



CANADA

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## A NEW EMBLEM OF CANADIAN UNITY

*Addressing the Twentieth Dominion Convention of the Royal Canadian Legion in Winnipeg, Manitoba, on May 17, Prime Minister L.B. Pearson, in the following words, fulfilled his announced intention of speaking "briefly but frankly" on the issue of a national flag for Canada:*

...There is unease and division in Canada today which is a threat to that unity; and this, ironically, at a time when our country is admired, respected and envied throughout the world. The only anti-Canadians I know of are inside our own borders.

When I went overseas in 1915 I had as comrades in my section men whose names were Cameron, Kimura, English, Bleidenstein, De Chapin, O'Shaughnessy. We didn't fall-in, or fall-out, as Irish Canadians, French Canadians, Dutch Canadians, Japanese Canadians. We wore the same uniform, with the same Maple Leaf badge, and we were proud to be known as Canadians, to serve as Canadians and to die, if that had to be, as Canadians.

### SPIRIT OF UNITY NEEDED

I wish our country had more of that spirit today, of unity, "togetherness" and resolve - the spirit that was shown by Canadians in time of war when the survival of our country was at stake. Well, the survival of our country as a united and strong federal state is also at stake today.

What we need is that soldierly pride in Canada, that confident, passionate pride in Canada, that men had who wore the uniform with the Maple Leaf

badge on it - a pride, I remember, which used to lead to a scrap or two in the canteens with others who didn't always show sufficient respect for our Canadian status or our Canadian uniform.

What we also need is a patriotism that will put Canada ahead of its parts; that will think more of our future destiny than our past mistakes; that rejects emphatically the idea that, politically, we are, or should become, a federation of two associated states - some kind of pre-war Austria-Hungary. We should have none of such separatism or of petty, narrow nationalism of any kind.

I am a Canadian, very proud to be one. But this does not make me less proud of my British heritage or my Irish origins. It makes me all the more anxious to bring that inheritance to the service of my country. So it would be if I were of another race and spoke another language.

I am a Canadian who speaks English. There are millions of others who speak French and have constitutional rights and privileges as French-speaking Canadians which must be respected and recognized. There are also others - and they are an increasingly important segment of our population - who, while they may speak one of the two official languages, also have an ancestral language which they use, traditions and a culture of which they are proud, and which are neither French nor Anglo-Saxon.

But we are all, or should be, Canadians, and unhyphenated, with pride in our nation and its citizenship, pride in the symbols of that citizenship.

(Over)

A SYMBOL OF CITIZENSHIP

The flag is one such symbol. For Canada, it has changed as our country has grown from colony to self-governing Dominion to sovereign independence — to a nation respected among nations. Canada made this change by peaceful evolution, gradually and in a way that did not weaken the bonds with the mother country. That phase of our political evolution is now completed.

Our ties to the mother country do not now include any trace of political subordination. They are ties of affection, of tradition and respect. As a Canadian, I don't want them destroyed or weakened. But they have changed, and the symbols of Canada have also changed with them. This is an inevitable process.

In World War I, the flag that flew for Canadian soldiers overseas was the Union Jack. In World War II, in January 1944, the Red Ensign came officially on the scene, though the flag designated for the first Canadian forces overseas and presented as such to General McNaughton on his departure for Europe was a different one, with the three joined red Maple Leaves predominant

I believe that today a flag designed around the Maple Leaf will symbolise, will be a true reflection of, the new Canada.

Today there are 5,000,000 or more Canadians whose tradition is not inherited from the British Isles, but who are descendants of the original French founders of our country. There are another 5,000,000 or more who have come to Canada from other far-away lands with a heritage neither British nor French.

I believe that a Canadian flag, as distinctive as the Maple Leaf in the Legion badge, will bring them all closer to those of us of British stock and make us all better, more united Canadians.

Would such a change mean any disrespect for the Union Jack, or its rejection from our history? No.

