



CANADA

CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 14 No. 8

February 25, 1959

CONTENTS

Royal Palace for Commonwealth Centre.....	1
New Atom Smasher.....	1
Final Export Figures for 1958.....	2
Population Increases.....	3
The Canadian City of 1984.....	4

Aircraft and Parts Industry.....	5
Trade Fair in Trinidad.....	6
Highways in 1957.....	6
Stratford Music Season.....	6
Electric Energy Greater in 1958.....	6

ROYAL PALACE FOR COMMONWEALTH CENTRE

The Prime Minister, Mr. John G. Diefenbaker, has announced that during the Commonwealth Trade and Economic Conference in Montreal, it was suggested by the United Kingdom Government that there should be established in London a Centre which would accommodate the staff of the Commonwealth Economic Committee, and generally be a permanent centre for economic consultation within the Commonwealth. It was later suggested by the United Kingdom Government that in this Centre there should also be provision for such Commonwealth conferences as may be held in London, including meetings of Prime Ministers.

Her Majesty the Queen has offered to place her palace of Marlborough House at the dis-

posal of the United Kingdom Government for such a purpose and the Canadian Government is grateful to Her Majesty for this generous offer.

Marlborough House is one of the most interesting and historic buildings in London. It was designed for the first Duke of Marlborough by Sir Christopher Wren and built on land leased by Queen Anne to the Duchess of Marlborough. Later the lease lapsed and Marlborough House was used by various members of the Royal Family until recently. It is understood that the United Kingdom Government proposes to make such alterations to Marlborough House as may be needed for the purposes now in mind.

* * * *

NEW ATOM SMASHER

Atomic Energy of Canada Limited has announced that a new, ten million volt atom smasher, known as the Tandem Accelerator, has gone into operation at Chalk River.

The first machine of its type ever to go into service, the powerful new research tool will enable physicists to obtain information on the cores or nuclei of elements that could not be obtained with lower energy machines. It was designed and built by High Voltage Engineering Corporation, Burlington, Massachusetts.

Experiments with the machine, which will be in operation 16 hours a day, are being directed by Dr. Harry Gove, 36, a native of Niagara Falls, Ont.

The most powerful atom smasher previously in operation at Chalk River was a three million volt Van de Graaff accelerator that provided the Physics Division with data on cores of light elements. The results of this work have been published in many scientific papers which have attracted great interest in research centres throughout the world. The new accelerator will make possible studies on heavier elements that could not be done with the Van de Graaff machine.

FINAL EXPORT FIGURES FOR 1958

According to final and detailed figures released recently by the Dominion Bureau of Statistics, Canadian domestic exports were valued at \$4,830,400,000 in 1958 - as prices fell sufficiently to reduce the value total notwithstanding a fractional increase in volume - and were thus very slightly lower than in 1957. Exports of foreign produce, at \$98,100,000 were some 3 per cent higher than in 1957. In December 1958 domestic exports totalled \$440,900,000 and exports of foreign produce \$8,900,000. The latest figures confirm the advance release of January 27 which reported total exports as being \$449,800,000 in December 1958 and \$4,928,500,000 in the year.

The proportion of Canadian exports going to the United Kingdom and Europe in 1958 rose moderately to 16.1 per cent and 12.0 per cent, respectively, and the proportion going to the Commonwealth rose somewhat more sharply to 5.9 per cent. The proportion marketed in the United States, Latin America and other countries as a group fell somewhat to 59.0 per cent, 3.7 per cent, and 3.4 per cent, respectively. In the fourth quarter of 1958, the proportion of exports going to the United States, the United Kingdom and other countries as a group increased - to the United States moderately, the United Kingdom more significantly, and to other countries slightly - from the same quarter of 1957 to 59.7 per cent, 16.9 per cent and 3.6 per cent, respectively. Exports to the Commonwealth and Latin America fell slightly and to Europe more sharply to a respective 5.2 per cent, 3.8 per cent and 10.8 per cent.

