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WINTER WORKS PROGRAMME

It was announced in the House of Commons on July 23 that the Government had decided not only to renew once again the Municipal Winter Works Incentive Programme, but also to expand it substantially this coming winter.

This decision was reached in view of the excellent results achieved during the past two years and in response to requests from provinces, municipalities and other bodies. The programme is to include winter-works projects approved by the provincial governments and accepted by the Federal Government. It applies to projects carried out during the period from December 1, 1960, to April 30, 1961.

PROGRAMME GREATLY EXPANDED

In addition to classes of projects already included in the incentive payment of 50 per cent of labour costs, the programme will be enlarged during the coming winter to include the construction, major reconstruction, major alteration or renovation of municipal buildings, excluding schools and hospitals, up to a federal incentive payment not to exceed \$50,000 on each new structure. The programme will also be broadened by the inclusion of certain projects not hitherto applicable, including street lighting, traffic-signals, municipal parking-lots, water and sewage treatment plants, pumping-stations and water-towers.

It is hoped that the expansion of the programme will allow more scope to municipalities having a backlog of projects that can be carried out during the months between December 1,

1960, and April 30, 1961. As a result of the broadening of the programme to include these projects, it should mean a substantial amount of extra work for building tradesmen, who have always constituted a large percentage of the seasonally-unemployed workers. It will also provide a good deal of work for others engaged in sub-trades and service industries supplying materials to the construction trade.

LAST YEAR'S RESULTS

During the past winter 860 municipalities participated in the programme, compared to 700 during the previous winter. It has been estimated that more than 51,000 men received "on-site" employment on some 2,600 projects involving approximately 2 million man-days of work. It is assumed that at least an equal number of man-days was provided indirectly in manufacturing and servicing material that went into these projects. The estimated federal share of the costs--50 per cent of the direct payroll costs for the work undertaken in these projects--amounted to \$12,565,000.

ACCEPTABLE PROJECTS

The Municipal Winter Works Incentive Programme will be applicable this winter to the following projects when they have been approved by the provincial governments and accepted by the Federal Government:

1. Construction and major improvement of municipal roads, streets, sidewalks, bridges and underpasses, including street lighting, traffic-signals and municipal parking-lots.

(Over)

2. Construction and major improvement of water, sewage, and drainage facilities.
3. Construction and development of municipal parks and playgrounds, not including school playgrounds.
4. Construction, major reconstruction, major alteration or renovation of municipal buildings, not including schools and hospitals, provided that the federal incentive payment on new structures does not exceed \$50,000 on each such structure.

CONDITIONS OF PROGRAMME

1. Under the terms of the programme, the Federal Government offers to pay one-half of the direct payroll costs of a municipality or its contractors or sub-contractors on accepted winter-works projects.
2. Winter-works projects will include work that would not normally be undertaken during the winter months and are designed to create additional employment.
3. The bulk of those employed under this plan must be unemployed when they are hired or must be persons who would be unemployed in the absence of special winter-works projects under this programme. In this way the employment created will benefit those most in need.
4. Preference is to be given to those projects providing the greatest amount of employment and priority is to be given to projects in areas where winter employment is particularly high.
5. Reliance will be placed on provincial governments to ensure that going wage-rates apply on winter-work projects and that reasonable hours of work prevail.

A number of provinces have, during the past two winters, offered additional winter employment incentives for projects undertaken by their municipalities.

EXPLORE EARTH SECRETS

Field parties from the Dominion Observatories have been posted across Canada this year to probe the earth's magnetic, gravitational and seismic characteristics--studies that are of great value to navigators, prospectors and defence planners.

