



CANADA

# CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 12 No. 52

December 26, 1957

## CONTENTS

"Higher Ground Ahead" .....	1	New Airport .....	4
Sugar Refining Industry .....	2	New Windows To Outer Space .....	4
Mineral Production .....	2	Colombo Plan Aid .....	5
Air Traffic Aid .....	2	Helicopters In Vital Role .....	5
Revised House Standing .....	2	Lieutenant-Governor .....	6
The Golden Geese .....	3	Best Christmas Presents .....	6
Appointments and Transfers .....	4		

### "HIGHER GROUND AHEAD"

Although the Canadian economy has moved onto a plateau this year in comparison with its swift climb of 1955 and 1956, the country should nevertheless take confidence from the long-range prospects of higher ground ahead, according to the Bank of Montreal's Business Review for December.

The Review says that despite this year's levelling-off, "the inflationary exertion" of 1955 and 1956 has lessened considerably, although there "may have been a psychological change in that there is a natural tendency for the exhilaration of climbing to drain away as the terrain flattens out". Further, there are undoubtedly "dips and hummocks" ahead which call for caution, the Review warns.

In the final quarter of 1956, the gross national product was running at an annual rate of \$30.9 billions, 10.7 per cent higher than a year earlier, the Bank says, while in the first half of 1957, the figure was down slightly to \$30.7 billions, and there are grounds to believe there has been little change in the second half of the year.

Farm output is down substantially, and this accounts mainly for the reduction, but there have also been declines in minerals and in durable goods; non-ferrous metal products, lumber, iron and steel products and motor vehicles were all produced in smaller quantities during the summer than a year earlier, the Review says.

Retail trade increased 7.5 per cent in 1956 over 1955, and this rate of increase continued to April 1957, but from May to September there was only a 0.1 per cent gain.

In the field of employment, the Bank of Montreal says there was "an exceptionally large expansion" of the civilian labor force, which increased 233,000 in the 12-month period ended in Mid-October, or 4.2 per cent, compared with an increase of 153,000 in the preceding 12 months. While the number of persons with jobs increased by 123,000, those without jobs and seeking work more than doubled in the recent period to reach 208,000, and should these trends continue, the post-war peak of 401,000 unemployed recorded in March 1955 could be exceeded in the winter months ahead, the Review says.

Following the general trend, there has been little change in the picture of Canada's foreign trade, with the merchandise deficit standing at \$738 millions in the first ten months of the year, or \$17 millions less than in the same period of 1956.

But, the Review adds, this heavy deficit continued to be offset by the heavy inflow of foreign investment capital and the Canadian dollar remained at a premium.

The Review says its analogy of a plateau can be applied to almost all sectors of the economy, although within each sector there have been contrasting movements.



Some of these have been quite pronounced, and the Bank says Canada's monetary authorities, recognizing their existence, appear to have relaxed to some degree their policy of monetary restraint.

Summarizing, the Bank of Montreal Review predicts that "the moderate decline in the level of business activity in recent months may continue into 1958... (but) the realism which calls for a recognition of present difficulties requires no less a sense of proportion and an awareness of the longer-range prospects of higher ground ahead".

\*\*\*\*

### SUGAR REFINING INDUSTRY

Shipments of sugar from Canadian refineries increased 3 per cent in volume in 1956 to 1,562,469,000 pounds from 1,517,401,000 in 1955, and 5.5 per cent in value to \$122,470,000 from \$116,125,000, according to the Dominion Bureau of Statistics annual industry report. Shipments of refined cane sugar rose to 1,287,662,000 pounds valued at \$98,501,000 from 1,277,825,000 worth \$95,749,000, and refined beet sugar to 274,807,000 pounds valued at \$23,969,000 from 239,576,000 worth \$20,376,000.