Among the leading commodities exported in 1958, there were very large value increases in uranium, aircraft and parts, wheat, beef cattle, farm implements and machinery, canned fish, natural gas, planks and boards and barley. Exports of wheat flour, whisky and fresh and frozen fish also increased, but by more moderate amounts. A few very large decreases and a larger number of smaller declines more than offset the gains recorded above, and among the more important commodities there were considerable reductions in the exports of petroleum, iron ore, nickel, copper, newsprint paper, flaxseed, asbestos, pulpwood, non-farm machinery and zinc.

In the fourth quarter of 1958, changes among the leading commodity exports showed some contrast with the changes recorded in the year as a whole. Among commodities for which there were large annual increases, exports of aircraft and parts declined by some 5 per cent in the final quarter of 1958, as compared to the same period of 1957 (when the total had been unusually high), and those of barley declined by some 3 per cent between the same periods. On the other hand, exports of newsprint paper, flaxseed and zinc increased in

the fourth quarter - by about 6 per cent, 33 per cent and 5 per cent, respectively - in contrast to declines in each of the other three quarters of 1958 and in the year as a whole. Among commodities which moved in the same direction in the final quarter and the year, the rate of increase of beef cattle and wheat exports was comparatively reduced in the fourth quarter, that of planks and boards was somewhat increased and that of canned fish greatly increased. The reductions in exports of iron ore, copper and asbestos were less marked in the final quarter than in the twelve-month period, while exports of nickel, due to a labour dispute, fell by some 64 per cent in the fourth quarter.

Exports to the United States were valued at \$2,832,200,000 in 1958. This was about 1 per cent less than in 1957 and compared to an increase of some 2 per cent as between the fourth quarter of 1957 and the fourth quarter of 1958 - the only quarter of the year which showed an increase. In the year as a whole, large increases in cattle and uranium exports, which both more than doubled, and in exports of planks and boards and farm implements and machinery, were insufficient to offset widespread declines including those recorded in petroleum exports, which were almost halved, and in exports of newsprint paper, nickel, copper, pulpwood, abrasives, barley and zinc.

At \$775,900,000, exports to the United Kingdom were some 5 per cent higher in 1958 than in 1957, and, after declining in the first, rising in the second and declining again in the third quarter of 1958, they increased by almost 12 per cent in the fourth quarter of the year. Large increases in the exports of wheat (which increased by about one-sixth), barley, (which more than doubled), canned fish (which increased fourfold) and uranium, (which rose from \$1,000 to \$13,500,000), and smaller increases in wheat flour, soybeans, cheese, plywoods and veneers, newsprint paper and nickel were sufficient in the year as a whole to more than offset reductions in exports of oilseed, copper, aluminum, iron ore, planks and boards, wood pulp, platinum metals, zinc and lead.

As a result of considerable increases in the first three quarters and a slight decline in the fourth quarter, exports to the Commonwealth increased by some 21 per cent in 1958 and were valued at \$282,700,000. The higher total for the year was largely due to large shipments of Canadian-financed wheat to India and Pakistan - mainly in the first six months - and, on account of a drought in that country, commercial shipments of wheat to Australia and railway rails to the Union of South Africa.

Exports to Europe were valued at \$578,800,000 in 1958. This was some 4 per cent higher

(Over)

than in 1957 and contrasted with a decline of almost 12 per cent between the fourth quarters of 1957 and 1958, respectively. Exports of aircraft, which increased fourfold and were shipped to Belgium and Western Germany, were largely responsible for the higher annual total. Internal combustion engines exports were also higher and there were increased exports of nickel, especially to Norway, Western Germany and Italy. Increases in exports of wheat to the Soviet Union, Norway and the Netherlands were more than offset by reductions in exports to Poland and Western Germany, and there were also lower shipments of flaxseed, wood pulp, iron ore, scrap iron and steel and asbestos to Europe as a region.

At \$180,000,000 exports to Latin America were some 10 per cent lower than in 1957 and this annual reduction compared to a fall of about 13 per cent in the fourth quarter. Over

the year the decline in the sale of used ships to Panama contributed greatly to the overall reduction but there were also declines in the export of railway rails to Mexico, and of locomotives to Argentina and Brazil. The overall decline would have been greater but for increased sales of wheat to Peru and Venezuela and of wheat flour to Venezuela, Cuba and the Dominican Republic.

