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THE SEAWAY: 3RD ANNIVERSARY

July 1 marked the third anniversary of the establishment of The St. Lawrence Seaway Authority and progress, already marked, is assuming a more rapid pace over the major construction area of 112 miles between Montreal and Prescott at the head of the International Rapids Section, reported Mr. Charles Gavsie, President of the Authority, in a special statement. A programme of deepening at the Welland Ship Canal is also well advanced, he said.

Since the actual beginning of construction marked by the first blast on November 17, 1954 on Contract No. 1 for the construction of some two miles of the Seaway channel between Jacques Cartier and Victoria Bridges at Montreal, the entire river course between Montreal and the Thousand Islands has undergone a vast change. Now all the dredging contracts, the excavation and concreting contracts have been awarded, and a number of them, several of major importance, are already completed.

In the months ahead the activity will be concentrated on the completion of concrete structures and the fabrication and installation of lock gates and other features as well as the construction and modification of nearly a dozen bridges across the St. Lawrence Seaway channel.

According to the latest engineering report, Mr. Gavsie stated, the dry excavation stands at 63 per cent completed. More than 35,500,000 cubic yards of rock, earth and other material have been dug from the stream side

to prepare the Seaway channel. A great fleet of dredges has removed from the river bed no less than 7,501,910 cubic yards of rock, sand silt and other overburden for a progress figure of 41 per cent. Concreting which had, of necessity, to wait upon excavation stands at 36 per cent complete. The quantity placed is 725,030 cubic yards or nearly 1,500,000 tons.

Mr. Gavsie reported that 5,433 men are at work on the 90 contracts for construction and supply which have been awarded by the Canadian Seaway Authority. The value of these contracts is over \$230,000,000.

In the Lachine Section, the most important from the point of view of quantities and contractual cost, 47 contracts for a total value of \$99,864,433 have been awarded. There are 2,724 men employed on this work. The completion figure here is 45 per cent.

On the six contracts in force in the Soulanges Section near Beauharnois, 1,242 men are at work. Contracts are valued at \$38,251,904 and 25 per cent of the work has been completed.

The three dredging contracts in Lake St. Francis are valued at \$5,764,000 and are 75 per cent complete. Three hundred and thirty-two men are engaged in this work.

In the International Rapids Section 12 contracts have been awarded at a value of \$35,270,303. Here 628 are at work and the contracts are 25 per cent completed.

(Over)

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At the Welland Ship Canal about one-fifth of the work has been completed. The value of dredging and excavation contracts is \$20,961,370. On this work 500 men are now employed.

The St. Lawrence Seaway Authority President then gave details of the progress in each particular section from Montreal to Lake Erie.

LACHINE SECTION

This section extends from Montreal Harbour to the head of Lake St. Louis and is 31 miles in extent. Here activity is most varied and intense. The entrance to the Seaway channel from Montreal Harbour is being dredged and a channel for 10 miles provided by this method in Lake St. Louis. In this section are being built two locks, three turning basins, and some 18 miles of channel are being constructed in the dry. Major modification is underway at four major bridges which will substantially increase the facilities for road traffic between the Island of Montreal, and the South Shore of the St. Lawrence. Here also some railroad diversion is under way and the relocation of telephone and other communication lines as well as the construction of a collector sewer and several modern water intakes for South Shore municipalities.

In this section two major channel excavation contracts have been substantially completed -- Contract No. 1 for 7600 feet near St. Lambert and Contract No. 12 for 4200 feet at Cote Ste. Catherine.

The St. Lambert Lock is rapidly taking shape just upstream of Victoria Bridge. The Cote Ste. Catherine Lock which will by-pass the Lachine Rapids is 55 per cent complete.

The raising of the Jacques Cartier Bridge, to provide for 120 foot clearance over the Seaway channel, is being carried on night and day under the continuing liveload of the motor traffic. The whole southern part of the bridge must be raised some 50 feet.

At the south approach to the Honore Mercier Bridge the construction of the concrete pillars to carry the future motor traffic 120 feet above the Seaway channel is progressing rapidly.

