



CANADA

CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 15 No. 15

April 13, 1960

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THE CANADIAN ESKIMO TODAY

"Forgetting the Eskimos was once, unfortunately, a habit of most of us Canadians" Mr. Alvin Hamilton, Minister of Northern Affairs and National Resources, told the Imperial Order Daughters of the Empire in Saskatoon, Saskatchewan, On April 5. "A lot has been said about this subject, and many angry words have been spoken...The fact is that, if anyone was to blame, it was all of us, for our small nation was too few, scattered and preoccupied to concern itself with citizens so very far away." That day was past, however, Mr. Hamilton said. The present generation had fallen heir not only to "a lot of problems in the Arctic" but also to "a lot of opportunities: opportunities for the development of the great physical resources that lie to our north, and opportunities for working with people who need our help." It was the second type of opportunity to which Mr. Hamilton devoted his address:

"...The problems of the Arctic are not new, even if it is not long since they were recognized. The economic problems probably stretch back to the beginning of history, for in this harsh climate life has very often been perilous. For some people, survival has been threatened in recent years by the tragic depletion of the great caribou herds on which so many Eskimos once depended for their food, clothing and summer shelter. The caribou have disappeared for many reasons, of which the rifle, is probably the most important single one. Not in our lifetime are they likely to be

restored to anything like the place they once held in the economy of the Arctic. Even though scattered herds may sometimes appear, we know that it would be folly - indeed it would be criminal - to be complacent about the game supply. Many new resources must be found and be developed.

"We have been seeking these resources in many different ways. By resources I mean mineral wealth which can be extracted from the rocks, oil wells, fisheries; and other products of the lands and seas. I would even list as resources the talents and skills of the Eskimos, for their own unusual abilities offer remarkable opportunities to the people of the Arctic.

"We are not seeking to persuade Eskimos to take one course or another. We are not asking them to take jobs or start new industries. All we are trying to do is to offer the Eskimos a real chance to choose a vocation, and to give each of them a fuller life when he makes his own choice. We are as interested in helping the hunter who wishes to stay on the land as we are in assisting the ambitious youngster who wants to be a teacher or a doctor - or to follow one of the other occupations which have in practice been closed to the Eskimos.

"Last summer, for example, we helped the Eskimos start three co-operatives. It was only a year ago that the necessary legislation was enacted by the Northwest Territories Council. One co-operative had a remarkably successful season in operating the first Eskimo com-

(Over)

mercial fishery in the north. They completely filled their freezer with nine tons of Arctic char, which in southern Canada is sometimes sold for as much as \$2.00 a pound. Of course, a market like this had to be created. but the Eskimos did the rest. And this year they will go to new strengths.

ARCTIC TOURIST CAMP

"Another co-operative started a tourist camp on Baffin Island, so successful that in its first year it was able to pay off all its capital investment and have \$500 left over. Tourism may sound strange in the Arctic, and the cost certainly is high. But there are many people willing to pay as much as \$1,000 a week to live with the Eskimos, to fish for Arctic char, or to accompany them on seal and walrus hunts. It won't be long until the Arctic becomes a favourite tourist center for other Canadians, though they may not have that much money to spend.

"Those beautiful graphic prints whose fame has been flashing across the continent and overseas were made at a co-operative. Many Eskimos are real artists, and they are capable business men and women too. You can imagine what a rewarding experience it is to help these people make their start.

"They have taken all sorts of jobs. Fifty Eskimos work in the nickel mine at Rankin Inlet, on many kinds of work. They are more than half the labour force there. In Frobisher Bay more than 100 are employed. Another 90 are scattered in jobs across the DEW line. Some have taken employment in the south - you may have seen that an Eskimo air hostess was a cover girl on a national magazine last year. Nearly half the members of one of the divisions of my department in Ottawa are Eskimo. One of the things they do there, by the way, is to produce one of Canada's most remarkable little magazines. It is called 'Inuktitut', meaning 'The Eskimo Way'. All the writing, drawing, layout and editing is done by Eskimos, and a superb product it is. We are proud of this accomplishment in the campaign to help the Eskimos preserve their own culture, after the many years in which it has tended to be submerged. We try to help with the organization, and the Eskimos do the rest.