Both quantity and value of shipments of granulated, yellow or brown, pulverized and loaf sugar were larger, while shipments of icing sugar were down in volume but up in value. Totals were: granulated, 1,337,125,000 pounds valued at \$104,338,000 (1,293,932,000 worth \$98,644,000 in 1955); yellow or brown, 130,985,000 worth \$9,637,000 (130,944,000 worth \$9,392,000); pulverized (no starch added), 7,505,000 worth \$626,000 (6,565,000 worth \$542,000); icing (starch added), 73,466,000 worth \$6,469,000 (73,758,000 worth \$6,291,000); and loaf, 13,297,000 worth \$1,399,000 (12,201,000 worth \$1,256,000).

Establishments were unchanged at 11, but employees fell to 3,285 from 3,376 and value added by manufacture to \$30,123,000 from \$33,003,000. Salary and wage payments rose to \$11,864,000 from \$11,548,000, fuel and electricity costs to \$2,725,000 from \$2,532,000 and material costs to \$96,959,000 from \$87,783,000.

\*\*\*\*

### MINERAL PRODUCTION

Production of asbestos, cement, iron ore, lime, natural gas, nickel and salt was greater in September and January-September this year than last, while that of clay products, coal, copper, lead, silver and zinc was smaller, the Dominion Bureau of Statistics announces. Output of gold and gypsum was up in the month but down in the nine months, while output of petroleum was down in the month but up in the cumulative period.

Greater production in January-September was recorded for the following: asbestos, 813,136

tons (751,226 a year earlier); cement, 4,355,883 tons (3,885,135); iron ore, 17,734,036 tons (16,313,896); lime, 1,012,124 tons (969,595); natural gas, 145,588,424,000 cubic feet (118,265,724,000); nickel, 143,123 tons (133,914); petroleum, 141,949,119 barrels (123,982,469); and salt, 1,229,000 tons (1,087,434).

Smaller output in the nine-month period: clay products, \$26,026,306 (\$28,447,796); coal, 9,006,874 tons (10,358,502); copper, 254,275 tons (264,898); gold, 3,278,575 fine ounces (3,284,156); gypsum, 3,578,444 tons (3,749,176); lead, 136,271 tons (141,062); silver, 20,108,594 fine ounces (21,084,223); and zinc, 295,594 tons (322,355).

\*\*\*\*

### AIR TRAFFIC AID

New radar equipment, the Decca MR-75 Short Range Surveillance Radar, is being put into service at four major Canadian airports, the Department of Transport has announced. The surveillance radar, which increases the efficiency of airport control tower operations by providing a constant picture of the position of all aircraft within a radius of 40 miles of the airport, has been in use at Montreal's Dorval airport for several weeks. Final testing of the same type of equipment is now being carried out at Toronto and Winnipeg airports and its installation at Vancouver airport is under way.

Use of the new equipment has become of vital importance because of the ever-growing use of the air lanes and the increasing number of fast, high-altitude aircraft that are operating. The Short Range Surveillance Radar permits a greater number of aircraft than ever before to be handled safely and reduces the amount of time required to land each aircraft.

It will be used at the four airports until even better and more powerful long-range radar control equipment, which the Transport Department now has on order, is installed. The new equipment will be located at 15 major Canadian airports, with the first installations starting next Spring.

\*\*\*\*

### REVISED HOUSE STANDING

As a result of The Yukon by-election victory December 15 by Mr. Erik Nielsen, Progressive Conservative, the party standing in the 265-seat House of Commons is now as follows:

P.C.	113
Liberal	105
C.C.F.	25
Social Credit	19
Ind.	2
Lib-Labor	1
	<hr/>
	265



## THE GOLDEN GEESE

(Written by Horace Brown for the December issue of "Ontario Hydro News")

Early in 1931, a devout Kitchener man resolved to follow the ways of the early Christians, living not for personal gain but for the common good. He was joined by his wife, one other adult, and three children.

The little group took stock of its assets: 200 pullets, a half-interest in an old, lame horse, and some very modest household chattels. The man, Julius Kubassek, went to a dresser drawer, opened it, took out the entire cash resources: six cents.

