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SOME ASPECTS OF THE COMMONWEALTH ASSOCIATION

The following are passages from an address by Prime Minister L.B. Pearson to the Canadian Chamber of Commerce, London, England, on July 14, during the recent conference of Commonwealth prime ministers held in that city:

...During the 1930s, as I recall so well, debate about the Commonwealth was largely concerned with status and the relationship of individual members to the mother country. After the Second World War, the emphasis changed completely and we came to think of the Commonwealth as a bridge between peoples of many races in all continents of the world. I think this conception has now been fully accepted.

Around the table today at Marlborough House one can see the Commonwealth in action as a living organism and a medium of political communication between the presidents and prime ministers of member countries. We are also beginning to think of the Commonwealth in still another context, as a broadly-based group contributing to efforts now being made on a global basis to promote trade and economic development, with special concern for those countries which have recently achieved political independence.

We often describe these newly-sovereign countries as having "emerged" to independence, almost as though a beautiful tropical butterfly had emerged in full and final splendour from its chrysalis. The achievement of political independence, however, is only the first stage in the evolution of a new nation in today's world. It is thus more accurate to describe these countries as "emerging", not just to political independence but beyond it, to "independence plus" - to that freedom which includes the responsibility and ability to provide for their peoples at least that minimum standard of living which we regard as tolerable

in this second half of the twentieth century. There are very few people who will now accept less without a struggle.

In many of these new countries, however, in the Commonwealth and outside it, the bulk of the population is still far from achieving minimum standards in health, education and general welfare. To remedy this situation is a more difficult and, in many ways, a more challenging task than the achievement of political independence. The Commonwealth must face and help to overcome this challenge if it is to be a meaningful association in the modern world.

COMMONWEALTH NO ANACHRONISM

We are all aware of how much the Commonwealth has changed. Its continuing and creative evolution is one of the most fascinating developments of contemporary history. For this reason, I disagree with those who consider the Commonwealth an anachronism in today's world or a mere residue of Empire, destined to fade away at an early date. Were the Commonwealth based on no more than nostalgia for an imperial past, it certainly would have disappeared by now - if indeed it had even been born. Instead, as old bonds altered, new ones developed among a far wider group, covering every continent, of every creed and colour and in every stage of economic and social development. The Commonwealth has become a vital medium of communication and co-operation among all these varied peoples, states and regions. To the extent that we come to understand one another's problems and lend one another a helping hand wherever possible, we shall truly strengthen the ties of Commonwealth and make it a more valuable and viable association.

(Over)

Never before have we had a greater need for communication than in this complex and highly interdependent world. This is surely one of the major tasks, not only of governments but world organizations and groups of private citizens and businessmen such as your own. We must keep open channels of communication between East and West, between North and South, and between neighbouring countries.

The Commonwealth now provides one specialized medium of communication between its member governments and its peoples through the world telecommunications system. During the past seven years our governments have jointly employed modern technology to lay high-speed cables across the Atlantic from Great Britain to Canada and over the Pacific to Australia and New Zealand. We are now laying the third leg of this network, from Australia to Malaysia, and we are hopeful that the system will in due course be extended to other parts of the Commonwealth. In the meantime, however, we are looking ahead beyond the technology of cables to the new era of communications based on satellites orbiting in outer space, a revolutionary concept which, in a few years, will bring our peoples within ever closer reach of one another. If anyone thinks of the Commonwealth as a slightly Victorian institution based on memories of Rudyard Kipling and G.A. Henty, let him make a phone call to Ottawa by way of a satellite in outer space.

This problem of communication is one aspect of the wider problem of economic development which is of such vital concern to the great majority of the people of the world.

IMPORTANCE OF EXTERNAL AID

Canada, along with other countries, is giving serious attention to the search for solutions to this wider problem. While we confidently hope for success in our efforts to expand trade opportunities for developing countries (the best way of helping them), it is unrealistic to imagine that they will soon be in a position to dispense with outside aid for development. The Canadian Government has long recognized the need for outside assistance, both in the form of capital aid and technical and other training. I was one of those who participated in the establishment of the Colombo Plan in 1950. Today we know that the need for such aid, far from diminishing, is now increasing. It was in this knowledge that our Government last year proposed a very substantial increase in Canada's external aid, mainly in the form of long-term loans for development purposes. Subject to Parliamentary approval, these special development loans will be available during the current fiscal year to provide assistance to developing countries on very attractive terms. I think this new programme represents a clear acceptance by the Government of Canada of its responsibilities and a recognition of the need for a continued and increased flow of resources to developing countries, with special reference to those in the Commonwealth....

CANADA'S TRADE WITH BRITAIN

Canada is a major and dependable source of supply for the basic import requirements of Britain's industrial

economy. This country is Canada's second largest market and the first for many of Canada's key commodities. Canadian producers from the Atlantic Provinces to the Pacific Coast have traditionally counted on high levels of sales to Britain. In recent years, a wide range of Canadian manufactured goods - many of them new to this market - have also been entering your market. It is natural that we should look to the further development of our exports to Britain in this important field. But I realize that this will require further development of imports from Britain....

