



CANADA

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LABOUR ORGANIZATIONS IN CANADA - 1959

Returns to the 1959 survey of labour unions in Canada indicated little change in the extent or pattern of union organization within the labour force from the previous year. Two central bodies - the Canadian Labour Congress, over a million strong since its formation in 1956, and the Canadian and Catholic Confederation of Labour - continued to represent between them some 85 per cent of organized labour, while most of the balance of union membership remained distributed among organizations active on a regional, national or international level, but independent of a central labour congress. At the beginning of 1959 the total membership of all reporting organizations was close to 1,459,000.

Organizations new to the Canadian labour scene since the previous survey included the United Stone and Allied Products Workers of America, and the Canadian Guards Association. The Stone Workers' union had withdrawn from Canada in 1956 following the dissolution of its last remaining local in Nova Scotia, but returned in 1958 when a new local was formed in Saskatchewan. The Guards Association, consisting of five locals, was organized in 1958 to represent plant guards in the Toronto area.

Offsetting these additions were changes involving termination of activity or membership transfers on the part of several organizations. After more than half a century of activity in Canada, the Granite Cutters' International Association of America reported

that its last Canadian local had ceased operations. Also no longer active was a more recent arrival on the labour scene, the Insurance Agents' International Union. Among other changes, the Canadian Navigators' and Engineers' Federation became part of District 50 of the United Mine Workers of America, while the remaining membership of One Big Union, an independent organization in the western provinces since 1919, became absorbed by affiliates of the Canadian Labour Congress in accordance with an agreement reached at the 1956 merger convention of the TLC and CCL. Changes in union representation occurred also in logging in Newfoundland, but these could not be readily assessed amid the unsettled situation prevailing during the survey period at the beginning of the year. It appeared, however, that neither the Newfoundland Lumbermen's Association nor the Newfoundland Labourers' Union was in operation by the end of 1958. The Fishermen's Protective Union, another Newfoundland organization, reported that it had affiliated with the United Brotherhood of Carpenters and Joiners of America and thus no longer existed as a separate entity.

More than 80 per cent of the 6,763 union locals reported in 1959 were within the Canadian Labour Congress. At the beginning of the year, the total membership of the Congress stood at approximately 1,154,000, which represented an increase of close to 10,000 over the corresponding figure in the previous year. This gain was due in part to the addition of

new affiliates, as well as the growth in membership reported by a number of unions. Partially offsetting membership gains over the year were losses due to the withdrawal from Canadian operations of the Granite Cutters' Association and the Insurance Agents' Union, and membership decreases reported by some of the CLC affiliates.

Within the Canadian Labour Congress, the proportion of membership in affiliates that also belong to the AFL-CIO dropped by about two percentage points to some 78 per cent of the total. Among the unions that contributed to this shift were the Bakery and Confectionery Workers' International Union of America and the Amalgamated Lithographers of America, both of which ceased to be affiliated with the AFL-CIO but remained in the CLC. On the other hand, the International Association of Siderographers, an AFL-CIO union, joined the CLC as well, and the Airlines Flight Attendants' Association, which had formerly been an independent union, became a CLC affiliate.

At the beginning of 1959 there were 459 locals in the Canadian and Catholic Confederation of Labour, an increase of 10 over the number recorded in 1958. The total membership of the CCCL amounting to over 97,000 was, however, some 7,000 short of the 1958 figure, even though membership gains ranging from 50 to 1,000 workers were reported by such affiliates as the Federation of Building Workers of Canada, the National Federation of Leather and Shoe Workers of Canada, and the National Catholic Federation of Services.

The number of Canadian workers belonging to unions affiliated solely with the American Federation of Labor and Congress of Industrial Organizations remained much the same as in 1958, at over 18,000. This total when added to the 897,000 members of organizations affiliated with both the AFL-CIO and the CLC, brought to 916,000 the Canadian representation in the American congress.

Among labour organizations in Canada not belonging to any central congress, unaffiliated international unions continued to be the largest group. The total membership of the eight unions in this group was approximately 80,000 at the beginning of 1959, down nearly 10,000 from the total recorded a year earlier. Although some unions in this group had modest membership gains, these were more than offset by the decreases reported by coal mining districts of the United Mine Workers of America and the United Electrical, Radio and Machine Workers of America, which between them accounted for the bulk of the over-all loss.