Canadian exports to the rest of the world fell by some 17 per cent to \$164,300,000 in 1958 but increased by more than 9 per cent in the fourth quarter. The annual decline was largely due to considerable reductions in exports of flaxseed, wood pulp and pig iron to Japan and lower sales of wheat flour to the Philippines.

Details of the main commodity exports, together with figures for the month of December are given in the following table:-

	December		January-December	
	1957	1958	1957	1958
	(Thousands of dollars)			
Newsprint paper.....	\$53,440	\$66,698	\$715,490	\$690,209
Wheat.....	44,358	37,393	380,415	446,078
Planks and Boards.....	22,466	24,262	281,681	292,013
Wood pulp.....	17,723	27,524	292,406	285,449
Uranium ores and concentrates	18,099	34,694	127,935	276,506
Aluminum, primary & semi-fabricated	23,091	19,414	229,386	222,442
Nickel, primary & semi-fabricated..	20,073	6,938	248,253	212,580
Copper, primary & semi-fabricated..	13,112	9,817	162,109	137,113
Aircraft & parts.....	18,149	8,414	39,910	109,274
Iron ore.....	2,309	2,425	152,281	107,674
Farm implements & machinery.....	7,846	8,437	67,339	93,829
Asbestos, unmanufactured.....	9,242	8,918	107,058	90,745
Cattle.....	8,624	5,901	41,678	84,101
Barley.....	5,936	8,328	67,522	78,118
Petroleum, crude & partly refined..	6,224	6,840	140,975	73,044
Fish, fresh and frozen.....	4,601	4,141	63,186	70,898
Whisky.....	6,942	8,091	66,994	70,276
Wheat flour.....	6,831	5,680	61,175	69,398
Zinc, primary & semi-fabricated....	4,841	6,187	64,921	55,385
Machinery (non-farm and parts).....	4,985	4,030	57,177	46,869

* * * *

POPULATION INCREASES

Canada's population on January 1 this year reached an estimated 17,284,000, an increase of 397,000 or 2.4 per cent from the January 1, 1958 total of 16,887,000, according to estimates released by the Dominion Bureau of Statistics. This compares with increases of 425,000 and 543,000 in the calendar years 1956 and 1957, respectively. The increase from June 1 last year was 236,000.

Since the 1956 Census, the population of Canada has increased by 1,203,000 or 7.5 per cent. The provincial rate of growth over this period was highest in British Columbia at 11.7 per cent, followed by 9.3 per cent in Alberta and 8.9 per cent in Ontario. Quebec and Newfoundland each recorded increases of around 7 per cent. Population growth in the Maritime Provinces in this period was somewhat below

the national rate at 5.2 per cent in New Brunswick, 2.9 per cent in Nova Scotia and 2.0 per cent in Prince Edward Island. Slower rates of growth were also shown in Manitoba at 3.3 per cent, and in Saskatchewan at 1.7 per cent.

Estimated provincial totals for periods other than the traditional June 1 Census date are available for January 1 this year for the first time, and it is planned to continue to publish these at quarterly intervals. The following are national and provincial estimates for January 1 this year:

(In Thousands)

Canada 17,284; Newfoundland 443; Prince Edward Island 101; Nova Scotia 715; New Brunswick 584; Quebec 4,955; Ontario 5,887; Manitoba 878; Saskatchewan 896; Alberta 1,228; British Columbia 1,563; Yukon 13; Northwest Territories 21.

THE CANADIAN CITY OF 1984

In an address to the Canadian Institute on Public Affairs in Toronto recently, Mr. Stewart Bates, President of the Central Mortgage and Housing Corporation, gave his views on how the Canadian city of the future is likely to develop.

Of that city, Mr. Bates said there are perhaps some things of which we can be reasonably sure - one is inherent in the pledge or attitude of the citizens. He said that today there is no Canadian pledge and he paraphrased the Athenian pledge of over 2,000 year ago "...we will strive unceasingly to quicken the public's sense of civic duty; that...we may pass on this city, greater, better, more beautiful than it came to us." To this, Mr. Bates added, the ordinary Athenian subscribed.

