



CANADA

# CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION · DEPARTMENT OF EXTERNAL AFFAIRS · OTTAWA, CANADA

Vol. 15 No. 38

September 21, 1960

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## MARINE RESCUE IN CANADA

The following is the text of a speech by Transport Minister Hees on the part played by the Federal Government in rescues at sea, at the official opening of the Nova Scotia Fisheries Exhibition and Fishermen's Reunion, Lunenburg, Nova Scotia, on September 13:

"...For many years now the Royal Canadian Air Force has been responsible for co-ordinating rescue activities. At first, their responsibility referred only to aircraft in distress, but several years ago this was extended to include marine incidents. The Air Force has at its disposal rescue co-ordination centres at Halifax, Trenton and Vancouver. These are well equipped and well manned, and the communications systems in the respective areas are funnelled into them. In this way, they are in a position to be immediately aware of an accident, and of the ships and aircraft that are available for rescue.

"Under its own direct control, the Air Force has also adequate aircraft, including some helicopters. These aircraft are available for search purposes, and for such rescue operations as aircraft can handle. When practicable, RCAF aircraft are also available to deal with cases of serious accidents to individuals at sea, but not necessarily related to the safety of ships as such.

"All ships at sea are under an obligation laid down in the Canada Shipping Act to assist vessels in distress. In addition, Government ships have for some years been under a special directive to go to the aid of vessels in

danger, on orders of the rescue co-ordination centre, so as to relieve private vessels of this obligation whenever possible. I am speaking now of danger to life, as it has not been the policy of the Government to use government vessels for towing or salvage when private vessels are, or can be made, available.

"This was the situation I found when I took office. As far as it goes, it has been efficient and well run. However, I have found that more could be done on the marine side to make use of facilities ready to hand, whether these are owned by the Government or by private industry.

### MARINE CO-ORDINATORS

"As a first step in making use of all these marine facilities, three Marine Co-ordinators have recently been appointed--one each for the Atlantic region, the Great Lakes, and the Pacific Coast. Two of them, for the Atlantic and Pacific Coasts, were appointed a few months ago; the third, a couple of weeks ago. The first two have already had time to discuss the situation with those concerned in their areas, and to come forward with preliminary recommendations, some of which are in the course of being acted upon.

"All government agencies operating ships have been contacted, and the co-ordination centres know just where they all are, and how to set them in motion in the event of distress calls. A substantial number of private organizations which are interested in ships,

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such as, in the case of Nova Scotia, the Standing Committee of the Fish Packers Association, have also been brought into a similar scheme.

"At the Halifax Centre, a special Marine Recognition Data and Information Centre has been set up, to ensure that the right ship for the job is dispatched to a particular incident, and that air searches are conducted by pilots trained to recognize the object of the search. The Department has recently completed a special handbook, which should be of great help to every boat-owner, both those who might be involved as rescuers, and those who some day might be the object of a search. Arrangements for publication of this pamphlet are going forward now.

#### METHODS OF LOCATION

"As part of this latter programme on the East Coast, the Department has developed a grid system to enable a boat-owner readily to identify his location for rescue purposes, without revealing too precisely his fishing grounds to his competitors. We have also developed an inexpensive combined visual distress-signal and radar-reflector, since it has been shown that small vessels could often have been more readily located if they had carried such a signal.

"While present communications work well on this Coast, we intend to look further into the possibility of co-ordinating the use of available radar, and studies are going forward, particularly on the West Coast with its more difficult topography, to ensure that appropriate steps are taken to cover blank spots in radio-telephone coverage.

"It is intended that a study shall be made of training programmes and the provision of suitable equipment for government ships, so as to enable them to be more effective in the particular field of marine rescue. This is a programme that necessarily takes some time, but the contribution that can be made by it can be very significant when you remember that all the government departments together, apart from the Navy, have fleets totalling some 50 vessels stationed in the Atlantic region, 40 vessels in the St. Lawrence River and Great Lakes, and 65 on the West Coast.