But Brother Julius (as he is now known) and his "brothers and sisters" had the courage of their convictions. After an unsuccessful venture in Western Canada they returned to Ontario. Since 1941, the Community Farm of the Brethren, at Bright, near Galt, Ontario, has grown to 1,200 acres, which embrace four completely-electrified farms. Believed to be the largest pedigreed goose farm in North America, it "belongs" equally to all members of the brotherhood... 12 adult males, 14 adult females, and 28 minors.

The Farm is truly a community in itself, with its own religious services, school, and a volunteer fire department. Spiritually devout and of simple tastes, the members of the unique community have, nonetheless, a lively interest in world affairs.

While Brother Julius is the nominal leader of the community, it is stressed that there are no leaders in the accepted sense of the word. Decisions are made by the "Council," composed of the adult members of the group, and the council's decision must be almost unanimous.

The unique community is particularly noted for its geese - variously known as "Baby Goose" and "Brethren's goose." The flock was started with the eight geese the Brethren brought with them from western Canada when they returned east in 1940. After 17 years of patient experimentation they have bred what is smilingly and justifiably referred to as their "trade secret"... a goose that is long, deep and meaty in the breast, and low on fat content. While it has taken nearly two decades to bring this specimen of the poultry world to the present state of near-perfection, the Brethren are still not satisfied that their continual cross-breeding and selection have produced the ultimate in goose, and the study is continuing. But meanwhile they are doing a brisk business, and many a tasty bird from the Farm graced Christmas tables this year.

The Farm maintains a flock of some 10,000 of these celebrated geese although some 8,000 are marketed annually. The supply cannot begin to meet the demand, however, and the Brethren are considering expanding their poultry flock. Other breeders in many parts of North America, as well as poultry-men in the West Indies,

purchase some 8,000 to 9,000 day-old goslings annually, receiving their purchases via air express.

The goose provides many-by-products on this farm too. The sisters of the colony "put up" some 400 packages of egg noodles each week, while their goose-feather pillows, another important source of revenue, are in great demand.

Although the honking of geese is almost constant at this farm, the lowing of cattle is equally common. A herd of 70 purebred Holsteins, providing milk for shipment, as well as several beef cattle, are included in this livestock "population." In fact it is truly a "mixed farm" with some 200 acres in wheat and 300 acres in assorted grains, while 200 acres are devoted to hay, alfalfa and grass and 175 acres to summer fallow.

Indispensable handmaiden of the communal group is electricity. When Ontario Hydro News visited the community recently, Brothers Andrew and Julius, Jr., were busy installing one of the few three-phase wiring systems to be found on an Ontario farm.

### 100 ITEMS ALTERED

During the summer, Ontario Hydro's frequency standardization crews moved in to find nearly 100 frequency-sensitive items to alter for operation at 60 cycles.

"It would be literally impossible to operate our farm without electricity," said Brother Julius, Sr. "While we have many hands to make light work, we find that Hydro adds hundreds of hands to help in fulfilling our daily tasks."

The important goose-raising operation is mainly electrical, beginning with the incubation of the egg, and ending with the packaging and fast-freezing of the famous "Baby Goose," a process, incidentally, that, year after year, has won several top prizes at the Royal Agricultural Winter Fair, Toronto.

Four incubators hold between 13,000 and 14,000 eggs. During the four-week incubation period, the temperature is thermostatically-controlled, while humidity is maintained at approximately 88 per cent.

The electric incubators replaced Mother Nature there after 1949, when the Brethren had to find 240 "broody hens" to sit placidly on the eggs their geese were ignoring. This meant a frantic scouring of the countryside, and much expense. Since that time, while the initial outlay per incubator is about \$3,000, the electric "maternity ward" has proven more economical and a better parental risk, producing a higher yield of goslings than the natural method.

The workshop is also a source of pride for the mechanically-inclined Brothers, containing



many electrically-powered tools, including a lathe, drill, saw and grinder, which enable them to make almost any kind of repairs required.