Our bilateral relations are, of course, only part of the story. We both have to recognize the great diversity of our trade interests and the importance of our relationships with nations and regions in other parts of the world. It would be wholly unrealistic and undesirable in today's trading world for us to attempt to look inward or move backward.

That is why Canada, as a major trading nation, attaches such great importance to the "Kennedy round" trade negotiations at Geneva - the most far-reaching concerted effort yet attempted for the freeing of world trade. No quick or easy solutions can be expected, and many serious difficulties will have to be overcome.

We propose to be an active participant in the search for solutions which will bring about freer trade. Naturally we seek to obtain maximum benefits for our export trade. But we have also made it clear that we will be prepared to negotiate tariff concessions by Canada equivalent in value to the trade benefits we receive....

As the present conference comes to an end, I feel that to keep this new Commonwealth together in a creative and meaningful association will require great patience, effort and wisdom. But I am convinced also that the result will be more than worth the effort, and that the new Commonwealth can be of great value and importance to its members and to the world.

CANADA SURVEY NEAR COMPLETION

Army surveyors are working in the Canadian North this summer to put the finishing touches to the first complete survey of Canada. In a project shared with the federal Department of Mines and Technical Surveys, men of the Ottawa-based Army Survey Establishment have worked in the Arctic archipelago and along the Arctic coast each summer since 1958.

A party directed by Major Douglas Arnott, an exchange officer from the Royal Engineers, is operating on the Labrador Coast and another, under Captain Donald Mongeau of Montreal, is working in the Melville Peninsula, District of Keewatin, and along the west coast of Hudson Bay.

Maps produced from the survey, on a scale of 1:250,000 (about four miles to the inch), will be available to the public in time for Canada's centenary in 1967.

IMMIGRATION IN 1963

During 1963, the number of immigrant arrivals increased by approximately 25 per cent over 1962, from 74,586 to 93,151. The upsurge in the flow can be attributed to two main factors - an intensification of promotional and recruitment activities in the main source countries and the expansion of immigration examination facilities in other areas of the world which previously have contributed very few immigrants to Canada.

LAST PERMANENT RESIDENCE AND BIRTH

Immigrants coming from Britain and Ireland during 1963 numbered 25,193 and represented 27 per cent of the total immigration to Canada in 1963. Other large groups came from: Italy, 14,427, representing 15.5 per cent of the total; the United States, 11,736, representing 12.6 per cent and Germany, 6,744, representing 7.2 per cent.

Of the immigrant arrivals in 1963, 35.2 per cent were born in Commonwealth countries or in the Republic of Ireland; 22.1 per cent were born in Italy or Greece; 9.4 per cent in the United States; 9.3 per cent in Germany, France or the Netherlands; 5.7 per cent in Spain or Portugal, and 4.8 per cent in Poland or Yugoslavia.

OCCUPATION AND DESTINATION

Approximately 49.2 per cent of the immigrants admitted in 1963 declared that they would enter the labour force. The other 50.8 per cent were wives, children and other dependents or were retired persons. Of the male workers, 22.1 per cent were classed as professional and managerial, 7.0 per cent were in agricultural occupations, 6.1 per cent in service occupations, 40.8 per cent in manufacturing, mechanical and construction trades, and 10.9 per cent were general labourers. As in previous years, Ontario absorbed by far the highest proportion of arrivals, 52.9 per cent. Quebec was second with 24.9 per cent, followed by British Columbia 10.0 per cent, the Prairie Provinces 9.5 per cent and the Maritime Provinces, 2.6 per cent.

AGE, SEX, ETC.

The number of female immigrants coming into Canada has been higher than the number of male immigrants in every year since 1957. In 1963 the excess of females was 7,477, but, in the groups 0-14, 25-29 and 30-39 years, the number of males exceeded that of females. In the single category, males exceeded females in all age groups up to 40 years, but, overall, in the married category, females exceeded males by 2,744. In the widowed category, women exceeded men by 2,263 and in the divorced or separated category by 456. Of all persons arriving in 1963 who were 15 years of age or over, 53.3 were married, 41.0 were single and 5.7 were widowed or divorced.

JUNIOR U.K. MARKSMEN TO VISIT

A cadet rifle team from Britain will visit Canada this summer to participate in the Dominion of Canada

Rifle Association matches at Connaught Ranges, near Ottawa, from August 2 to 8.

The team, known as "The Athelings" is sponsored by the Imperial Cadet Association of Great Britain, and includes a commandant, an adjutant, and 16 cadets.

During their stay in Canada from July 29 to August 20, the cadets will tour places of interest in Ontario and Quebec. On conclusion of the DCRA matches they will go on a sightseeing tour of Ottawa, visit Camp Petawawa, and go to Montreal and Quebec City.

RECORD PROFIT FOR COTC

Showing a net profit of \$2,385,455, a record figure, the fourteenth annual report of the Canadian Overseas Telecommunication Corporation was released recently in the House of Commons by Mr. J.W. Pickersgill, the Minister of Transport. The figure represents a 19 per cent increase over that for 1963.