#### PRIVATE CO-OPERATION NEEDED

"Even with this impressive fleet, totalling over 150 vessels, our government ships have special duties which determine their position at any time, and some of these duties take them out of their usual regions altogether. We must, therefore, have, and I know we are getting, the full co-operation of private owners to assist in this work. What is needed is leadership to bring the great fleet of publicly and privately-owned vessels operating in Canadian waters into a state of coherence and readiness to meet marine disasters. This leadership the Government proposes to give

through the agency of the Canadian Marine Service, the newly-adopted name for the ships of the Department of Transport. Our Marine Co-ordinators will be key men in this continuing development.

"For some months now the Meteorological Branch of my Department has been carrying on scientific research into the use of radar in weather analysis and forecasting. As a result of this, I now plan to recommend to the Government the establishment of a general weather-radar programme. If this is approved, the first major installation for this purpose will take place in Halifax next year. If this installation lives up to expectations, I intend to recommend its extension across Canada, and this will give added protection to mariners on both coasts, and on the Great Lakes.

#### ACCIDENT PREVENTION

"You will note that this proposal implies a greater emphasis on the prevention of accidents. Along the same lines, my Department has recently been authorized to construct six patrol cutters, commencing next year, for the purpose of enforcing and encouraging better safety practices among our coastal fleets, and to be available for rescue work among small craft in areas where these are concentrated. Two of these cutters will be based on the East Coast, two on the West, and two in the Great Lakes region. They will be designed to suit local circumstances, and, if they prove successful, more of these vessels will be recommended to the Government.

"With these measures, and others that our Marine Co-ordinators will continue to bring forward as they become more familiar with your problems, and as the need arises, I feel sure we are now developing adequate means to carry out the responsibilities that the Government has assumed in marine rescue.

"Over the past year, the directing staff at headquarters has been re-organized to include men with actual sea experience. These men will press forward with the necessary improvements.

"What I have said today will give you an indication that the Government takes its responsibilities seriously, and will continue to work for the protection of those who use our seas and inland waters for their livelihood or pleasure."

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#### GIANT AIR BATTLE RECALLED

One of the largest bodies of RCAF personnel ever to parade in Ottawa assembled on Parliament Hill on September 18 to join in the national observance of the twentieth anniversary of the Battle of Britain in honour of the famous "few" who fought and died in the air to save Britain in the dark days of 1940.

The parade consisted of four Air Force bands and more than 1400 members of the RCAF and RCAF Association. The salute was taken by

Prime Minister Diefenbaker, who also inspected the guard of honour and addressed the nation.

During the ceremony, jet aircraft of the RCAF, including the famed "Golden Hawks" aerobatic team, dipped low over the Peace Tower in salute, while two of the most famous Battle-of-Britain aircraft, the "Spitfire" and the "Hurricane", stood motionless on the Hill below. Following the wreath-laying ceremony and the playing of the National Anthem, the parade moved to Chalmers United Church and St. Joseph's Church, where special commemorative services were held.

The Battle of Britain had special significance for the RCAF. It was the Force's baptism of fire when No. 1 Squadron of the RCAF (later designated 401) flew into action against the enemy near London, won its first victories and suffered its first casualties. Another fighter squadron--No. 242 of the RCAF, composed of Canadian pilots--also won for the RCAF and Canada great distinction during the prolonged air battle. During the two-and-half month battle that began in mid-July, 47 Canadian officers and men gave their lives.

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## WINTER MARKET FOR BUILDERS

Mr. Michael Starr, Minister of Labour, urges Canada's building-supply manufacturers, building-supply dealers and building contractors to concentrate on selling the idea that interior renovations of plants, offices and homes should be done in the winter, when skilled tradesmen and materials are more readily available.