Summarizing the programme, Mines and Technical Surveys Minister Paul Comtois stated that about 35 geophysicists from the Department were involved and that it included a 42,000-mile airborne magnetic survey across the North Atlantic from Thule in northern Greenland south to Bermuda and from Frobisher Bay and Newfoundland east to the Netherlands and Finland. This is Canada's latest contribution to an up-to-date magnetic survey of the world, internationally planned for completion by 1965, to meet the contemporary needs of navigation and science. Already Canadian instruments and aircraft have mapped the magnetic values of most of Canada up to the High

Arctic, as well as a large area of the Pacific Ocean.

Other geophysicists from the Observatory are making studies of the magnitude, direction and annual change of the earth's magnetic field along the Labrador Coast. The results of these studies will be used for navigational purposes to assist transportation along the rugged and often fog-bound coast that forms part of Canada's major supply-route to its Arctic regions.

RADIO INTERFERENCE STUDIES

In the Churchill and Baker Lake areas west of Hudson Bay and at the Arctic stations of Isachsen and Alert, Observatory geophysicists are at work increasing their knowledge of the upper-atmosphere current systems that cause radio blackouts and interference in regions where telecommunications are often the sole link with the outside world.

Another far northern party is attached to the Polar Continental Shelf Project, a departmental research project investigating many physical aspects of the shelf that extends out from the Arctic Archipelago. The magnetic party is at work on Ellef Ringnes and Axel Heiberg islands to study the relations of magnetism and geology to permafrost depth.

Geophysicists are also studying magnetism on Canada's continental shelf on the Atlantic coast. In Nova Scotia and Newfoundland a party is investigating magnetic gradients or fluctuations at points that are to be used as checking stations during a geological seaborn magnetometer survey over the shelf areas of the east coast. A geophysicist from the Observatory, assisted by a geologist, is carrying out preliminary studies on a crater-like depression near the Mecatina River on the north shore of the Gulf of St. Lawrence in Quebec. This study is aimed at discovering the crater's origin.

A party in Alberta is making magnetic investigations of suspected meteorite craters in the Edmonton and Athabasca areas. These are aimed at discovering pieces of meteorites--solid proof, if found, of the crater's origin.

SEISMOLOGICAL STUDIES

In the field of seismology--tracing the paths of shock waves through the earth's matter--a party, earlier this year, made recordings of a series of planned depth-charge explosions in the Strait of Georgia in British Columbia to discover any major faults or cracks in the earth's crust and its thickness in that area. A similar programme of observations is being carried out at various points in eastern Ontario where seismologists are tracing wave patterns received from explosions in mines at Thetford Mines in Quebec and Star Lake in New York State. The project is being carried out with the co-operation of mining companies, which are giving advance notice of impending mine blasts to the seismologists.

These tests are expected to provide information on the deep structure of the earth's crust and provide data valuable for designing new seismic instruments.

A seismic party is attached to the Polar Continental Shelf Project to assist in obtaining data on the underlying structure of the shelf.

GRAVITY SURVEY

In Quebec, a field party is gathering information on gravity or the earth's pull. This is the third year of a five-year programme to gain gravity data on the Province of Quebec and Labrador, which will be used to publish gravity maps at a scale of 1:500,000. Such maps are in constant demand to assist in locating promising areas for mineral exploration. Information of this nature also possesses considerable importance for defence purposes.

In northern Saskatchewan, geophysicists are using helicopters and a "Beaver" plane to carry out gravity surveys. Results of their studies will help trace locations where rock formations lie close below the surface cover—a big assist to geologists in an area where rock outcrops are scarce.

In the Prairie regions, parties travelling by automobile are making gravity observations to supplement previous information obtained by oil-company gravity surveys. Data gained by company surveys were supplied to the Observatory during the International Geophysical Year.

A party is also attached to the Polar Continental Shelf Project to make gravity studies which, in conjunction with other geophysical and geological work, will present an overall picture of the earth's crust in the expedition's area of operations.

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INDUSTRIAL PRODUCTION

Canada's seasonally-adjusted index of industrial production advanced in May 1.1 per cent to 168.3 from the April level of 166.5. Manufacturing production showed a fractional rise of only 0.3 per cent. However, the output of Canadian mines was higher by 4.8 per cent, while electric power and gas utilities rose 1 per cent.