HEALTH PROBLEMS

"Of course, to take many opportunities Eskimos need a great deal of assistance in health and education. The TB rate had grown shockingly high during the years when white men brought disease to the Arctic without doing much to cure it. Only a few years ago one Eskimo in eight had tuberculosis. Through the tireless efforts of the doctors, and a TB X-ray survey as thorough as in any part of Canada, that has already been brought down to a rate of one in 30. The next big problem is infant mortality, where the answer is largely to be found in adequate housing. A vigorous

programme to make available low-cost housing is now under way.

ESKIMO EDUCATION

"Then there is the big problem of schooling. For many years, the missionaries laboured alone in teaching the Eskimos. It is only in the past few years that the Government has really tackled its responsibility to provide school class-rooms and full-time professional teachers. It will still take us another eight years to bring class-rooms within reach of all, but we are already teaching nearly half the children of the Arctic. Eight hundred and seventy-one Eskimos are in government schools. Last year alone, twelve new schools were opened. Of course, there are many Eskimos who obtain training outside the school-room. Continuing vocational training classes are conducted in the big school at Yellowknife, and courses are constantly being held in all parts of Canada for special subjects. You may have heard of the group of Eskimos that went down to Kingston, Ontario, this winter to learn to be diesel-generator operators. Their ability to grasp this technical subject surprised their instructors, but the Eskimos surprise most people who come to know them.

"We can provide schools and hostels, organize medical assistance, provide opportunities for jobs, or help those who choose the life on the land. When all this is under way, though, there is still something to be done. It is to make the Eskimos feel a part of Canada, the country in which for so long they have been only silent partners. They are keenly interested in Canada, and in building their part of it...."

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POPULATION NEARS 18 MILLION

By March 31, Canada's population had reached an estimated 17,732,000, an increase of 392,000 or 2.3 per cent above the March 1, 1959, total of 17,340,000, according to estimates released by the Dominion Bureau of Statistics. The increase from June 1 last year was 290,000. Since the 1956 Census, the population growth amounted to 1,651,000 or 10.3 per cent.

Ontario had the largest numerical increase in the 12-month period, rising 170,000 to 6,057,000 at March 1 this year from 5,887,000 a year ago. Quebec was next with an increase of 133,000 to 5,088,000 from 4,955,000. Alberta was third with a rise of 45,000 to 1,273,000 from 1,228,000, and British Columbia next with a gain of 38,000 to 1,601,000 from 1,563,000.

The population of Saskatchewan increased in the twelvemonth to 906,000 from 896,000, Manitoba to 895,000 from 878,000, Nova Scotia to 721,000 from 715,000, New Brunswick to 597,000 from 584,000, Newfoundland to 457,000 from 446,000, and Prince Edward Island to 103,000 from 101,000.

CANADA GETS CANOL PIPE-LINES

As a result of negotiations between Canada and the United States, more than 570 miles of pipe-line in the Yukon Territory have been purchased by Canada, Northern Affairs Minister Alvin Hamilton announced recently. With the lines, Canada has acquired extensive storage facilities in Whitehorse.

Formal transfer of ownership by the United States Army, which has been responsible for the system, took place on March 31. F.H. Collins, Commissioner of the Yukon, represented Canada at a brief ceremony.

These lines were originally part of the Canol system, constructed by the United States during the war to supply fuel for naval operations in the Pacific. Source of the oil was Norman Wells, in the Northwest Territories, but the main line through the Mackenzie Mountains was dismantled as uneconomic in 1947. Another part of the system - the Canadian portion of the line between Whitehorse and Skagway on the Alaskan coast - was transferred to Canada in 1958. The remainder, consisting of petroleum-products lines running along the Alaska Highway between the Alaska boundary and Whitehorse and between Carcross and Watson Lake, are now owned by Canada as well.

Mr. Hamilton said that this purchase completes the acquisition by Canada of the Canol facilities.