A COMMONWEALTH FLAG

I would not agree to that; I have served under the Union Jack in war and I have lived under it in peace. I have seen it flying above the smoke and fire and crashing bombs in London's blitz. I have seen it flying proudly in some desperate moments in 1915. I know it stands for freedom under law, justice and the dignity of man; for the glorious history of a brave breed of men. The Union Jack should still be flown in Canada — not as our national flag but as a symbol of our membership in a Commonwealth of Nations, and of our loyalty to the Crown.

In taking this position, I know there are others, as patriotic Canadians as I am, who disagree, honestly and deeply. Such an issue is bound to raise strong emotions. Symbols — whether badges, flags, or anthems — have a deep emotional meaning. That is why they help to make a nation great, help to inspire and nourish loyalty, patriotism, and devotion among those who make up the nation. An emotional reaction is roused when there is any suggestion that old symbols should be discarded or adapted to new conditions and new needs.

You will recall the great Legion debate just a few years ago, in 1960, when you were choosing a new Legion badge; you will remember the arguments put forward in defence of your executive's decision on that new badge.

As described by your then President, Mr. Justice Woods, it was correct according to heraldry, was distinctive, embodied the right symbolism to represent those things the Legion stood for. It was strictly your own and could not be confused with the badge of any other organization. Its central, dominant feature was the Maple Leaf.

A TRULY CANADIAN SYMBOL

Writing about this central symbol, the Maple Leaf, Mr. Justice Woods said at that time: "Consideration was given to some other form of emblem to represent Canada. As a matter of fact, a number of those who have criticized the badge asserted that the Maple Leaf was not a good Canadian symbol. Your council, however, were of the opinion that it was a widely accepted Canadian symbol. This certainly is true in Europe. Our troops wore it on their caps and uniforms in the First World War. It appears on the flag of the Canadian Army. It appears on our national Coat of Arms. It appears on the shields of our provinces."

Mr. Justice Woods then added: "When it was pointed out to us that it was improper to mutilate the Union Jack by placing the Maple Leaf over it, we did not see how we could properly carry this on in the new badge, so we removed the Union Jack and this left the gold Maple Leaf. We decided to change its colour to red. We put a white background so that it would stand out and this, in conjunction with the blue on the Legion scroll below, gives you the red, white and blue which we, of course, wanted to retain."

You will recall also that the suggestion made at the time that the question of your new badge should be determined by referendum throughout your membership was rejected by your executive as impractical.

As in the case of your new badge, so it is in any question of changing symbols. It asks a lot of human nature to expect ready acceptance of something that is going to alter that which is venerated and has been for long honoured by many.

So any suggestion for change is bound to provoke strong criticism as well as support. This is all part of the democratic process.

We, who are elected to serve Canada in Parliament, owe those who elect us more than the advocacy of non-controversial ideas. We owe Canada our best judgment and we fail Canada if we fail to exercise that judgment, or if we pass our responsibility for judgment back to the electors who sent us to Parliament.

I believe most sincerely that it is time now for Canadians to unfurl a flag that is truly distinctive and truly national in character, as Canadian as the Maple Leaf which should be its dominant design, a flag easily identifiable as Canada's, a flag which cannot be mistaken for the emblem of any other country, a flag of the future which honours also the past, Canada's own and only Canada's.

A PARLIAMENTARIAN VIEW

One of my colleagues in Parliament was asked the other day by some constituents to state his position on this issue. This is what he wrote back:

"I want to emphasize that when I am called upon to make a decision on this matter it will not

**EARLY "CANADA DAY" IN SINAI**  
 Canada stepped into the limelight in the Middle East last week when 900 of its citizens played host to representatives of three continents at a special version of "Canada Day".  
 The setting for the May 23 event was the bleak Sinai Desert, where Canadian soldiers fly the colors of the United Nations Emergency Force. The desert troops celebrate "Canada Day" every year at this time because of unbearable temperatures in this part of the world on July 1, Canada's official birthday.

**ENTERTAINMENT AND REFRESHMENT**  
 In addition to special entertainment, the international audience saw a Canadian film feature and received a Canadian travel brochure. A further Canadian flavour was added by the serving of hot dogs, bacon and popcorn.