COMPAC

In the report Mr. D.F. Bowie, president and general manager, refers to the Commonwealth Pacific Cable System (COMPAC), a multi-channel, multi-purpose cable between Canada and New Zealand and Australia via Hawaii and Fiji, a distance of over 8,000 miles. Mr. Bowie disclosed that a large part of Canada's investment in this project was paid to Canadian industry for the production of cotton tapes and a share of the copper, polythene and aluminum required in the manufacture of the cable.

SATELLITE COMMUNICATION

Mr. Bowie reported that a number of international meetings on the subject of communications by satellite had been held during the past year. Officers of the corporation were included in the Canadian delegations at these meetings. He stated that it was expected that the corporation would share in the cost of the space segment of such a system and would construct a suitable ground station in Eastern Canada.

NEW ENVOY TO YUGOSLAVIA

The Secretary of State for External Affairs, Mr. Paul Martin, recently announced the appointment of Mr. Ross Campbell as Canadian Ambassador to Yugoslavia. Mr. Campbell, who is at present Assistant Under-Secretary of State for External Affairs, replaces Mr. G.G. Crean, who was recently appointed Canadian Ambassador to Italy.

Mr. Campbell, who joined the Department of External Affairs in 1945, has served in Canadian diplomatic missions in Oslo, Copenhagen and Ankara. In 1959, he was appointed Special Assistant to the Secretary of State for External Affairs, and in 1962 Assistant Under-Secretary of State for External Affairs.

ALBERTA TELEPHONES MODERNIZED

For many years in the pioneer era of Alberta, the single wire-grounded telephone systems, which perhaps had their lines running along fence posts or strung from tree to tree, were the sole means of communication for hundreds of remotely located residents of the province. Today, only three remain. Those at Manyberries, Spirit River and Youngstown are slated for extinction. They now serve only 54 of the 36,910 rural telephone subscribers in the province.

Decrease in numbers of the single-wire systems had been accompanied by an increase in the number of mutual telephone companies. An Alberta Government Telephones programme of conversion to automatic dial systems, coupled with funds available through the Rural Telephones Revolving Fund Act, has stimulated an upsurge in the number of these companies.

MUTUAL COMPANIES

At the close of the 1963-64 fiscal year there were 1,073 mutual telephone companies connected to AGT facilities. This represented an increase of 29 per cent over the previous year. Since then 58 new companies have been registered and are in various stages of planning and construction.

The Revolving Fund makes available to mutual telephone companies substantial loans, adequate to purchase good quality poles and materials, and to secure the services of competent telephone construction firms to build the lines properly, at a minimum initial outlay of cash per member.

Fifty-seven per cent of rural telephones in the province have been converted to dial systems, with the remainder using magneto (crank) sets. Eighty per cent of all new rural telephone areas are connected to dial offices.

With the conversion to automatic dialing, AGT is encouraging amalgamation of small groups into larger single companies. This provides a more economically feasible undertaking for the rural subscriber as AGT accepts responsibility for the portions of the operation the rural company is unable to finance.

IRON ORE

Shipments of iron ore by Canadian producers increased 19.9 per cent in May, to 4,203,165 tons from 3,506,599 in May last year, and 36.4 per cent in the January-May period, to 9,595,608 tons from 7,037,375

in the corresponding period of 1963. Producers' stocks at the end of May amounted to 5,192,033 tons, greater by 22.6 per cent than last year's comparable total of 4,234,513.

EXPORTS

May shipments of iron ore for export advanced to 3,791,966 tons from 3,074,429 a year earlier, and January-May export shipments climbed to 8,212,502 tons from 5,718,681 a year ago. The month's shipments to Canadian consumers fell to 411,199 tons from 432,170, while five-month shipments rose to 1,783,106 tons from 1,318,694.

May shipments were larger than a year earlier from mines in Quebec and British Columbia and smaller from mines in Newfoundland and Ontario. The month's totals were: Newfoundland, 1,300,540 tons (1,353,874 in May last year); Quebec, 1,801,779 (1,079,721); Ontario, 913,515 (947,895) and British Columbia, 187,331 (125,109).

CANADA BUILDS CEYLON AIRPORT

The Department of Transport is going to develop an international airport for Ceylon, which will be built under the Colombo Plan. The \$5,500,000 complex for Katunayake Airport, 24 miles northeast of Colombo, has been designed by DOT engineers and architects at the request of the External Aid Office.

FIRST STAGE

The Department of Transport will first strengthen and lengthen the existing 6,000-foot runway to 11,000 feet and construct a taxiway and aircraft apron to accommodate the long-range jets flown by international airlines throughout the Far East. The total cost of this work, together with access roads and other related works, is estimated at \$3,500,000.

SECOND STAGE

The second stage of construction will be a three-storey, air-conditioned terminal building, with a separate "V.I.P." pavilion. The total floor area of the passenger-handling facilities will be about 80,000 square feet, which is roughly equivalent to that of the Ottawa terminal.

Both projects will be carried out under Canadian general contractors, with supervision by the Department of Transport and the Foundation of Canada Engineering. A DOT engineer in the role of project manager is now in Ceylon carrying out preliminary studies prior to contract tender call.