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NEW WEATHER OFFICE

Transport Minister George Hees recently announced that a new weather bureau would be opened at London, Ontario, by the Meteorological Branch of the Department of Transport to provide specialized weather service and advice to city residents as well as to municipal departments, public utilities and agriculture and industrial interests in the surrounding community.

Mr. Hees said that the specialized forecast and advisory services provided would be of particular value to agricultural interests in southwestern Ontario. It would be very useful, he said, at the critical growing periods of the year, such as the frost and harvesting periods, when advance warnings would make it possible to take protective measures against excessive losses.

The regional forecasts for the separate Ontario areas will continue to be provided by the Dominion Public Weather Office at Toronto, but the weather forecasts provided by the London office will be adjusted to take into account local factors of topography and climate. The London weather office will receive a continent-wide coverage of weather information by high-speed teletype and will be connected to the National Weather Facsimile Network on which weather charts and data are received simultaneously by 60 offices from coast to coast by land wire and radio.

NORWAY FIRM HONOURS CANADIANS

Captains E.L. Kelso and Robert Marchand of the Department of Transport have been honoured by the Norwegian shipping firm of Halfdan, Ditlev, Simonsen and Co. Ltd., for the part they played last August in saving the fire-swept vessel "Vingnes" from being wrecked in Hudson Bay.

Both mariners received engraved silver cigarette boxes from the ship's owners, bearing the inscription "In remembrance of valuable service to MS. 'Vingnes'."

Captain Kelso is the Department's ice-information officer at Churchill, Manitoba, in summer and is at present serving in a similar capacity at Halifax. Captain Marchand is master of the Department's icebreaker "Ernest Lapointe".

The Norwegian ship, her radio, navigation equipment and lifeboats destroyed by a blaze that took the life of a crew member, was two days overdue at Churchill when her company's agent asked for help in locating her. Captain Kelso, in the Transport Department ice-reconnaissance plane, found the ship, lost and drifting helplessly into shoal waters. He radioed for the icebreaker and circled the stricken vessel until Captain Marchand's ship had reached the scene. Although the steering-gear of the "Vingnes", was damaged, she could steam slowly and was able to follow the "Lapointe" to Churchill. Funeral service was held there for the dead crew member and the ship repaired sufficiently to enable her to return to Norway.

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CAMPBELL IN "PINAFORE"

Douglas Campbell, one of the original members of the Stratford Shakespearean Festival company and one of its leading actors for the past seven years, will make his first appearance on the Canadian musical stage this summer as the Boatswain in Gilbert and Sullivan's "H.M.S. Pinafore," opening July 15 for a three-week run. He joins Eric House, Marion Studholme and Andrew Downie, previously announced for the roles of Sir Joseph Porter, Josephine and Ralph Rackstraw respectively in the Festival's revival of the popular old operetta.

This will be the first season since 1953 that Mr. Campbell has not acted in a Festival Shakespearean production. He will, however, direct "A Midsummer Night's Dream", with Tony Van Bridge and Kate Reid in leading roles. Immediately after that play's opening on June 28, he will report to the Avon for rehearsals of "Pinafore."

Mr. Campbell, a baritone, has frequently appeared in musical productions in England and has sung in several of the Shakespearean presentations in the Festival Theatre. This will be the first time, however, that he has taken a principal role in a musical on this continent.

NEW EDMONTON AIR TERMINAL

Tenders for the first stage of construction of the Department of Transport's new air terminal building at the Edmonton International Airport have been called, Transport Minister Hees announced recently.

The three-storey structure will cost about \$10 million and is expected to be completed in 1964. The tender call includes the excavation, footings, foundations and ground-floor structural slab, and work on these will likely get under way in May.

Detailed economic and traffic studies were carried out at the same time that the Department was concerning itself with studying the special problems presented by the advent of jet-powered commercial flights. "Many plans were prepared to determine which would best serve the numbers of passengers and kinds of flight predicted for Edmonton's airport," Mr. Hees said.