SOULANGES SECTION

The works already completed and still to be done in the Soulanges Section are also of considerable magnitude, the Seaway Authority President pointed out. Here the purpose is to link Lake St. Louis and Lake St. Francis (the latter at the same level as the water in the Beauharnois Power Canal) by means of two locks with a lift together of 84 feet, and a short joining canal. Here also, must be constructed and installed three movable spans in the three existing bridges over the Beauharnois Canal, between the Upper Beauharnois Lock and Valleyfield, at the Lake St. Francis end of the canal. The New York Central Railroad line must be relocated in three succes-

sive steps and a four-lane highway tunnel has been built underneath the Seaway channel, just upstream of the Lower Beauharnois Lock.

This tunnel was partially opened to traffic at the end of May, this year, Mr. Gavsie said. Seven hundred and twenty feet long, it forms part of Quebec Highway No. 3 and is in the form of two tubes with two lanes each, one tube of which is finished. Contracts for the movable spans were awarded several months ago and the fabrication of them is under way.

The construction of Lower and Upper Beauharnois locks and their approaches, of which the total cost will be in the vicinity of \$29,000,000, is proceeding at a rapid pace, he continued. Excavation is largely completed and concreting has begun at both locks.

LAKE ST. FRANCIS SECTION

In the Lake St. Francis Section the work consists entirely of dredging and two of the three contracts are more than three-quarters completed.

INTERNATIONAL RAPIDS SECTION

The set piece in the International Rapids is the Iroquois Lock and it is largely completed, Mr. Gavsie stated. It will probably be finished several months ahead of schedule, almost exactly a year from the date of first placing of concrete in the forms.

Of the five locks which the St. Lawrence Seaway Authority is building it is expected that Iroquois Lock will be the first to be completed. Dimensions of this lock, as of other Seaway locks, will be 859 feet outside length and 768 feet useable length between breast wall and upper gate fender; the width will be 80 feet and the depth over sills, 30 feet. Approached are 27 feet deep, the minimum depth of the Seaway channel.

Construction of the Iroquois Lock requires the excavation of 4,500,000 cubic yards of rock, glacial till and overburden and the placing of over 300,000 cubic yards of concrete, or 600,000 tons. The contract for the construction of this lock was awarded early in 1955.

Also in the International Section the north and south channels at Cornwall Island are being enlarged to provide proper navigation for shipping in the south channel, at the same time to maintain the natural distribution of the flow of the St. Lawrence waters around Cornwall Island.

Over the south channel the Authority is building the substructure of a high-level suspension bridge between Cornwall Island and the United States-the Saint Lawrence Seaway Development Corporation of the United States is building the superstructure, Mr. Gavsie said.

WELLAND SHIP CANAL SECTION

Six contracts have been awarded by the St. Lawrence Seaway Authority in the Welland Ship

NATO AIRCREW TRAINING SCHEME

The final groups of students under Canada's original NATO Aircrew Training Scheme have arrived and have begun their training, it has been announced by Air Force Headquarters.

The NATO Aircrew Training Scheme was designed to aid other NATO countries in the expansion of their air forces. The majority of the countries involved in the scheme now are capable of handling their own training programme to look after attrition requirements. The scheme has formed a part of Canada's Mutual Aid Programme under which this country has, since 1950, provided military assistance to 12 of the other 14 NATO countries to a total value of approximately \$1,300,000,000.

The arrival of the final groups of trainees marks the beginning of the end of the scheme through which the RCAF has trained more than 4,600 aircrew for 10 other NATO countries: Norway, Denmark, The Netherlands, Belgium, France, Portugal, Italy, Greece, Turkey, and the U.K. Cost of the training has been borne by Canada.

At the moment there are more than 900 NATO trainees in Canada, at varying stages of their aircrew training. Small groups of trainees arrived during June from Denmark, Norway and Turkey, and the final group of 14 RAF student pilots arrived at RCAF Station, London, July 4. It is expected that the training of these last groups will be completed during 1958, and the

final wings parades will mark the close of the original scheme.

Although the original NATO Aircrew Training Scheme is reaching its final stages, the RCAF will continue to train aircrew from some NATO countries under new and separate arrangements, involving partial payment by the countries concerned. These arrangements have been made with countries which do not have sufficient training capacity of their own to provide all the training that they require.