He went on to say:

"The composition, the shape, the patterns of urban growth in the next 25 years will be, of course, a product of the governing attitudes of the times - yesterday, today and tomorrow. Attitudes may change not at all. In which case our cities would presumably simply expand themselves as they have been doing since the war, except faster. They would sprawl into the suburbs at something like 100 square miles per year. The six million Canadians now living in our 15 major centres would have become 12 million. The nearly two million metropolitan houses would have become close to four million, and the metro areas would have grown to twice their present size. The incisions through the centre of the old cities would have become larger, if only to keep communities open. To make communication as easy as it is today (sic) much of the old city will have become freeway. The cost of suburban land will, in these conditions, have become very high, probably higher than the value of the structures that sit on them.

"I should doubt if it will happen this way. I should expect governing attitudes and public opinion to have undergone quite substantial change and these changes in attitude will affect many aspects of urban living. One basis of this speculation is the large proportion of Canadians under 18, about 38 per cent of the population - as against 27 per cent under 18 in the U.K.

"This very large, new generation, is already displaying new characteristics. Their parents have been mobile, changing houses and cities frequently. Even last year, three out of every seven buyers of NHA houses were buying their second one - and were quite ready to let the building industry, or the landlords, know all that had been wrong with the first one! They and their children have no great historical attachment to the local municipality that now forms an integral part of the metropolitan area of Montreal, or Winnipeg or elsewhere. They tend to visualize

the metro area as a whole - perhaps father drives across it daily to his work - and can see little reason why the area does not have an area government, instead of a host of small municipalities.

"These children, mainly under 18, have quite different standards from those of my youth. Many of them cannot remember when there was no electricity and all that means. They have grown up with the white kitchen slaves (refrigerator, stove, washing machine, hot-water heater), with automatic heating plants, with television, with automobiles. For many under 18, these are but the normal trappings of North American living. For me each remains a wonder I've seen unfold historically, an innovation, a luxury, perhaps even a status symbol. To these children, such things are not miracles of the family altar. Younger people are perhaps more inclined than we are, to regard these things as possessions to serve human purposes, and they may be able to take a more objective attitude to the existence of the gadgets. Certainly many teen-agers have already shown they regard the family car as expendable! Perhaps after the first flush of enthusiasm, the new generation will see how the gadgets (particularly the auto) can easily enslave the suburbanite, and can just as easily stifle the real values of urban society if allowed to run riot downtown. Even now in some streets in the world, the car is denied entry.

"Another feature affecting the present and future characteristics of our cities, that may be undergoing change, is the view on home-ownership - which, of course, is related to the major suburban expansion since the war. It is interesting to note that in 1958 about half the houses built in our metropolitan areas were for rent. In the cities, half the families do not own their own homes. For them, a trend towards more urbane forms is present even now - the search for more privacy and enjoyment in attached houses which are constituent to big cities. I've already mentioned some homeowners trade their houses more often than they do their kitchen stoves and fur coats, if not quite as often as their cars. Perhaps a new generation emerges that regards the house as a temporary convenience, to be adapted to the various stages of family growth. They marry younger in distinction to my generation, have a definite early period of saving (and apartment dwelling), a relatively short period for a family house, and then a relatively long period of expectation of the couple living alone together when the family has gone - the latter due to the longer life expectancy than in my generation. Against such a background, the house, its nature, its location, varies from stage to stage, the pre-childbearing and post-childbearing ages call for a high proportion of convenient, cheap, accessible apartments. And at any moment, this

(Over)

new generation is not tied: they have the car, and automatic heating and can leave the housing unit untended for days at any season. Perhaps there emerges a more realistic attitude to the house as an expendable convenience of existence rather than the prime symbol of solid bourgeois achievement. This is affecting the shape, the pattern, the character of our cities, and may do so in a major way in the future.

"Associated with the changing population structure is a shift in the occupational and industrial one. There emerges a new social class, neither proletarian nor capitalist. This is the inevitable result of increased mechanization and productivity.... As production grows, this middle-income class may grow faster than production itself, as it has been doing. This will affect the social structure and the shape of growth - industrial, commercial and urban. It has already affected the cultural, political and social values of our society. This class is new in scale and influence; it is large, it is young, and little is known of its future impact on culture and values.