Unaffiliated national or regional unions and independent local organizations - the other two groups not linked with any central congress - reported membership amounting to approximately 74,000 and 35,000, respectively. Although the coverage of the latter group was substantially enlarged with the addition of

many independent local organizations to the 1959 survey, it remained somewhat less comprehensive than the coverage of organizations that are broader in scope.

As in previous years, more than two-thirds of the organized labour force in Canada belonged to unions that operate on the international level. As of January 1959, 90 of the 110 international unions active in Canada were affiliates of the Canadian Labour Congress, and 84 of these were within the American Federation of Labor and Congress of Industrial Organizations as well. Twelve of the remaining 20 international unions had no congress link in Canada, but were affiliated with the AFL-CIO.

National and regional unions in Canada at the beginning of the year totalled 51, with the number of CLC affiliates remaining at 20 and those of the CCCL at 13.

Taken together, international, national and regional unions had membership of more than 1,381,000, distributed among 161 organizations ranging in size from eight members to the 80,000 strong United Steelworkers of America. Despite a reported membership loss, the United Brotherhood of Carpenters and Joiners of America has retained its position as the second largest union in Canada with nearly 70,000 members, and was followed by the 60,000 strong International Union, United Automobile, Aircraft and Agricultural Implement Workers of America. The Canadian Brotherhood of Railway, Transport and General Workers was the largest national union in Canada in 1958, but in 1959 was surpassed by the National Union of Public Employees, which reported an increase of over 7,500 members bringing its strength to nearly 43,000.

At the beginning of the year there were 11 unions in Canada with a membership of 30,000 or more, as compared to 10 in the previous year. This size group, consisting of nine international and two national unions, included for the first time in 1959 the International Brotherhood of Electrical Workers whose 1,600 new members brought the total membership of this union past the 30,000 mark.

The grand total of 1,459,000 members reported by the labour organizations covered in the 1959 survey was equal to approximately 33 per cent of the estimated total number of non-agricultural paid workers in Canada.

TO VISIT CANADA

The Prime Minister, Mr. John G. Diefenbaker, has announced that Mr. Antonio Segni, the Prime Minister of Italy, who will be accompanied by Mr. Giuseppe Pella, the Foreign Minister, has accepted the Canadian Government's invitation to come to Ottawa on February 29 and March 1 to pay an official visit originally planned for last September. Mr. Segni and Mr. Pella will spend March 2 in Montreal.

FRENCH LEADER TO VISIT CANADA

The Prime Minister, Mr. John G. Diefenbaker, has announced that the President of the French Republic, General Charles de Gaulle, will pay a state visit to Canada from April 19 to 22 in the course of which he will be received in Ottawa, Quebec, Montreal and Toronto. Their Excellencies the Governor General and Mrs. Vanier have invited General and Mrs. de Gaulle to be their guests at Government House on April 19 and 20 while they are in Ottawa.

On this, his third visit, General de Gaulle will be warmly greeted by Canadians who welcomed him in July 1944, as President of the French Committee of National Liberation, and in August 1945, as Provisional President of the French Republic.

As had been earlier announced, the Prime Minister and Mrs. Diefenbaker had accepted an invitation to pay an official visit to Mexico City on April 20 and 21. However, upon learning of the conflict of dates, the President of Mexico and Mrs. Lopez-Mateos graciously rearranged their programmes in order to receive the Prime Minister and Mrs. Diefenbaker on April 22 and 23.

POPULATION CLIMBING

Canada's population increased 366,000 in the first eleven months of 1959 to an estimated 17,650,000 at December 1 from 17,284,000 at the beginning of the year, according to the Dominion Bureau of Statistics' quarterly estimate. The January-November increase was slightly larger than a year earlier (354,000), but sharply smaller than 1957's record eleven-month increase of 516,000 when immigration contributed heavily to the population growth.