For example, by the end of this year trainees are expected to arrive from three NATO countries to receive training through a modified version of the scheme. A three-year arrangement calls for the RCAF to provide training annually for 55 aircrew from Denmark, 65 from Norway, and 30 from The Netherlands.

Also under arrangements concluded last year the first of 360 German Air Force personnel to be trained by the RCAF are already in Canada. This initial group of 12, all veteran flyers, is taking refresher and jet conversion training, and the first of the German student trainees are to arrive for flight training during the autumn.

The NATO Aircrew Training Scheme got under way in August, 1950. The first graduation was held at RCAF Station, Summerside, P.E.I. in May, 1951, when navigators from Norway, Belgium and Italy received their wings in a colourful ceremony.

BORDER CROSSINGS UP: Volume of highway traffic crossing the border between Canada and the United States was nearly 7 per cent heavier in May and 8 per cent heavier in the January-May period than a year earlier, according to the Dominion Bureau of Statistics. Vehicle border crossings in May totalled 1,513,000 versus 1,418,000 in May last year, bringing the five-month total to 5,774,000 versus 5,332,000.

May's border crossings of foreign vehicles increased to 763,000 from 711,000 a year earlier and returning Canadian vehicles increased to 750,000 from 707,000. In the five-month period crossings of vehicles of foreign registry increased to 2,691,000 from 2,526,000 a year earlier and returning Canadian vehicles to 3,083,000 from 2,806,000.

Number of residents of the United States entering Canada by rail, through bus, boat and plane advanced to 75,900 in April from 66,900 a year earlier but returning Canadians declined to 117,800 from 123,300. In the first four months of this year 246,000 residents of the United States entered Canada by these means of transportation versus 232,000 a year earlier and close to 400,000 Canadians returned by the same means versus 376,000.

GOVERNMENT EMPLOYMENT: Persons on the payroll of the Federal Government in September 1956 numbered 171,732 compared to 169,574 in September 1955, Dominion Bureau of Statistics reports. Classified civil servants numbered 144,301 compared to 141,868, prevailing rate employees totalled 25,026 versus 25,431, and ships' crews amounted to 2,405 persons, (2,275 in September 1955). Month's total earnings amounted to \$46,453,000 compared to 1955's September total of \$42,781,000. Classified civil servants earned \$40,633,000 versus \$36,828,000, prevailing rate employees \$5,213,000 versus \$5,403,000, and ships' crews \$607,000 versus \$550,000.

POTATO CONFERENCE: Canada's first national conference of those directly interested in the potato industry will be held at the Ontario Agricultural College, Guelph, August 29-30-31, 1957. It is hoped this first conference, organized by the Canadian Horticultural Council, will arouse sufficient interest to warrant making it an annual event.

All phases of the industry will be discussed, from development of disease-resistant varieties of seed, control of disease and

insect pests in the field and in storage, hastening maturity through killing of the tops, and prevention of the sprouting of table potatoes in storage, to the marketing of the crop for seed and table purposes or processing into potato chips, French fries, potato flakes, granules and other products.

Potato specialists from the Canada Department of Agriculture, Provincial Departments with important potato areas, potato marketing organizations, processing and transportation firms, potato growers, and consumers, will be taking part in the discussions.

On the opening day a panel of provincial representatives directly concerned with the growing and marketing of potatoes in their respective provinces will review "The 1957 Potato Crop Condition and Market Prospects".

MORE DWELLINGS: There were 3,923,646 occupied dwellings (or households) in Canada in June last year, according to a 1956 Census bulletin on households by size released July 9 by the Dominion Bureau of Statistics. This was an increase of nearly 15 per cent since the 1951 Census, slightly larger than the rise of 14.8 per cent in the population.

In addition to the occupied dwellings, there were 142,736 vacant dwellings and 61,775 dwellings under construction recorded at the 1956 Census, making a total of slightly more than 4 1/4 million dwellings.

For census purposes a dwelling is defined as a structurally separate set of living premises with private entrance from outside the building, or from a common hall or stairway inside. A household is defined as a person or group of persons occupying one dwelling. Consequently, the number of households is the same as the number of occupied dwelling units.