It has been estimated by authorities that \$600 million need to be spent on Canadian homes to bring them up to an adequate standard, Mr. Starr adds. Retail building-supply dealers, contractors and manufacturers who are looking to this market during the winter-time lull, when they have time to undertake imaginative sales programmes, are finding that it produces a heavy increase in sales, with resulting increases in the employment of contractors and tradesmen for installation jobs. Here is a case of personal coinciding with community interests, since more profits mean more jobs and more money in circulation in the community in the winter.

Mr. Starr made these remarks recently, in presenting a plaque to the "Canadian Building Supply Dealer of the Year", in Toronto--Mr. Alan Furnes, Sales Manager of Lansing Building Supply Ltd., of Willowdale, Ontario. Because of this firm's contribution to last winter's "Do-it-Now" Winter Employment Campaign, the Lansing Company won, against entries from all over Canada, a contest sponsored by "Building Supply Dealer", a national trade publication.

Mr. Starr said that the Lansing Company, and the other companies throughout Canada who had entered the contest, did so as community leaders interested in increasing winter

employment in their community. But they had found as well that the winter-time market was exceedingly profitable and provided a practical solution to eliminating a need for their own staff lay-offs, as well as increasing employment among contractors and tradesmen.

He welcomed the support of the building-supply industry as first-line allies in the campaign to increase winter-time economic activity. This was not a matter of taking work away from the summer, but rather taking the pressure off the building industry, which was so heavily engaged each summer in Canada with "outside" construction.

Since construction was one of the heaviest contributors to winter unemployment, an increase in construction employment would have a remarkable effect on the total winter unemployment figures.

He urged plant and business owners to restrict as far as possible their interior renovation and redecorations to the winter. It would pay them for they would have the best of skilled labour available and at the same time they would indirectly benefit from an increase in purchasing power in their communities. Just as unemployment tends to snowball, any increase in employment has a good snowballing effect.

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## CANADIANS TO LIVE LONGER

Life expectancy at birth for males in the Atlantic Provinces is estimated at 67.9 years, in Quebec 66.1, Ontario 67.8, the Prairie Provinces 69.3, and British Columbia 68.1, according to provincial and regional life tables for 1955-57 recently released by the Dominion Bureau of Statistics. For females, the figure for the Atlantic Provinces is 72.9 years, Quebec 71.0, Ontario 73.6, the Prairie Provinces 74.2, and British Columbia 73.9. As published earlier in "Canadian Life Tables", the national figure for 1955-57 reached 67.6 years for males and 72.9 for females. Male life expectancy at birth has not reached 70 in any of the 5 regions, while that for females is 71 or more in all regions.

Between 1951 and 1956, male life expectancy at birth increased for the country as a whole from 66.3 to 67.6 or 1.3 years; corresponding regional increases were: Quebec, from 64.4 to 66.1 or 1.7 years; British Columbia, 1.4 years the Atlantic region, 1.3 years and Ontario and the Prairie region .9 years each. On the other hand, the national figure for females rose from 70.8 to 72.9, or by 2.1 years, with corresponding increases of 2.4 years in the Atlantic and Quebec regions, 1.9 years in the Prairies, 1.7 in Ontario and 1.5 years in British Columbia.

Once a child has passed its first year of life its life expectancy increases appreciably. For example at one year of age a male child at the mortality rates of 1955-57 might

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on the average expect to live an additional 69 years and a female 74 years; in Quebec expectancy would increase 2 full years for males and 1.6 years for females over that at birth, with smaller increases for the other regions.

AIR TERMINAL NEARLY READY

All government services necessary for the safe operation of Montreal International Airport are now housed in the new terminal building, Transport Minister George Hees announced recently.

The Transport Department's air-traffic controllers, both in the radar-room and in the control-tower, the weather-forecast office, the telecommunications centre and such auxiliary services as receivers, transmitters and equipment monitoring all ground-to-air communications are now occupying the new building.