In manufacturing, the output of non-durables increased 1.5 per cent in May. Gains were recorded in foods and beverages (6 per cent), tobacco products (7 per cent), textiles (3 per cent), paper products and printing, publishing and allied industries (2 per cent). Declines were registered in rubber products (8 per cent), leather products (6 per cent), clothing (1 per cent), products of petroleum and coal (4 per cent) and chemical products (2 per cent).

The production of durable goods declined 1.1 per cent in May. Wood products were off

6 per cent, iron and steel 1 per cent, non-ferrous metal products and electrical apparatus and supplies 2 per cent. Gains were recorded in transportation equipment and non-metallic mineral products.

Significant movements within individual manufacturing industries included increases of 21 per cent in carbonated beverages, 3 per cent in newsprint production and 4 per cent in motor vehicles, and decreases of 11 per cent in woollen goods, 4 per cent in petroleum products, 9 per cent in sawmill products, 9 per cent in iron castings, 3 per cent in non-ferrous smelting and refining and 5 per cent in telecommunication equipment.

In the mining group fuels were higher by 10 per cent, reflecting increases of 13 per cent in natural gas and 10 per cent in crude petroleum. Non-metal mining showed a gain of 8 per cent, associated with an increase in the output of asbestos. However, metal mining remained relatively unchanged as offsetting movements occurred in the main industrial groups; a sharp decline in the output of uranium and lesser declines in nickel and zinc were largely offset by sizeable increases in the output of iron ore and some other metals.

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UNEMPLOYMENT CLAIMS

Claimants for unemployment insurance benefits numbered 296,400 on June 30, a reduction of almost 20 per cent from the May 31 total of 364,300 and almost 35 per cent higher than last year's corresponding total of 220,500, according to advance figures. More than 75 per cent of the increase over last year was accounted for by males, and 70 per cent occurred in Quebec and Ontario.

Initial and renewal claims filed during June totalled 128,500, compared to 165,600 during May and 107,100 during June 1959. Initial claims in the month totalled 76,900, a decline of 30 per cent from May, while renewal claims were down by 7 per cent.

The failure rate rose sharply from 11.1 per cent in May to 25.2 per cent in June. This was due to the termination of the seasonal benefit period. In June last year the rate was 26.1 per cent.

Benefit payments amounted to \$26.8 million in June, compared to \$52.2 million in May and \$18.2 million in June 1959. The increase of 48 per cent in payments over last year is substantially greater than the gain of 35 per cent in the month-end count of claimants and the advance of 39 per cent in weeks compensated. This is explained, in part, by the combined impact of the relatively higher male content (66 per cent in June this year as against 62 per cent last year) for whom the average weekly rate is substantially higher than for females, and the four new benefit rates arising out of the amendments of September 1959.

BIGGEST CONVOY RECALLED

Sixteen years ago August 3, the largest trade convoy ever to sail the Atlantic Ocean arrived safely at its destination. The same day the convoy's close-escort, composed of the Canadian frigate "Dunver" and corvettes "Hespeler", "Dauphin", "New Westminster", "Wetaskiwin", "Algoma" and "Longbranch", lay at Londonderry, Northern Ireland, refuelling and taking on provisions. They had just completed what to them was a routine wartime escort job.

The delivery of convoy HXS-300 and its 1,019,829 tons of cargo was not a story of flaming guns and exploding depth charges and torpedoes, but rather one of quiet efficiency and teamwork.

HXS-300 started from New York on July 17, 1944, when 109 ships were escorted to the first ocean meeting-place by four Royal Canadian Navy and two U.S. Navy escort ships. There, 31 merchant ships from Halifax joined in a heavy fog.