Of the total number of occupied dwellings, 2,701,234 were in urban areas and 1,222,412 in rural. Making up the latter were 645,609 classed as non-farm dwellings, an increase from 624,468 in 1951, and 576,803 farm dwellings, down from 629,788 five years earlier. Farm dwellings declined in number in all provinces, the largest proportionate decreases being in the Maritime Provinces and British Columbia.

Total numbers of occupied dwellings increased between 1951 and 1956 in all provinces. The largest rise was in Ontario at 17.9 per cent, followed closely by Alberta at 17.3 per cent. Quebec was third with 16.6 per cent, British Columbia fourth with 16.2 per cent, and Newfoundland next with 11 per cent. Smallest increase was 1.0 per cent in Prince Edward Island. Nova Scotia, New Brunswick, Manitoba and Saskatchewan had increases ranging from 5.5 per cent to 8.9 per cent. Only 50 of 718 incorporated cities, towns and villages of 1,000 population or greater had fewer occupied dwellings in 1956 than in 1951 and most of these were small towns and villages of less than 5,000 population.

The average number of persons per household for all Canada in June last year was 3.9, down slightly from the 4.0 average in 1951. All provinces east of Ontario showed an average household size larger than the national average, while Ontario and the western provinces had smaller households. The average number per household was largest in Newfoundland at 5.1 persons and smallest in British Columbia at 3.4 persons. New Brunswick was second largest in household size with 4.5 persons, then Quebec with 4.4, Prince Edward Island with 4.2, and Nova Scotia with 4.1. Under the national average were Ontario with 3.8, Manitoba and Alberta each with 3.7, and Saskatchewan with 3.6 persons. The average number of persons per household showed increases over 1951 in Newfoundland, New Brunswick, Alberta and British Columbia, was unchanged in Ontario and Manitoba, and smaller in the remaining provinces.

Household size showed the same regional variation in the case of metropolitan areas as with provinces. The average number of persons per household was largest in St. John's, Newfoundland, and Quebec City, at 5.0 and 4.4, respectively, and smallest in Victoria and Vancouver at 3.1 and 3.3, respectively. With the single exception of Toronto, households were larger in the fringe parts of metropolitan areas than in the central cities.

NEW DUTIES: Douglas M. Young, Chief of the Personnel Division of the International Labour Office since 1952, has been appointed Director of ILO's Canadian Branch Office at Ottawa. Director-General David A. Morse has announced. He will assume his new duties September 1.

POSTED TO ANKARA: The appointment of Wing Commander R.F. Gross, CD, 46, of Toronto, as RCAF Air Attaché, Ankara, Turkey, has been announced by Air Force Headquarters.

W/C Gross, now serving with the Directorate of Air Intelligence at Air Force Headquarters, will take over his new duties later this month, at which time he will be promoted to the rank of acting group captain.

HUDSON BAY ROUTE: Shipping into the Hudson Bay and Hudson Strait has increased to such an extent that the Department of Transport has decided to have two instead of only one of its icebreakers patrol these waters during the navigation season this summer. Last year some 150 vessels and smaller craft operated in these waters, including a record number of 48 grain ships, as well as freighters and tankers engaged in transporting material for DEW Line and Mid-Canada Line construction, Department of Transport icebreakers and supply ships, and also some 40 departmental ship-to-shore landing craft and barges.

The icebreaker "N.B. McLean" which has patrolled these waters every summer since she

was built in 1930, will be assisted this year by the recently commissioned icebreaker "Montcalm". The Departmental ship "Edward Cornwallis" will accompany them to the Hudson Bay area. The "N.B. McLean" and the "Edward Cornwallis" sailed from Montreal July 10. The "Montcalm" will follow at a later date. The "N.B. McLean" will set up aids to navigation in the Hudson Strait and Hudson Bay and will then patrol the western end of these waters. The "Montcalm" will patrol the eastern end of the Hudson Strait. On their departure from Montreal, the "N.B. McLean" carried some 600 tons of supplies and equipment destined for ten outposts in the Hudson Strait and Hudson Bay, and the "Edward Cornwallis" 750 tons of material destined for a number of additional points in these waters.