The sawmill supplies lumber from trees cut on the farm for the "wagon factory." Here, the men of the community make 18-foot long forage-box wagons, equipped with under-carriages salvaged from "retired" trucks.

The Brethren have, indeed, come a long way since May 3, 1931, when Julius Kubassek formed his first little group with six cents and unlimited faith.

\* \* \* \*

### APPOINTMENTS AND TRANSFERS

The Secretary of State for External Affairs has announced the following appointments and transfers in the Canadian Diplomatic Service:

Mr. Arthur R. Menzies, until recently Head of the Far Eastern Division of the Department of External Affairs, has been appointed High Commissioner for Canada in the Federation of Malaya. Mr. Menzies will be the first Canadian representative in Malaya, which became independent on August 31, 1957. He will establish the new mission and take up his duties in Kuala Lumpur early in the Spring of 1958.

Mr. Nik Cavell has been appointed High Commissioner for Canada in Ceylon to succeed Mr. James J. Hurley. In his capacity as Administrator, International Economic and Technical Co-operation Division, Department of Trade and Commerce, Mr. Cavell has been responsible since 1951 for the administration of Canada's participation in the Colombo Plan and in the technical assistance programmes of the United Nations and the Specialized Agencies. Mr. Cavell will take up his new duties next March.

Mr. James J. Hurley, at present High Commissioner for Canada in Ceylon, has been appointed High Commissioner for Canada in the Union of South Africa to succeed Mr. Evan W. T. Gill, whose appointment as High Commissioner for Canada in Ghana was announced earlier. Mr. Hurley will take up his new duties next March.

Mr. George R. Heasman, at present Ambassador to the Republic of Indonesia, has been appointed High Commissioner for Canada in New Zealand, to succeed Mr. Kenneth P. Kirkwood who was reassigned to the Department of External Affairs in Ottawa last May. Mr. Heasman will take up his new duties next March. The appointment of his successor in Djakarta will be announced later.

Mr. E. Benjamin Rogers, at present Ambassador to Peru, has been appointed as Ambassador to Turkey to succeed Mr. Herbert O. Moran, whose appointment as High Commissioner for Canada in Pakistan was announced earlier. Mr. Rogers will take up his new duties next February. The appointment of his successor in Lima will be announced later.

Mr. Paul A. Beaulieu, Q.C., at present Counsellor at the office of the High Commissioner for Canada in the United Kingdom, has been named Chargé d'Affaires a.i. in Beirut, Lebanon. He will succeed Mr. Lionel V.J. Roy. Mr. Beaulieu will take up his new duties next March.

Mr. William G.M. Olivier, who has until recently been serving in the Department in Ottawa as Acting Head of the Information Division, has been appointed Canadian Commissioner to the International Supervisory Commission for Laos to succeed Mr. P.G.R. Campbell. Mr. Olivier took up his appointment earlier this month.

\* \* \* \*

### NEW AIRPORT

Work on an airport for Sault Ste. Marie, Ontario, will commence as soon as the necessary machinery and equipment can be moved to the area, according to the Department of Transport.

Sault Ste. Marie in the past has been served by aviation facilities at Kinross Airport, Sault Ste. Marie, Michigan, on the United States side of St. Mary River.

The vast increase in air travel to and from Sault Ste. Marie, Ontario, resulted in the Transport Department's move to establish a new airport which will serve Canadian aviation interests there. Location of the runways now planned leaves ample room for their extension when and if necessary. An air terminal building will be built at the intersection of the two runways, though this has not been contracted for as yet.

The new airport will be nine miles from the heart of the city. It is located on Pointe des Chênes, which projects toward the United States shore to form a narrows at the juncture of Lake Superior and the St. Mary River.

\* \* \* \*

### NEW WINDOWS TO OUTER SPACE

Plans are in the final stage for the erection in a quiet valley in the mountains near Penticton, British Columbia, of one of the world's largest radio telescopes, which will open wider windows to outer space and give Canadian astronomers a new view of the universe.

