter to an annual rate of \$4,995,000,000. Imports, on the other hand, increased in the first quarter but decreased continuously thereafter, until, in the fourth quarter, they were running at an annual rate of \$5,234,000,000. The changes of 1957 as a whole contrast markedly with the developments of both 1955 and 1956 when exports and imports increased considerably.

There was no major change in the ranking of Canada's leading trading partners in 1957. Contrary to the general increase which took place in 1956, there were some decreases in exports to and imports from different countries and areas. Imports from the United States declined as those from the United Kingdom, the Commonwealth, Europe and Latin America increased; and exports to the United States, Europe and Latin America increased as those to the United Kingdom and the Commonwealth declined.

The United States continued to be the leading country in Canadian foreign trade but accounted, at 65.7 per cent, for a somewhat reduced share of total trade. The United Kingdom was responsible for 12.0 per cent of total

trade in 1957 -- a slightly lower proportion than in 1956 -- but Europe, Latin America and the Commonwealth (excluding the United Kingdom) increased their shares to 8.2 per cent, 5.8 per cent and 4.6 per cent, respectively. Total Canadian exports to the United States reached a record \$2,942,000,000 in 1957, exceeding the previous peak in 1956 by about 2 per cent. Imports from the United States amounted to almost \$3,999,000,000, nearly 4 per cent less than in 1956, and thus declined for the first year since 1954. Total exports from Canada to the United Kingdom fell some 9 per cent in 1957 to \$743,000,000 and imports from the United Kingdom increased almost 8 per cent to \$522,000,000.

Although there was relatively little overall change in Canadian exports in 1957, the main commodity groups showed considerable and diverse movement. Wood, wood products and paper and agricultural and vegetable products, which together accounted for more than 48 per cent of total domestic exports, declined around 15 per cent and 4 per cent, respectively. These decreases were offset by increases of around 5 per cent, 13 per cent and 19 per cent, respectively, in non-ferrous metals, iron and its products, and non-metallic minerals, which three groups accounted for almost 40 per cent of the domestic export total. The other four main groups all recorded relative increases: animals and animal products, fibres, textiles and products, and chemicals reversed previous declines and gained respectively about 16 per cent, 20 per cent and 7 per cent, and miscellaneous commodities rose some 24 per cent compared to an increase of more than 54 per cent in the previous year.

Newsprint paper was still the leading commodity export in 1957 and accounted for almost 15 per cent of total domestic exports.

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#### \$100 MILLION FOR ROADS

(Continued from P. 1)

Highway system and the Mississippi Parkway now under construction.

These facilities will enable development of Quetico Park and tie the U.S. Midwest into Northwestern Ontario and the Trans-Canada Highway system.

In this connection, Premier Frost noted that while the Federal Government is contributing to one Trans-Canada route through Ontario, the province is developing a number of branches and alternatives in Northern Ontario built to Trans-Canada standards.

They will be considered all together as the Trans-Canada system in Ontario and include: The Lake Superior route, from the Manitoba border through the Lakehead, thence by No. 17 Highway to Sault Ste. Marie and North Bay.

The Chapleau route, No. 129 Highway from Wawa to Chapleau to Thessalon, connecting with No. 17 Highway.

The Northern route, from the Lakehead via No. 11 Highway to Geraldton, Hearst, Kapuskasing, Cochrane and down to North Bay.

The Ottawa Valley route, from North Bay to Ottawa, Hawkesbury and the Quebec border.

The Georgian Bay and Southern Ontario route, from Sudbury to Parry Sound, via No. 69 Highway, to Waubauskene via No. 103 Highway, to Orillia, and Lindsay via No. 12 Highway, to Peterborough and Ottawa via No. 7 Highway.

The programme when completed in about five years will effectively tie Ontario's major road system - No. 401, the Trans-Canada complex and the Queen Elizabeth Way - into the great network of American Thruways.

It will provide first-class access to Ontario's summer playgrounds for the vast tourist pool in the United States from the Atlantic seaboard the Mississippi.

"The province is going out after business and proposes to develop traffic from the United States", Mr. Frost said.

The Government approached the scheme from the point of view of avoiding interference with its present 10-year \$3,000,000,000 programme which includes completion of No. 401 Highway and extension of No. 400 Highway.

Hence the decision to impose tolls, though Mr. Frost was firm in stating that there was no intention of tolling ordinary bridges or highways in Ontario. If any other structures should be contemplated for tolling it would be referred to a select committee of the Legislature, he said.

The works to be tolled, Mr. Frost noted, are continuous to very large U.S. developments which are very largely tolled, and offer the opportunity to have these extraordinary works paid for, at least in part, by U.S. traffic.

Because the structures will be built by the province and run on a non-profit basis, lower tolls than prevail in the United States will be charged. The rate structure is specifically designed to favor local traffic, the premium rate being imposed against the one-shot user.

In a year, Mr. Frost observed, about 6,000,000 U.S. vehicles enter Ontario of which about a third stay more than 48 hours.

In addition to relieving congestion in the areas affected, this (programme) will provide modern connections with the great traffic sources in the United States, with a method of financing comparable to that used in those states.

Except at Fort Frances-Rainy River, where none now exist, Mr. Frost said, the province would better the existing free facilities. Tolls, except in the case of the international structures, are not expected to pay all the cost of the facilities.