He noted that a new terminal building for Winnipeg had been under consideration at the same time. Both terminals, he said, "have now had the benefit of revisions suggested by observing the actual operation of jet aircraft at Canadian airports." Both, though unlike in appearance, will cost approximately the same, about \$10 million, and are slated for completion in 1964.

BUILDING DETAILS

The approved plans show a large central block, three storeys high, for the accommodation of the travelling public and the operating airlines. Above it, in the centre, rises a multi-storey office block that will house operations, including those of the Department of Transport services (Telecommunications, Air Traffic Control and Meteorological) necessary to the safe, efficient operation of a busy airport.

Eight aircraft will be able to park at the building simultaneously to load or unload passengers at adjacent gate positions. Travellers will be without shelter no more than the distance that safety demands that the aircraft remain clear of the building.

The movement of passengers through the building will take place on three levels, so that arriving and departing travellers and baggage will not cross each other. Most changes of level will be made by means of escalators.

A traveller arriving to board a plane will approach the building on an elevated roadway, allowing him to enter directly into the ticket concourse on the second floor. Surrendering his baggage at the airline ticket counter, he may proceed to the gate position from which his flight will depart. At the gates will be found departure rooms where passengers can assemble for final ticketing procedures and from which they can descend to the ground to board their planes. Additional gate positions can be readily added as the traffic warrants.

The waiting-room area is located on the same floor as the ticket counters and some of the concessions. The main restaurant and other concessions are found on a mezzanine floor overlooking the waiting area.

Travellers arriving by air, after claiming their baggage, may leave the building via the ground floor exit concourse. The exit concourse, too, is the arrival-point for those who must pass through the inspections (Health, Immigration and Customs) necessary to a port of entry into Canada.

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STAMP HONOURS NEW FRANCE HERO

The Postmaster General has announced that a five-cent commemorative stamp will be issued by the Canada Post Office on May 19 to mark the three-hundredth anniversary of the Battle of the Long Sault.

The stamp will be printed in two colours. It will show the profile of Dollard des Ormeaux, hero of the struggle, printed in blue on a light brown backdrop of the battle scene. The date of issue will permit distribution of the stamp just prior to the annual "Fête de Dollard".

In announcing the new stamp, the Postmaster General said the new issue commemorated an important milestone in the historic development of relations between the settlers of New France and the native Indians. He pointed out that both races had gone on to make outstanding contributions to Canada's national development; the French through their participation in the unfolding of a distinctive Canadian character; the Indians through a significant contribution to their country through their courage, tenacity and devotion to the land.

The stamp was designed by Philip Weiss, a native of Quebec who now makes his home in Ottawa. Mr. Weiss also designed the NATO commemorative stamp, issued in April 1959, and the Plains of Abraham stamp that went on sale in September 1959.

Adam Dollard, born in France in 1635, came to Canada where, in 1657, he was attached to the garrison at Montreal. He later received a tract of uncleared land and acquired the title of Sieur des Ormeaux. In the spring of 1660, he set out with 16 French compatriots and a number of Indians on an expedition up the Ottawa River. At the foot of the Long Sault, not far from the present town of Carillon, Quebec, the group encountered a large force of Indians. The struggle lasted an entire week and ended in the destruction of Dollard's force.

In assessing the value of the battle of the Long Sault, historians point out that it permitted time for the strengthening of the defences of the infant French colonies. In addition, the determination displayed by Dollard and his companions showed the Indians that the French were determined to maintain their foothold in the vast new land of Canada.

P.M. SALUTES NATO ANNIVERSARY

Prime Minister Diefenbaker issued the following message on April 4:

"Today marks the eleventh anniversary of the signing of the North Atlantic Treaty. On this occasion it is fitting to recall that Canada was a founder member of this alliance, which has made such a major contribution to peace and stability.

"NATO is developing and changing with each passing year. Today when the threat to the free world has become increasingly political, economic and psychological in character, the organization has had to adapt itself to new and complex situations. The progress it has made in this respect has done much to foster a sense of community among the governments and people of the member states.