In making the announcement that the telescope has been ordered, Mr. Paul Comtois, Minister of Mines and Technical Surveys, said the staff of the Dominion Observatory has worked for three years on the blueprints for the telescope and two accompanying buildings and on the selection of a suitable site.

To be erected in an area as free as possible from heavy snowfall, ice storms high winds and man-made radio waves, generated by power lines and electrical equipment, the telescope, measuring 84 feet in diameter, will pick up radio waves given off by all objects



in the heavens. These waves will be transmitted to the control building where observations of the electrical currents give scientists an idea of the composition of space.

Numerous stars, gas clouds and other structures, invisible through the optical telescope, will be "seen" for the first time by Canadian astronomers when the large parabolic telescope comes into operation, probably within a year.

Radio astronomy techniques penetrate the curtain of atmospheric dust, which for years has limited optical observations. These new

techniques have increased by 10 times the distance man could formerly see into space.

Viewing with the radio telescope is possible in cloudy and rainy weather, and in full sunlight when the brightness of the sky makes optical observations impossible, thus extending the hours astronomers can spend exploring the sky.

Primarily for unlocking the secrets of outer space, the radio telescope can be adapted to the tracking of earth satellites by the addition of radar attachments.

\* \* \* \*

## COLOMBO PLAN AID

Details of recent decisions by the Government on the Canadian Colombo Plan programmes in India, Pakistan and Ceylon were given in the House of Commons December 19, by Mr. E. D. Fulton, Acting Secretary of State for External Affairs.

Mr. Fulton said that their programmes will be financed by funds already voted by Parliament or provided for in the main estimates of the Department of External Affairs for the current year, with the one exception of the Indian programme. For India these projects, together with the shipment of \$7 million worth of wheat, will take up not only the funds now available, but in addition \$5 million of the sums which Parliament will be asked to vote for the Colombo Plan next year. The authority which has now been given for a number of projects and forms of aid will enable purchasing to go forward over the next six to eight months.

By making these decisions now, subject of course to Parliament voting the necessary funds, the Government, Mr. Fulton said:

"Are ensuring that Canadian aid will flow as quickly as possible during the next half year. In this fashion we are endeavouring to speed up the flow of available aid to India".

Mr. Fulton went on to give the following details:

"With regard to the programme in India, Canada proposes to make available a further \$2 million to continue work on the Canada-India reactor; \$5 million for the erection of transmission lines as part of the Kundah hydroelectric development near Madras; \$3

million for treated wooden railway ties; \$120,000 for three cobalt beam cancer therapy units; \$65,000 for audio visual equipment and educational material, and \$10.8 million for the supply of industrial metals urgently required by India's metal working industry.

"With regard to the programme in Pakistan, Canada will provide \$1 million for the construction of a transmission line for the Ganges-Kobadak project and \$1.6 million for the doubling of the circuit on the Dacca-Chittagong electric transmission line.

"With regard to our Colombo Plan programme in Ceylon, Hon. members will recall that of the \$2 million available for Ceylon \$1 million is being supplied in the form of flour which, when sold, will create counterpart funds for use on a number of projects which will be reported to the House in due course. As far as the other \$1 million is concerned, Canada will make available a further \$200,000 for the construction of additional transmission lines for the river valley development scheme in Eastern Ceylon; \$12,500 for remedial equipment for the rehabilitation centre at the University of Ceylon; \$640,000 for the continuation of the aerial survey; \$14,000 for additional agricultural pest control units; \$17,500 for a stand-by radio unit for Colombo airport; \$3,000 for X-ray maintenance equipment; \$100,000 for further equipment for a technical institute, and \$13,000 for a crane for Colombo harbour."

The Minister pointed out that the great bulk of the goods, materials, and engineering services associated with these projects will be provided from Canadian sources.