With the exception of the eighth-storey control-tower, all are installed on the third floor. Most other floors are completely finished and ready for occupancy, except for certain mechanical equipment such as escalators, telephone booths and revolving luggage conveyors, which are now being installed. Furniture is to be delivered in stages during the next few weeks.

The entire \$26-million building and its satellite "aeroquay" are expected to be ready to welcome airlines and concessionaires by November 15. The giant task of paving the aircraft-parking apron and the car-parking areas, now well under way, is also slated for completion by that date. The formal opening ceremony is scheduled to take place some time in December.

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MAPLE PRODUCTS

The production of maple products (expressed as syrup) in 1960 increased 15.3 per cent to 2,719,000 gallons, from 2,358,000 in 1958, and was 9.5 per cent greater than the 5-year (1953-57) average of 2,482,000 gallons. The output of maple syrup rose 15.9 per cent to 2,676,000 gallons, from 2,309,000 in the previous year, and was 12.0 per cent larger than the 5-year average of 2,390,000 gallons. Production of maple syrup fell 11.9 per cent to 430,000 pounds from 488,000, and was less than half the average of 919,000 pounds.

The gross farm value of the 1959 make of maple syrup and sugar (expressed as syrup) rose to \$9,468,000 from \$8,440,000, but was below the 5-year (1952-56) average of \$10,267,000. Farm price of maple syrup climbed to \$4.01 a gallon from \$3.36, while the price of maple sugar dropped to 43¢ a pound from 46¢. The total farm value of maple syrup advanced to \$9,257,000 from \$8,064,000, while that for maple sugar declined to \$211,000 from \$376,000.

CANADA AT UN 15TH SESSION

The composition of the Canadian Delegation to the fifteenth session of the United Nations General Assembly, which opened in New York on September 20, is as follows: Chairman, Mr. Howard Green, Secretary of State for External Affairs; Vice Chairman, Mr. Wallace B. Nesbitt, M.P. for Oxford; Delegates, Mr. C.S.A. Ritchie, Permanent Representative of Canada to the United Nations, Professor A. Anstensen, University of Saskatchewan, Mr. Martial Asselin, M.P. for Charlevoix; Alternates, Senator F.M. Blois, Mr. Arthur Smith, M.P. for Calgary, Mrs. H.H. Steen, Vice-President of the National Council of Women, Mr. Arthur Irwin, Ambassador of Canada to Mexico, Lieutenant-General. E.L.M. Burns, Canadian Government Adviser on Disarmament.

In accordance with the Government's practice of rotating appointments, the Delegation this year includes a number of distinguished newcomers with broad experience and qualifications.

NEWCOMERS

Dr. Anstensen is Head of the Department of Germanic Languages of the University of Saskatchewan. He is a retired Commander of the Royal Canadian Navy and at the end of the Second World War was an adviser to the Allied Military Government in Germany.

Mr. Asselin, a lawyer, is a former Mayor of La Malbaie, Quebec.

Senator Blois of Truro is a former member of the Nova Scotia Legislature and a prominent business man.

Mrs. Steen has a distinguished record of public service in municipal, provincial and national women's organizations.

General Burns, the former Commander of the United Nations Emergency Force in the Middle East, is the Canadian Government Adviser on Disarmament and represented Canada at the recent Geneva disarmament talks.

OBSERVERS

In addition to the delegates and alternates, the Delegation will consist of a number of observers from both Houses of Parliament, to be designated from time to time and including members of the opposition parties. The following have been named to attend during the first six weeks: Senator W.D. Euler (Liberal-Kitchener); Mr. Chester MacRae, Progressive Conservative Member for York-Sunbury; Mr. Fred Stinson, Progressive Conservative Member for York Centre; Mr. J.P. Racine, Liberal Member for Beauce; Mr. Harold Winch, CCF Member for Vancouver East.