"I am satisfied that at the forthcoming summit meetings the non-negotiating powers will be able to play, through consultation in NATO, a constructive part in the preparation of the Western position. NATO remains today not only the best possible insurance against aggression but also a most effective political instrument for achieving the objectives of peace and security shared by all members of the alliance.

"I am confident that, as we face the problems of the years ahead, we shall continue to place any differences that may arise in the broader and much more important perspective of our common faith in the principles of democracy, individual liberty and the rule of law. It was to preserve these principles that the North Atlantic Treaty was signed eleven years ago today."

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PUBLIC LIBRARIES IN 1958

Young Canadians are making good use of public library facilities wherever they are available, according to preliminary figures from the *Survey of Libraries, Part I, Public Libraries, 1958*, shortly to be published by the Dominion Bureau of Statistics.

These young readers, who represented 20.6 per cent of the population in 1958, borrowed 45.2 per cent of all books circulated by urban libraries and 62.4 per cent of all those circulated by regional libraries. This represents 10.6 books *per capita* for those 5-14 years of age in urban centres and 9.2 books *per capita* for boys and girls served by regional libraries. The total circulation figures represent 4.8 books borrowed from urban libraries and 3.0 from regional libraries for each member of the population served.

Wear and tear on books in boys' and girls' departments in urban libraries was high, as each book in stock circulated 7.2 times during the year, compared with a circulation of 4.4 times a book for total stock. Comparable figures for regional libraries were 9.8 a

book for boys and girls and 5.6 a book in total stock.

The population served by all forms of public library service in 1958 was 77.7 per cent of the whole population. Total bookstock was .73 volumes *per capita*, circulation was 2.68 volumes *per capita*, and expenditures were \$0.68 *per capita*. Comparable figures for Great Britain were: bookstock, 1.4 volumes *per capita*; circulation, 7.8 volumes *per capita*; and expenditure, \$1.01 *per capita*.

The survey covers 873 municipal public libraries, 29 regional libraries and 12 provincial library services.

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COLUMBIA RIVER NEGOTIATIONS

The third session of the Canada-United States negotiations on the co-operative development of the water resources of the Columbia River system was held in Ottawa on March 31 and April 1. The first session took place in Ottawa, on February 11 and 12, and the second in Washington, on March 4 and 5.

The exploratory phase of the discussions has now ended. The meeting was devoted mainly to actual negotiations, which it is hoped will lead to agreement on a plan of development. Technical advisers will make detailed studies of various matters that were the subject of discussion and will report their findings for consideration at the next negotiating session, which will be held shortly in Washington.

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EXPERTS TO WEST INDIES & GHANA

The Department of External Affairs has announced that assignments have been accepted by Mr. Angus McMorran of the Dominion Bureau of Statistics, under The Canada-West Indies Aid Programme, in The West Indies and by Mr. R.J. Weiers, Chief Accountant of Max Factor and Company, Toronto, under the Commonwealth Technical Assistance Programme, in Ghana.

Mr. McMorran has been granted leave of absence to act as adviser to the Government of the Federation of the West Indies in connection with the 1960 Jamaica census. In this capacity, he is to help the Government of Jamaica set up a new mechanical tabulation process and advise it on the use of certain tabulation machines, in particular the IBM 101 Tabulator. He will also give personal advice and guidance as required to Jamaican statisticians. Mr. McMorran is expected to stay in The West Indies for at least three months.

Mr. Weiers, in addition to teaching accounting and related commercial subjects at the Ghana College of Administration in Achimota, near the capital city of Accra, will act as adviser to the Head of the Department of Commerce on the organization, administration and curriculum of the department. He will remain in Ghana for at least 12 months.

GREAT LAKES RESEARCH SHIP

The diesel-powered ship "Porte Dauphine", formerly a Royal Canadian Navy gate-vessel and on loan to the Department of Mines and Technical Surveys as a Great Lakes marine-research ship, has been taken over by the Department of Transport.