\* \* \* \*

## HELICOPTERS IN VITAL ROLE

"The ice is opening up about two miles off your port bow. There's open water beyond the pack for about 10 miles..."

The voice came in over the radio and the Department of Transport's 5,678-ton icebreaker "d'Iberville" moved ahead to take advantage of the channel spotted by the ship's mate, accompanying the helicopter pilot on the ice reconnaissance flight.

To him and to the ship's crew, the job of being the "eyes" of the Arctic convoy long since had become routine. For the successful conduct of the Department of Transport's huge job of supplying its weather stations at Resolute and Eureka, and in other far-flung Arctic operations, it had become one of major importance.

In this year's Arctic supply task, the helicopter once again played a vital role. Use of the machines cut days off the schedules



of the "d'Iberville" and the Department's supply ship "C.D. Howe", particularly where pick-up and delivery of personnel and light freight loads was concerned. The "C.D. Howe" was the first Canadian ship to carry a helicopter as part of its equipment.

### ELIMINATES DELAYS

Before the helicopter became a factor in Arctic operations six years ago, a ship might have had to wait for days, anchored offshore from some outpost, unable to get men or goods ashore because of ice conditions. Today, however, the Transport Department ship merely has to stop long enough for a helicopter to make the short hop from ship to shore and back again.

Frequently a ship would have to put back to some point of call after receiving an urgent radio message, requesting, for example, aid for a sick or injured person. If sea and ice conditions were bad, days were often lost in such a back-tracking job.

When such emergencies occur now, they usually can be answered by the helicopter pilot who can take a doctor ashore or bring a sick or injured person to the ship's hospital swiftly. This is a matter of prime importance to the ships which must cover thousands of miles during the brief Arctic "Summer". Even very short delays can be quite costly in these ice-packed waters.

A key responsibility, from the point of view of getting supplies delivered to such northerly posts as Resolute and Eureka, roughly 3,000 miles by sea from Quebec City, is the work done by the helicopter pilots, who take the icebreakers' officers up to look for openings in the ice fields through which the ships can make their way.

### EFFICIENT EYES

In this job they are truly the "eyes" of Transport Department's Arctic supply convoys for they do a job no other aid, even radar, makes possible. Radar can find icebergs and possible openings through some ice formations, but when the broad, flat expanses of ice, often 10 or 15 feet thick, fill the sea lanes, only

human eyes can detect possible channels for passage.

The Department has six Bell helicopters, one capable of seating four passengers, the others adaptable to either two or three passengers.

When a 'copter' is assigned to a ship, the pilot and engineer accompany it as a team, keeping the machine in top flying order throughout the cruise. The assignments and the crews vary from season to season, giving the men a broad field of operating experience.

At the end of each trip, the aircraft and crews return to Ottawa, where the helicopters are given a complete overhaul at the Transport Department's hangar and workshops at Uplands Airport.

Then it's back to the task of helping navigation on Canada's sea lanes.

\* \* \* \*

### LIEUTENANT-GOVERNOR

Prime Minister John G. Diefenbaker has announced today that His Excellency the Governor-General has approved the appointment of Major General Edward Chester Plow, C.B.E., D.S.O., C.D., of Halifax, as Lieutenant-Governor of the Province of Nova Scotia, effective January 15, 1958, succeeding the Honourable Alistair Fraser.

\* \* \* \*

### BEST CHRISTMAS PRESENTS

Several hundred soldiers now serving with the 4th Canadian Infantry Brigade Group received the best Christmas presents possible - their wives and families.

Slightly more than 1300 dependents arrived in the brigade area before Christmas by special trains from the Hook of Holland, Bremerhaven, and Rotterdam. The groups consisted mainly of families who were delayed in Canada for personal reasons and those who had only recently been assured suitable accommodation.

These arrivals were the last before the end of the year and brought the total dependents moved to the NATO brigade to about 4700.

\* \* \* \*

2



LIBRARY E A / BIBLIOTHÈQUE A E



3 5036 01045447 1