CONVOY RENDEZVOUS

They were still enveloped in fog the following day when 24 ships from Sydney, Nova Scotia, joined. Next came three ships from St. John's, Newfoundland. Two days later, at the Western Ocean Meeting Place (WESTOMP), the ocean escort force, consisting of HMCS "Dunver" and the six corvettes, took over from the local escort force.

The full-grown convoy was deployed in 19 columns covering more than 30 square miles of ocean.

When HXS-300 reached the eastern tip of Newfoundland it had been fog-bound for 800 miles. It was to face another 300 miles of fog-shrouded waters, with the additional hazard of icebergs and U-Boats.

On July 26 the convoy emerged from the fog. In clear weather the ships began to exercise emergency turns. The preparations were timely, for the next day an aircraft from one of the convoy's four merchant aircraft-carriers sighted a submarine about 50 miles to the north.

The convoy lumbered on its ponderous way in worsening weather. In the holds of the merchant ships lay the vital cargoes bound for Iceland, North Russia, Loch Ewe, Oban, Belfast, Liverpool and Bristol. On July 28, in conditions of squally weather and poor visibility, the escort began re-organizing the huge convoy to facilitate the splitting for their final destination.

SAFE CONCLUSION

Early the next day, 28 ships, of which nine were Russia-bound, detached themselves from the main convoy. On July 30, 14 fast ships left, and still later the final re-grouping took place. On August 3, 1944, safely in port, the merchant ships began to discharge their cargoes while the escorts refuelled and provi-

sioned at Londonderry awaiting orders for convoy back across the Atlantic.

More than a million tons of cargo were carried in the 167-ship convoy. Before the war ended the RCN had safely escorted 25,000 ships, carrying 181 million tons of cargo.

From a force of six men-of-war in September, 1939, the Royal Canadian Navy grew to a formidable array of almost 400 fighting ships ranging from cruisers to destroyers, frigates, corvettes and smaller patrol craft. In mid-summer of 1944, the RCN was responsible for the close escort of all convoys sailing the North Atlantic. The safe delivery of convoy HXS-300 epitomized Canada's naval achievement.

JUNE SEA FISHERIES

The catch of sea fish and shellfish in June declined to 223,427,000 pounds from 232,393,000 in the same month last year, placing the January-June total at 588,521,000 pounds, against 620,797,000 a year ago, a decrease of 5.2 per cent, according to advance DBS figures. Landed value dropped in the month to \$11,572,000 from \$14,365,000 and in the six months to \$33,500,000 from \$35,505,000.

Landings on the Atlantic coast fell in June to 207,367,000 pounds from 208,891,000 a year earlier and rose in the January-June period to 502,083,000 pounds from 452,609,000. The monthly landed value declined to \$8,929,000 from \$10,764,000 and the half-year value edged up to \$26,807,000 from \$26,023,000.

The catch on the British Columbia coast decreased sharply in June to 16,060,000 pounds from 23,502,000 a year earlier and in the six-month period to 86,438,000 pounds from 168,188,000. The monthly landed value dropped to \$2,643,000 from \$3,601,000 and the half-year total to \$6,693,000 from \$9,482,000.

MAY LABOUR INCOME

Canada's paid workers received an estimated \$1,526 million in May in the form of salaries and wages and supplementary labour income, according to advance figures from the Dominion Bureau of Statistics. This was 2.6 per cent greater than the April total of \$1,487 million and 3.0 per cent larger than last year's May figure of \$1,482 million. Labour income rose 4.4 per cent in the January-May period to \$7,395 million from \$7,081 million in the corresponding period last year.

Labour income in May and the January-May period was above the levels of a year earlier in all regions. The monthly increases (five-month gains in brackets) were: Atlantic region, 5.2 per cent (5.9 per cent); Quebec, 3.7 per cent (5.1 per cent); Ontario, 2.2 per cent (3.8 per cent); Prairie region, 2.7 per cent (3.8 per cent); and British Columbia, 2.5 per cent (5.3 per cent).