"The rapid growth in the private sector of our economy has however already raised questions as to the continuing adequacy of the public sector. Conferences like this one reflect the awareness of defects in the governing attitudes of public opinion. A few years ago urban redevelopment was a word hardly used in Canada; today, 18 major cities, along with the Federal Government, are making studies of their particular needs in urban redevelopment, and in some the bulldozers have already been at work and new things are arising in downtown areas. Town-planning has almost become a respectable word, and the city centres are being recast as intense administrative points - i.e. the nerve centres of the new complexes - rather a place for factories and warehouses.

"Already in the growing economy and urban scene there is a public awareness of certain scarcities - not of automobiles or other gadgets and goods of the private economy - but scarcities of public goods, and public goods that we need more of. As the cities sprawl, we know we are short of snow removal, short of adequate transportation, of proper sanitation and water supply, of parks and auditoria, of adequate housing for the old and very young, short of great downtown spaces for shopping and recreation, for city-ness, for the chance encounter with acquaintances: perhaps even some are aware of the shortage of downtown harmony, shortages of physical architectural discipline and compatibility, shortages of satisfactory management of urban growth. As the cities grow we are aware of shortage in the most important public industry of all - education. These are public goods, and in contrast to the never-ending profusion of private goods, the shortages of such public ones merit a new national attitude.

"No Canadian product in the next generation will be more important than Canadian cities - the shapes and forms, the content, physical and cultural, their expansion, their renewal, their vitality.

"In summary, the issues can be simplified. We should hope to have more and more citizens subscribing in thought, word and deed to something like the Athenian pledge.

"In practice we should like to see this governing attitude of mind reflect itself in remedying what I, for simplicity, called the shortages in the public sector of living. The ways and means of achieving this call for discussion and action in different fields - in reorganizing local government, in rationalizing our urban transportation, in a fresh contemplation of education, for city-living in all its ramifications. Detailed design does not worry me: it will come as the other more fundamental issues are solved.

"The Financial Post this week carries an editorial that throws doubt on our readiness to face this future. The statement read, 'In Ontario, only 60 per cent of teachers have senior matriculation plus one year teacher training.' And this is mentioned as the 'basic qualification'. You can already be sure of one thing about the metropolis of 1984: it will show that 25 years earlier the most important part of the public sector was being neglected. The attitude to adopt is not to regard education as having only a remote chance of creating the desired habits of mind, the proper governing attitudes of public opinion: rather, education is the only chance. When this Institute on Public Affairs moves to its summer conference to discuss 'Changing Asia', I hope you'll have left these central problems of Canada's development in good hands. Governments, corporations, the citizens' movements have all to be led to agree on the means for the good life that can be lived here."

* * * *

AIRCRAFT AND PARTS INDUSTRY

Gross selling value of products shipped by Canada's aircraft and parts industry in 1957 increased 19.7 per cent to a near-record total of \$424,443,000 from \$354,510,000 in 1956, according to the Dominion Bureau of Statistics' annual industry report. The all-time high of \$426,982,000 was established in 1944.

Selling value of aircraft completed in 1957 advanced to \$129,257,000 from \$94,626,000 in the preceding year, value of aircraft and engines being built but not completed at year-end to \$69,548,000 from \$54,905,000 and value of work done repairing aircraft to \$82,862,000 from \$43,831,000. Selling value of aircraft parts manufactured declined to \$74,537,000 from \$85,526,000 and value of all other products manufactured, including engines and work done developing aircraft and engines, to \$123,527,000 from \$123,547,000.

(Over)

Some 70 establishments in 1957 (52 in 1956) employed 41,616 persons (35,563), and paid them \$179,699,000 in salaries and wages (\$146,428,000). Cost of materials increased to \$148,547,000 in the year from \$138,156,000 a year earlier and value added by manufacture jumped to \$271,064,000 from \$212,270,000.

* * * *

TRADE FAIR IN TRINIDAD

At the inauguration of the Canadian Trade Fair in Port-of-Spain, Trinidad, on February 20, the Canadian Government was represented by Col. Alfred J. Brooks, Minister of Veterans Affairs. Col. Brooks was accompanied by Mr. John H. English, Deputy Minister of Trade and Commerce, and Mr. R.W. Blake, Area Trade Officer for Commonwealth Countries in the Department of Trade and Commerce, and formerly Canadian Government Trade Commissioner in Port-of-Spain.