Early in August, the "N.B. McLean" will proceed north to Arctic waters to rendezvous with a convoy out of Montreal consisting of the icebreaker "d'Iberville", the freighter "Kingsbridge" and the tanker "Sea Transporter". The "N.B. McLean" will meet the convoy in Lancaster Sound and will help escort the ships to Resolute Bay, some 950 miles from the North Pole where some 8,000 tons of supplies for northern weather stations will be landed.

During the absence of the "N.B. McLean" the patrolling of the western Hudson Strait will be undertaken by the "Edward Cornwallis". The "N.B. McLean" will resume her patrol duties in the Hudson Strait on completion of her duties in Arctic waters, releasing the "Edward Cornwallis" for other work in the Hudson Bay and Hudson Strait.

The itinerary of the "N.B. McLean" will take her to twelve outposts in the Canadian Arctic as well as to the port of Churchill in the Hudson Bay and the port of Thule in Greenland. Included in the "N.B. McLean's" passenger list are eight Department of Transport officials proceeding north to take up their duties at northern stations. The vessel also carries five Eskimos who are returning to their homes at Koartak after having been hospitalized in Eastern Canada.

The "Edward Cornwallis" has on her passenger list seven marine radio officials of the Department of Transport who are proceeding to stations at Nottingham Island and Cape Hope Advance. Also aboard is the Rev. Paul Riche of the Indian and Eskimo Welfare Commission. Seven Eskimos are returning to their homes at various points in the Hudson Strait aboard the "Edward Cornwallis" after having been hospitalized in the province of Quebec.

The "Montcalm" is scheduled to visit four outposts in the Hudson Strait and the "Edward Cornwallis" will visit seven outposts.

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COLOMBO PLAN AID. Canada's High Commissioner in India, Mr. Chester Ronning, formally turned over to India, July 9, a \$4,000,000 hydro-electric project built with Canadian aid as

a Colombo Plan project. The Umtru project, 17 miles south of Gauhati in Assam Province, harnesses a 170-foot drop of the Umtru River.

Canadian aid to India under the Colombo plan during the past five years has amounted to \$80,000,000, including a hydro-electric project in West Bengal, a hydro-electric project in Madras, an atomic reactor in Bombay, locomotives for Indian railways, buses for Bombay's state road transport and a magnetometer oil survey of Central India.

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ROYAL VISIT. Her Majesty Queen Elizabeth II, who with HRH Prince Philip will spend the period of October 12-16 in Ottawa, will open the first session of the 23rd Parliament on October 14, it was announced July 10 by Prime Minister Diefenbaker. The Prime Minister's announcement read, in part:

"I am confident that all parties in Parliament will welcome this unique opportunity to have Her Majesty open our Parliament and greet us as we take up our duties there.

"It will be the first occasion in our history when the sovereign has personally presided over the opening of Parliament in Canada.

"It seems wholly appropriate that this historic event should take place on our Thanksgiving Day, which will make it possible for many more Canadians to see Her Majesty on this occasion than would otherwise be the case."

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AIR PROBLEMS. The necessity for close co-operation between Canada and the United States on problems of mutual interest in civil aviation was stressed by Transport Minister George Hees at a conference of technical experts held in Ottawa last week.

This was the first meeting of a permanent joint U.S.-Canadian committee on civil aviation facilities. Representing the Civil Aeronautics Administration of the U.S. Department of Commerce and the Air Services of the Department of Transport, the committee will deal on a continuing basis with such common problems as flight inspection, air traffic control, navigational aids and communications systems.

For several years past, informal meetings had been held by the civil aviation authorities of both countries on air traffic control and aeronautical telecommunications, but the meetings did not touch upon the broader areas of planning of aids and systems in general, nor upon engineering matters in particular.

The permanent joint committee is designed to expand the former arrangement to cover the larger areas of planning and engineering and will meet twice a year, normally, alternating between Ottawa and Washington.