During the second six weeks, the following will attend: Dr. Joseph Slogan, Progressive Conservative Member for Springfield; Mr. Emilien Morissette, Progressive Conservative Member for Rimouski; Mr. Erhart Regier, CCF Member for Burnaby-Coquitlam.

The Liberal observers from the Senate for the second and third months and from the House of Commons for the second half of the session will be named later.

Advisers from the Departments of External Affairs and Finance will accompany the Delegation.

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### QUEBEC PROMENADE CHRISTENED

The name of Quebec City's new boardwalk, "Promenade des Gouverneurs," was announced by Prime Minister Diefenbaker when he officially opened it on September 9. The structure was built by the Federal Government in recognition of the 350th anniversary of the founding of Quebec City. Preliminary work was started in 1958, the year Quebec's anniversary was observed and the walk was completed late in 1959. People began strolling over it from Dufferin Terrace to the Plains of Abraham this spring.

The "Promenade des Gouverneurs" is 2200 feet long and 10 feet wide. Built of wooden planking on a concrete foundation, it extends along the east wall of the Quebec Citadel, permitting a scenic walk of approximately half a mile. An aluminum railing of harmonious design, containing built-in light fixtures at points where conventional light standards would obstruct the view, runs along its side. The new boardwalk is administered and maintained by the National Parks Branch of the Department of Northern Affairs and National Resources.

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### MEXICO'S INDEPENDENCE DAY

From September 12 to 17, 1960, Mexico celebrated the 150th anniversary of its independence, the centenary of its reform laws, and the 50th anniversary of the 1910 revolution.

Mr. Pierre Sévigny, Associate Minister of National Defence, represented Canada at the celebrations as Special Ambassador.

He headed a special Canadian mission, composed of Mr. W.A. Irwin, Canadian Ambassador to Mexico, Mr. E.R. Bellemare, Counselor at the Canadian Embassy in Mexico City, Lieutenant-Colonel L.P. Laplante, Aide-de-camp to Mr. Sévigny, and Mr. G. Lévesque, Executive Assistant.

The Speaker of the Senate, Mr. Mark Drouin, and the Assistant Speaker of the House of Commons, Mr. Jacques Flynn, also attended the celebrations as guests of the Mexican Congress.

On Friday, September 16, a detachment of twenty-six cadets from the Royal Military College in Kingston, commanded by Captain E.L. Bobinski of the Queen's Own Rifles, took part, in Mexico City, in a military parade with cadet contingents from other American states.

### OIL POLLUTION IN NEWFOUNDLAND

The Department of Transport announced recently that it would investigate the oil-pollution problem in Newfoundland.

Thomas E. Appleton of the Department's Marine Regulations Branch is now in St. John's to consult with representatives of interested bodies and local authorities and to view the situation throughout the province both at sea and ashore.

The Transport Department is responsible for administering the Canada Shipping Act, which includes the Oil Pollution Prevention Regulations. Canada is a participant in the International Oil Pollution Prevention Convention, the signatories of which have agreed to forbid the discharge of oil from their ships within 50 miles of the coast of Newfoundland and other specified areas throughout the world.

In order to safeguard the shores of Newfoundland still further, Canada has proposed that the limit be extended to 100 miles from the Newfoundland coast. This is due to go into effect in February, 1961, provided the other signatories are in agreement.

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### PUPILS' PROGRESS

Enrolment data for schools and universities indicate that about 9 per cent of Canadian youth reach university and about 6 per cent obtain a degree. These and other statistics, concerning attendance at Canadian Schools, are contained in a Dominion Bureau of Statistics report entitled "Student Progress Through The Schools, by Grade, 1960".

The progress of pupils in publicly-controlled and private elementary and secondary schools in each province is traced, grade by grade, from Grade II to the year of senior matriculation. Lack of data limits the analysis of student progress at the university level to the country as a whole.