Ontario had the largest numerical increase in population in 1959's eleven-month period, rising 142,000 (2.4 per cent) to 6,029,000 from 5,887,000 at January 1. Quebec was next with an increase of 107,000 (2.2 per cent) to 5,062,000 from 4,955,000. Alberta was third with a rise of 36,000 to 1,264,000 from 1,228,000, and British Columbia fourth with a gain of 29,000 to 1,592,000 from 1,563,000.

Estimated population of Saskatchewan showed an eleven-month increase to 907,000 from 896,000, Manitoba to 892,000 from 878,000, Nova Scotia to 719,000 from 715,000, New Brunswick to 595,000 from 584,000, Newfoundland to 453,000 from 443,000, and Prince Edward Island to 103,000 from 101,000.

MINERAL PRODUCTION IN 1959

With large increases in copper, iron ore, nickel, uranium, asbestos and petroleum, the estimated value of Canada's mineral production climbed 13.7 per cent in 1959 to a record total of \$2,389,683,000 as compared with the preceding year's \$2,100,739,000, according to annual estimates by the Dominion Bureau of Statistics. Decreased values were posted for gold, lead and coal.

Metals were valued at \$1,359,032,000, one-fifth larger than the preceding year's \$1,130,160,000. Uranium continued to be the leading metal with a value of \$324,550,000 versus \$279,538,000 in 1958. Nickel was next largest with a sharp gain in value to \$257,173,000 from \$194,142,000, followed by copper with an increase to \$233,296,000 from \$174,431,000, and iron ore to \$186,206,000 from \$126,131,000. Value of zinc rose to \$96,563,000 from \$92,601,000, silver to \$28,381,000 from \$27,530,000, and platinum to \$10,952,000 from \$9,481,000. Gold dropped to \$149,213,000 from \$155,334,000, and lead to \$39,574,000 from \$42,414,000.

Non-metallics as a group increased 16.5 per cent in value to \$176,230,000 from \$150,355,000. Asbestos output rose to \$106,592,000 from \$92,277,000, salt to \$17,462,000 from \$14,990,000, gypsum to \$8,890,000 from \$5,189,000, and peat moss to \$6,128,000 from \$4,779,000.

With substantial increases in crude petroleum and natural gas more than offsetting a drop in coal, production of mineral fuels rose

to \$540,106,000 from \$510,769,000 in 1958. Production of crude petroleum rose in value to \$426,950,000 from \$398,748,000, and natural gas to \$40,099,000 from \$32,058,000, while coal declined to \$73,057,000 from \$79,963,000.

Structural materials as a group climbed in value to \$314,315,000 from \$309,455,000, increases in cement, lime, sand and gravel and clay products more than counterbalancing a decrease in stone. Cement rose to \$97,899,000 from \$96,414,000, lime to \$19,707,000 from \$19,466,000, sand and gravel to \$100,366,000 from \$96,282,000, and clay products to \$45,186,000 from \$41,710,000. Stone fell to \$51,167,000 from \$55,583,000.

Value of minerals produced in Ontario in 1959 rose to \$962,757,000 from \$789,602,000 in the preceding year, accounting for 40.3 per cent of the national total versus 37.5 per cent in 1958. Quebec's output was valued at \$432,820,000 or 18.1 per cent of the all-Canada total versus \$365,706,000 or 17.4 per cent. Alberta's value was \$378,142,000 versus \$345,939,000, and Saskatchewan's \$213,744,000 versus \$209,941,000.

Next in order was British Columbia at \$157,281,000 (\$151,149,000 in 1958); Newfoundland, \$72,307,000 (\$64,995,000); Nova Scotia, \$59,486,000 (\$62,707,000); Manitoba, \$58,067,000 (\$57,218,000); New Brunswick, \$18,391,000 (\$16,276,000); Northwest Territories, \$24,267,000 (\$24,895,000); and Yukon, \$12,422,000 (\$12,311,000).