THE SEAWAY: 3RD ANNIVERSARY

(Continued from P. 2)

Canal Section. The work required is to enlarge the existing canal and to provide a governing depth of 27 feet, instead of the present 25 feet, between the 8 locks of this Canadian canal which will form part of the St. Lawrence Seaway. Two contracts are completed and two others are nearing completion.

EQUIPMENT

A further idea of the size and variety of the Seaway work may be obtained, he said, from the consideration that nearly \$20,000,000 worth of equipment and machinery will be required for the operation of the locks and movable spans. Contracts for equipment cover the following: Lock-gates of mitre and sector type; stiff-leg derricks; diesel generators; pumps; electrical control desks; lighting and heating fixtures and a host of others.

Transportation of the fabricated equipment to the work-sites and installation will feature Seaway work in the months ahead. "A thorough inspection of the progress of the work permits us to state that, if no major catastrophe occurs, the new St. Lawrence Seaway will be ready for shipping at the opening of the navigation season of 1959", the St. Lawrence Seaway Authority President concluded.

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NEW PARKS SYSTEM: "The old order changeth giving place to new". This is particularly true of the St. Lawrence River today, between Iroquois village and the city of Cornwall in Ontario. The famed Long Sault Rapids are no more and soon a number of historically famous town, village, farm, inn, fort and mill sites of both French and British origin will vanish beneath waters held back by power dams.

But a new land will come into being - a land of far-reaching economic importance because of its new electric power potentials and the passage of ships of all nations into the great inland seas.

And in this new land, along the new shorelines, the memories of the past will be preserved, reports the July 1 issue of "Ontario Government Services". Plans supplementing the St. Lawrence Seaway and Power Project provide for this, thus reflecting a far-sighted recognition by the Ontario Government of the fact that the nation's progress, to find its fullest expression, must be measured not only in industrial and economic progress but in opportunities for recreational and cultural stimulus.

As many as possible of the old buildings have been or are being removed from the to-be-flooded area and rebuilt on equally valuable farm or village properties deeded by the Crown to displaced owners or on permanently established historical sites.

As the new islands of structural steel and concrete, new ship channels and great locks take shape in the river a new historic parks system will appear on the shores. This will be the responsibility of the Ontario-St. Lawrence Development Commission (Parks and Historic Memorials).

Sketches, plans and working models of the new parks system along the "new river" are already prepared. Travellers visiting the area between Iroquois and Cornwall this summer will see not only the mammoth changes being wrought in the earth and the old river by modern men of science and their thundering machines but in a quiet place in Morrisburg - the office of the Commission - may view the sketches and working models of the new.

Fronting the river at the eastern extremity of the Township of Williamsburg, a few miles east of Morrisburg, there will be a national battlefield memorial and monument, pioneer memorial cemetery, and new Upper Canada Village. The memorial will commemorate the victory of British and Canadian troops over invading American forces at Crysler's Farm, November 11, 1813. A tall obelisk will surmount the flat pyramid to be erected at the riverside. Below the broad top of the pyramid a large military museum will be installed, where uniforms, arms and equipment of the day will be displayed. The Canadian museum will also contain oil paintings which have been executed by Canadian masters of the "old river" and its canals and locks.

Eastward of the battle site a pioneer memorial cemetery will permanently care for and preserve the many fragile tombstones removed from the old cemetery sites that will be inundated on completion of the St. Lawrence Power Project. These tombstones, many dating back to the 18th and 19th centuries, had marked the last resting place of original settlers and their families on the Iroquois-Cornwall frontier. Some were United Empire Loyalists who fled to Canadian territory after the Revolution of '76 and many fought in the War of 1812-14.

In many representative buildings that have been dismantled and preserved for reconstruction to the east of the memorial cemetery in Upper Canada Village, typical, authentic, antique pioneer relics and artifacts will be installed so that the interiors of the residence of John Pliny Crysler, White House and Cook's Tavern, and other similarly historic structures will conform as closely as possible to their original state.

In a temporary museum at Morrisburg, recently opened to the public, a sizable collection of antique hand-made pine furniture, other furnishings, textiles, tools, kitchen and farming equipment has already been collected. An ancient bicycle, elaborately decorated stove, complete set of exquisite china, and hundred years old prototypes of today's pressure cookers are of great interest.