These statistics were computed, not from the reports of a single school-year but from data covering several recent years. The results are representative for pupils whose school careers have extended roughly over the post-war period. The data provide fairly conclusive evidence that the decade of the "Fifties" was characterized by a gradual increase in the average level of schooling attained in all parts of the country. A larger number of pupils are now graduating from high school than five or ten years ago.

There is considerable variation from province to province in the "holding power" of schools. The highest "retention rates" are found in Alberta and British Columbia, although there is some indication that other provinces are narrowing the gap.

Information from six provinces confirms the general opinion that school "drop-outs" from

the lower grades generally obtain employment in unskilled and labouring occupations. Those dropping-out of the higher grades in secondary schools are more likely to settle into occupations of a semi-skilled, commercial, or clerical nature.

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### CONSUMER PRICE INDEXES

Consumer price indexes rose in nine of the 10 regional cities between July and August 1960, with increases ranging from 0.1 per cent in Ottawa to 0.6 per cent in Saskatoon-Regina, Edmonton-Calgary and Vancouver. The St. John's index declined 0.3 per cent.

Food indexes followed patterns similar to those shown in the total indexes, with all cities higher except St. John's. Increases ranged from 0.4 per cent in Halifax to 2.7 per cent in Vancouver. The St. John's food index declined 1.0 per cent.

Shelter indexes showed mixed results, as three city indexes were higher, two lower and five unchanged. Clothing indexes were up fractionally in three cities, unchanged in four and down in three. Household-operation indexes also showed mixed results, as four city indexes declined, two were unchanged and four were at higher levels. Indexes for "other" commodities and services decreased in three cities, increased in four and were unchanged in the remaining three.

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### ONE CANADIAN IN 3 UNDER 15

There were 5,975,600 children under working age (that is, under 15 years of age) or about a third of the estimated 17,814,000 population of Canada on June 1 this year, according to age estimates of the population for that date by the Dominion Bureau of Statistics. Almost 60 per cent, or 10,502,800, were in the working ages between 15 and 64, and 7.5 per cent, or 1,335,600, in the ages of retirement--65 and over.

While the total population of Canada increased by 10.8 per cent from the 1956 Census count of 16,080,791, the children under 15 increased by 14.4 per cent, or 750,400, the working age group by 9.3 per cent, or 891,200, and the population in the retirement age group by 7.4 per cent, or 91,600. The estimated increase in the number of children of primary-

school age (that is, 5 to 15 years of age) since the 1956 Census was 509,400, while the increase in the number of children of high-school age (15 to 19) was 213,400.

Among the provinces, the rate of increase since 1956 for children under 15 years of age was highest at 21.2 per cent in British Columbia and lowest at 4.8 per cent in Prince Edward Island. The working-age group (15 to 64 years) also showed the most rapid growth in British Columbia at 13.2 per cent, while Saskatchewan barely showed an increase, at 0.6 per cent. The largest increase among the population 65 years and over also occurred in British Columbia at 10.7 per cent and the smallest in Prince Edward Island at 1.4 per cent.

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### PRECISION-APPROACH RADAR

Precision-approach radar (PAR) will be installed at Toronto (Malton) Airport this fall, and is being proposed for several other major Canadian airports in the next four years, Transport Minister George Hees has announced.

At Toronto, the equipment will complement the Transport Department's existing surveillance radar, which enables air-traffic controllers to guide aircraft to a point from which pilots may complete their landing by reference to their instruments.

The new equipment will provide the air-traffic controllers with highly accurate and detailed information on the position of an aircraft on its final approach to the runway. With this information the controller directs the pilot by radio, enabling him to stay both on course and on the glide slope to the touchdown point. The method is particularly valuable when visibility is reduced by precipitation or fog.

The combined use of surveillance radar and PAR also speeds up the traffic flow by reducing the number of time-consuming manoeuvres a pilot is often required to complete before starting his final approach.

The Transport Department's present plans provide for the purchase of both a portable and a permanent PAR unit. The former will be used for site selection and as a temporary facility at Toronto until the permanent one can be installed.