CONFERENCE IN WASHINGTON

The Department of External Affairs has announced that Mr. Donald Fleming, Minister of Finance, and Mr. Gordon Churchill, Minister of Trade and Commerce, accompanied by officials from their two Departments, from the Department of External Affairs, and from the Bank of Canada visited Washington on January 6. The Canadian Ministers and officials met with Mr. Dillon, the Under-Secretary of State, and Mr. Anderson, Secretary of the Treasury, to discuss various economic matters of common interest to both countries, including the preparations for the ministerial talks on economic matters which are being held in Paris on January 12 and 13 as the result of the invitation extended recently on the initiative of the Governments of the United States, the United Kingdom, France and Germany.

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RECORD YEAR FOR TCA

Trans-Canada Air Lines carried a record total of more than 3,100,000 passengers in 1959 as it prepared itself for the imminent arrival in Canada of the age of the giant jet.

It was the first time in its 22-year history that the airline topped the 3,000,000 passenger mark in a 12-month period, President G.R. McGregor revealed in an annual review released by the Company at the end of the year. Expanding to meet the ever-increasing demand for commercial air transportation, TCA made available to the public nearly three billion seat miles in 1959, an increase of 17.5 per cent over the previous year. The number of occupied seat miles rose to approximately 1,830,000,000 an increase of 12.5 per cent, while the revenue passenger load factor dropped from 70 to 66 per cent. Total revenue aircraft miles flown also rose 12.5 per cent to 55,708,000, stated Mr. McGregor.

There was a 15 per cent increase in freight carriage for a total of approximately 14,770,000 ton miles while air express ton miles rose 7.8 per cent to more than 2,660,000 ton miles and mail rose 3 per cent to a record total of almost 10,697,000 ton miles.

Flight frequencies on many domestic routes were increased in 1959, while Vienna was added to TCA's growing international route pattern. A new non-stop Viscount service was inaugurated between Regina and Edmonton this year, and transcontinental service was increased to 12 daily return flights during summer months, providing almost 700 daily round-trip seats across Canada. In the fall, one trans-continental Super Constellation flight was routed through Winnipeg while service to Antigua was scheduled on a year-round basis. One daily Viscount flight was routed into Chicago's O'Hare field to connect with the jet flights operating out of that giant airport, while eight continued to fly into Midway.

In the winter of 1959, Viscount operations were extended to Tampa, Fla., providing service between Toronto and the southern holiday area with turbine-powered aircraft.

Eighteen weekly round-trip Super Constellation flights were operated across the North Atlantic during the peak summer months, offering more than 1,200 weekly round-trip seats.

Four additional Viscounts were delivered to the airline in 1959, while one was damaged beyond economical repair on landing at Toronto. There were no serious injuries in this incident. In addition, one more Super H Constellation was delivered to TCA, bringing its total fleet at the year's end to 49 Viscounts, 13 Super Constellations, 21 North Stars and nine DC-3's, the latter used only on the Pacific Coast triangle service and for one daily flight serving the smaller prairie centres.

Installation of weather radar on all Viscount and Super Constellation aircraft was completed in 1959, said Mr. McGregor.

Throughout the year Trans-Canada Air Lines provided scheduled trans-continental all-cargo service with five North Stars, each capable of carrying up to nine tons of cargo. In addition, all passenger flights carried mail and cargo. This gave next-day delivery to points within a 1,500-mile radius and second-day delivery to points beyond. Traffic remained highly directional with the bulk of cargo moving from east to west on domestic flights; from south to north on trans-border flights; and from east to west on trans-ocean services.

The airline placed a \$3,500,000 order for a new Canadian-designed-and-built electronic reservations system in 1959. Scheduled to go into operation in 1961, it will speed reservations procedures and reduce possibilities of error to an absolute minimum, reported Mr. McGregor. When operational it will be the most modern such system in use with the world's airlines.

TCA expects by 1961 to become the world's first inter-continental airline to operate an all-turbine fleet and throughout the past year all departments within the company have been engaged in thorough preparation for introduction of the new equipment.

The first of the Douglas DC-8's each capable of carrying 127 passengers at more than 550 miles an hour, will be delivered to the airline very early in 1960. These aircraft are expected to go into trans-continental service on April 1, 1960, and into trans-Atlantic service June 1, cutting present flying times by almost half.