The "Porte Dauphine" will be used by the Department's Meteorological Branch and other scientific bodies in the study of the Lakes, their bearing upon weather conditions, and other natural factors that affect navigation or otherwise are of national concern. Temperatures on and in the water, currents, ice conditions and other physical aspects of the lakes will be under study.

CMS "Porte Dauphine" is 125 feet long and normally is manned by a crew of 12. She is being put into drydock at Toronto for refitting to make her comply with the Transport Department's Board of Steamship Inspection requirements for civilian-operated vessels.

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NATO SCHOLARSHIP WINNERS

The Department of External Affairs announced recently that two Canadians had won NATO fellowships for the year 1960-61. They were Professor Maxwell Cohen of Montreal and Professor Clifford Owen of Williamsburg, Virginia, U.S.A.

Professor Cohen is Professor of Law at McGill University and a member of the Bars of Quebec and Manitoba. Among other varied activities, he has been prominent in the United Nations Association in Canada and was a member of the Canadian Delegation to the 1959 Assembly of the United Nations, where he represented Canada on the Sixth Committee (Legal). He will use his NATO award to study the role of the Secretary General and International Secretariats in the development of NATO and European affairs. Professor Owen will use his award to study the problems of private investment by NATO countries in underdeveloped areas of the world.

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AIR-TRAINING AGREEMENT

The Secretary of State for External Affairs has announced the renewal of Canada's aircrew training agreement with Norway (a similar agreement was recently renewed with Denmark). A formal exchange of notes took place in Oslo between the Canadian Ambassador, Dr. R.A. Mackay, and the Norwegian Foreign Minister, Mr. H. Lange.

On April 17, 1957, notes were exchanged with the Government of Norway to provide for the continuation for a reasonable time of limited Canadian training facilities for Norwegian aircrew students. This agreement, which was concluded as Canada's NATO air-training

programme was reaching its completion, was aimed at assisting the Norwegian Government in making the transition to a suitable national training scheme.

The agreement provided that, at some mutually convenient time during the third year thereof, discussions would take place on a bilateral basis on the need or otherwise of extending it for a further period. Consultations to this end have been held with the Norwegian authorities during the last few months. As a result, the Canadian Government has agreed to extend the present agreement for a further four-year period beginning July 1, 1960. Training to "wings" standard will be provided annually to thirty students pilots and three student navigators from Norway. A token payment of \$5,000 for each student-pilot entrant and of \$2,000 for each student-navigator entrant will be made by Norway. Canadian costs will be defrayed under Canada's Mutual Aid Programme.

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NEW TURKISH ENVOY INSTALLED

On April 6, His Excellency Turgut Menemencioglu presented to the Governor-General his Letters of Credence as Ambassador Extraordinary and Plenipotentiary of Turkey to Canada. The Chief of Protocol, Mr. H.F. Feaver, presented the Ambassador to His Excellency the Governor-General. Mr. Henry F. Davis, Acting Assistant Under-Secretary of State for External Affairs, and Mr. Esmond Butler, Secretary to the Governor-General, were in attendance on the Governor-General on this occasion. The Ambassador was accompanied by: Mr. Celal Akbay, First Secretary; Captain Feyzi Aloba, Naval and Military Attaché; Lieutenant-Colonel Kemal Akat, Air Attaché; Mr. Lemi Kemalyeri, First Secretary; Mr. Gundogdu Can, Second Secretary; Mr. Sevki Kucukkayalar, Attaché.

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NRC SCHOLARSHIPS

The National Research Council of Canada has granted 486 scholarships for 1960-61, with a total value of \$1,040,000.

Four hundred and twenty-three of these scholarships are for graduate work at Canadian universities. These include 140 bursaries worth \$1800 each and 283 studentships worth \$2200 each.

Awards for study abroad include 34 special scholarships worth \$2200 each. Twenty-seven of these are to be held in the United Kingdom and seven in the United States.

Twenty-nine postdoctorate overseas fellowships, valued at \$3500 for married and \$2700 for single fellows, have been granted for work in the following countries: 21 in the United Kingdom; two in Australia; two in France and two in Germany; one in Belgium and one in the Netherlands.