In announcing the delegation, the Prime Minister said that, as Canada's Atlantic Provinces have been so closely identified with the development of our trade relations with The West Indies, and Col. Brooks makes his home in New Brunswick, it was particularly appropriate that he should participate at the inauguration ceremonies of this major promotional project, sponsored by the Department of Trade and Commerce.

* * * *

HIGHWAYS IN 1957

Expenditures were on roads and highways, including bridges, outside of urban areas in 1957, and totalled \$701,972,824, 7.4 per cent higher than the 1956 outlay of \$653,567,078 the Dominion Bureau of Statistics reports. Construction work accounted for \$452,725,206, an increase of 7.5 per cent from \$421,146,178 in 1956, but maintenance charges decreased 5.6 per cent from \$189,877,569 in 1956 to \$179,239,420.

Total expenditures increased in all provinces except Prince Edward Island, where the outlay decreased to \$4,814,883 in 1957 from \$5,066,115. As in 1956, British Columbia showed the largest increase in amount spent with a total of \$129,216,627, up \$24,800,000 from the previous year. Total expenditures by other provinces were: Newfoundland, \$10,229,258; Nova Scotia, \$28,139,042; New Brunswick, \$29,532,887; Quebec, \$132,891,137; Ontario, \$214,253,873; Manitoba, \$29,724,607; Saskatchewan, \$41,511,698; Alberta, \$74,339,911; Yukon and Northwest Territories, \$7,013,901.

Mileage of surfaced roads totalled 231,044 in 1957, up 21,700 miles in the year, but total highway and rural road mileage dropped to 423,939 in 1957 from 453,582 a year pre-

vious. Making up the grand total for 1957 were: 39,123 miles of concrete, bituminous pavement and bituminous surface; 191,921 of gravel, crushed stone and other surfaces; and 192,895 miles of earth.

* * * *

STRATFORD MUSIC SEASON

A new English version of Jacques Offenbach's comic opera, "Orpheus in the Underworld"; performances by a National Festival Orchestra with outstanding Russian, American and Canadian soloists, and an evening of spoken and musical interpretations of Shakespeare, are among the attractions outlined for the 1959 Stratford Music Festival by Music Director, Louis Applebaum.

The noted French baritone, Martial Singher and American soprano, Irene Jordan will star in the witty 19th century opera. Soloists with the National Orchestra will include the famous Soviet pianist Lev Oborin, making his North American debut at Stratford; American virtuosi, Oscar Shumsky, violin; Leonard Rose, 'cello, and Canadian soprano Lois Marshall. Orchestral and chamber music concerts, recitals and folk music will round out the four-week season of music to be presented in the Avon Theatre from July 10 to August 8.

* * * *

ELECTRIC ENERGY GREATER IN 1958

Net generation of electric energy by firms that produce 10 million kilowatt hours or more per year increased 7.2 per cent in 1958 to 96,743,375 megawatt hours from 90,248,811 in 1957. Imports from the United States were down sharply (71 per cent) to 243,841 mwh from 832,590 in the preceding year, while exports declined less steeply (16 per cent) to 4,073,187 mwh from 4,829,262. Total electric energy made available in Canada in the full year advanced almost 8 per cent to 92,914,029 mwh from 86,252,139, and of this amount substantially more was used in electric boilers (73 per cent) at 4,614,970 mwh versus 2,665,165 in 1957.

Net generation was greater in 1958 compared to 1957 in all regions except Ontario and Manitoba. Totals, in order of magnitude, were: Quebec, 43,528,802 megawatt hours (37,986,804 in 1957); Ontario, 29,139,624 (29,982,854); British Columbia, 11,682,152 (10,540,816); Manitoba, 3,213,271 (3,338,170); Alberta, 2,607,006 (2,339,981); Saskatchewan, 1,901,726 (1,692,850); Nova Scotia, 1,561,894 (1,479,727); New Brunswick, 1,544,683 (1,361,428); Newfoundland, 1,369,976 (1,355,378); Yukon and Northwest Territories, 131,705 (114,048); and Prince Edward Island, 62,536, (56,755).