In the summer of 1960, the first of 20 Vickers Vanguard, turbine propeller aircraft capable of carrying 96 passengers at 420 miles an hour, will be delivered to the airline for service on medium-length domestic and trans-border routes.

A \$20,000,000 maintenance and overhaul base is nearing completion at Montreal Airport to handle the DC-8's and Vanguards of this new fleet, the first such base of its kind designed solely for turbine-powered aircraft. With buildings alone covering 18 acres on an 84-acre site, it boasts the largest single cantilever structure in the western world - an 836-foot long overhaul hangar with doors towering 50 feet above the tarmac. The concrete ramp area around this base covers 700,000 square feet, while the shop area will contain some of the most modern equipment in the aviation industry today. A two-cell test house will handle both the Rolls-Royce Conway pure jet engines and the propeller-turbine Tynes. Viscount maintenance and Dart engine overhaul will continue to be carried out at Winnipeg.

In Vancouver, in 1959, construction began on a smaller \$5,000,000 maintenance and overhaul base for turbine aircraft. This base designed principally for line maintenance and overhaul is expected to be ready for occupancy by late 1960, said the airline's president.

A joint TCA-CNR credit card was issued during the past year, enabling air travellers to charge air transportation and railway services and obtain credit at hotels, with rental-car organizations and with a number of allied facilities.

At the year's end, TCA announced a commercial agreement with BOAC providing for the consolidation of schedules and certain facilities and functions on trans-Atlantic services. This agreement, to go into effect March 1, 1960, will provide greater and more convenient service to the travelling public.

"All types of airline traffic continued to show a healthy growth in 1959," commented Mr. McGregor. "Nevertheless, the very narrow margin between income and expenses which is characteristic of world aviation today, remained a serious problem and it was only by a further reduction in unit operating costs that TCA was able to maintain a stable economic position."

"The arrival of the big jets in 1960, will present both opportunities and problems. If insufficient traffic is available to operate these large and expensive aircraft at reasonable load factors, financial difficulties will follow. Given good loads, however, the jets can provide a healthy economic return while at the same time offering new standards of travel comfort and convenience to Canada."

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INSTRUCTORS TO WEST INDIES

The services of two industrial arts instructors from Ontario are being made available to The West Indies under the Canada-West Indies Aid Programme. The two instructors are Mr. Edgar H. Rice of Galt and Mr. Robert Fudger of Pembroke.

As well as serving as instructors, Mr. Fudger and Mr. Rice will also supervise the installation of machine shop and wood-working equipment to be supplied by Canada to the Technical Education Centre in St. Kitts as part of the Capital Aid Programme.

Both Mr. Rice and Mr. Fudger received their training at the Ontario Training College for Technical Teachers and at the Ontario College of Education. Mr. Rice has served for many years as Director of Shops for the Galt Board of Education, teaching woodworking and allied drafting. He is a member of the Ontario Education Association, the Ontario Vocational Education Association and the Industrial Education Section of the Galt Board of Trade, and a former member of the Technical Research Council. Mr. Rice has written a book on carpentry and general woodworking which was published with federal co-operation by the Ontario Department of Education and is being used in correspondence courses in all ten provinces.

Mr. Fudger has been granted leave of absence from the Camp Petawawa District High School where he teaches machine shop practice and welding.

The two vocational instructors expect to remain in The West Indies for approximately one year.

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CANADIAN HONOURED

Dr. Morris Cohen of the National Research Council, Ottawa is to be awarded the Willis Rodney Whiting Award for outstanding scientific achievement in the field of corrosion. The presentation will be made in Dallas, Texas, on March 14 by the U.S. National Association of Corrosion Engineers.

In 1958 the award was made to Dr. T.P. Hoar of Cambridge University. Previous winners include Profs. H.H. Uhlig of Massachusetts Institute of Technology, and U.R. Evans of Cambridge.

Dr. Cohen is head of the NRC's corrosion group in the division of applied chemistry. His work has been largely in physical chemistry, finding what forms corrosion takes, identifying corrosion products, determining rates of corrosion in pure metals and metal alloys. The investigations have included the polishing, etching and electroplating of metal surfaces in order to study the effects of such treatment on the resistance of the metals.

Dr. Cohen was born at Regina in 1915, received his B.A. degree at Brandon College in 1934, and his M.A. and Ph.D. degrees at Toronto University. He joined the staff of the National Research Council in 1943.

"Corrosion", Dr. Cohen says, "has two general aspects: the deterioration of metals in water; and high-temperature oxidation. The first is widely known for its effects on

domestic water equipment, industrial cooling systems, automobile motors, and all kinds of tools and utensils. The other, the high-temperature oxidation, is a big problem in industry, affecting engines, machinery, and many kinds of plant equipment. The estimated loss due to corrosion in Canada is upwards of \$400 million a year. Of course anti-corrosion is an industry in itself, but the benefits to be gained by reducing corrosion are very great, and various technical societies, national and international, are giving this objective a prominent place in their research and education."

NEW QUEBEC PREMIER

On January 7, Antonio Barrette, Quebec's Labour Minister, was chosen to succeed Premier Paul Sauvé, who died suddenly on January 2, four months after Premier Maurice Duplessis. Mr. Barrette will retain his Labour portfolio for the time being.

LIVING COSTS DECLINE

Canada's consumer price index declined 0.3 per cent from 128.3 to 127.9 between November and December 1959, the Dominion Bureau of Statistics reports. A year ago the index stood at 126.2. Over the year 1959 the index averaged 126.5, or 1.1 per cent above the 1958 level of 125.1. The current month's movement was due entirely to a drop of 1.1 per cent in foods as the other four group indexes recorded little or no change. The clothing and "other" commodities and services indexes were both unchanged, while the shelter and household operation indexes were up fractionally.

The food index moved from 123.8 to 122.4 to stand almost at the December 1958 level of 122.2. The sharpest drop in egg prices in some years accounted for most of this change as grade "A" large eggs decreased 14.4¢ to 48.3¢ a dozen, the lowest since March 1950 and the lowest December price since 1944. Imported fruits, orange juice, pork and chicken were also lower. Fresh vegetables, particularly tomatoes and cabbage, were higher.

The shelter index increased 0.1 per cent from 142.6 to 142.7 as rents were unchanged and home-ownership rose slightly. The clothing index was unchanged at 111.4 as price in-

creases for footwear and a scatter of children's items were balanced by sale prices for women's winter coats. The household operation index rose 0.2 per cent from 123.5 to 123.7. Slightly higher prices were reported for coal, utensils and equipment, household supplies, laundry, dry cleaning, and shoe repairs. The "other" commodities and services index, unchanged at 136.9, showed little or no price movement on most items.

HYDRO-ELECTRIC EXPANSION

Another record-breaking year for Canada's hydro-electric power industry was reported by Resources Minister Alvin Hamilton in a review of power development progress in 1959.

During the year 2,508,000 horse-power of new generating capacity was added, bringing the total installed capacity of hydro-electric power plants in Canada to 24,884,848 h.p.

More new generating capacity was added during 1959 than in any other year. The 1959 total exceeds the previous record of 2,485,040 horsepower of new capacity in 1958.

Quebec led the other Provinces in the amount of new hydro-electric capacity installed during 1959. The 1,457,800 h.p. of new capacity that went into operation in Quebec during the year provided more than half of the record total for the whole of Canada. Other power developments in Quebec are expected to provide an additional 1,100,000 h.p. in 1960.

Major hydro installations of the year were: the completion of nine remaining units of the Robert H. Saunders - St. Lawrence Generating Station of the Ontario Hydro-Electric Power Commission providing a total of 675,000 h.p.; the 600,000 h.p. generating station of the Aluminum Company of Canada at Chute des Passes, Quebec; and the three units at the Bersimis II station of the Quebec Hydro-Electric Commission which provide 513,000 h.p.

Mr. Hamilton's review noted "significant increases" in thermal-electric installations, particularly in Ontario which installed 268,000 h.p. of new thermal-electric capacity in 1959. A trend towards thermal development was evident in Alberta, Saskatchewan, New Brunswick and Nova Scotia, four Provinces which already receive most of their electric power from thermal plants and in British Columbia which installed its first major thermal plant in 1958.