On hand to mark the event were "Miss Canada 1964", Carol Ann Balmer of Toronto, and top Canadian personalities in the entertainment world. The entertainers, who were members of a Canadian Broadcasting Corporation concert party on tour in the Middle East, presented an hour-long show.

The chief host for the celebration was the commander of the Canadian contingent, Colonel Donald H. Rochester of Toronto. Also present was the Canadian Ambassador to the United Arab Republic, Mr. Jean Chapdelaine.

Heading the guest list was the Commander of the United Nations Emergency Force, Major-General Carlos F. Paiva-Chaves of Brazil. Other guests represented Norway, Sweden, Denmark, Yugoslavia, India, Brazil, Palestine and the U.A.R. The Governor General of the Gaza Strip, Field-Marshal Y.A. El Agroudy, and the head of the United Nations Truce Supervisory Organization in Jerusalem, Lieutenant-General Odd Bull of Norway, were also present.

**ARDA PROJECT FOR QUEBEC**

Under the Agricultural Rehabilitation and Development Programme (ARDA), a major study of natural resources and social and economic conditions is being undertaken in the Lower St. Lawrence, Gaspé and Iles-de-la-Madeleine region of Quebec. Approval of this \$770,000 project was recently announced by the federal Minister of Forestry, Mr. Maurice Sauvé, and Quebec's Agriculture Minister, Mr. Alcide Courcy. The cost will be shared equally between the Quebec and federal governments, and the former will supervise the project.

**AIMS OF STUDY**

The study is intended to cover both human and physical resources. It is expected to lead to a development plan for Quebec's 400-mile St. Lawrence South Shore region and the small group of islands 135 miles east of the tip of Gaspé, and is one of a number of exhaustive studies being carried out in the area.

As a preliminary step, maps of soils, vegetation growth, water resources, minerals and other resources will be prepared, leading to a master map illustrating the best use for all resources. Aerial photographs will be used, in conjunction with extensive field studies, to gather this information.

Employment conditions, educational standards and population movements will be studied, and the major industries of forestry, farming and fishing will be thoroughly investigated. The potential of the region for mining and the tourist industry will also be an important aspect of the economic and social investigations.

**STUDIES IN DEPTH**

This research will also include participation by the people of the areas concerned. Ten parishes are being studied in considerable depth, with the aid of the community leaders and most of the residents. The problems experienced by local people in making a living and maintaining their communities, will, it is hoped, be well understood by the time the study is completed. The residents will be kept fully in touch with the results of the research, so that they may take part in shaping a broad plan for economic development of the region.

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**HOUSING MISSION TO EUROPE**

A 13-man trade mission left Canada on May 22 to study the Western European and British markets for Canadian factory-built houses. The mission, sponsored by the Department of Trade and Commerce, is visiting Spain, France, Germany and Britain. Its members are looking into such matters as design, style, financing, local building codes and other special housing requirements in the countries visited, on behalf of the Canadian industry.

**UNPRECEDENTED DEMAND**

Population growth, coupled with buoyant economic conditions, has caused an unprecedented demand for housing in many countries. Interest abroad, particularly in Western Europe and Britain, indicates that Canadian prefabricated houses can help solve the current housing shortage.

Because of their advanced manufacturing techniques and long experience with the use of timber-frame construction systems, Canadian manufacturers of prefabricated houses have been successful in making sales in several countries round the world on the basis of quality and design.

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**TRAVEL VEHICLE ENTRIES**

Permits issued for the admission of foreign vehicles into Canada declined 0.7 per cent in April this year, to 462,877 from 466,326 in April last year, partly reflecting the Easter traffic that occurred this March, instead of April like last year. Issuances in the January-April period increased 9.8 per cent, to 1,459,804 from 1,329,631 in the first four months of 1963.

Fewer travellers' vehicle permits were issued for entry into all regions except New Brunswick, Saskatchewan, British Columbia, and the Yukon in April this year than last. The month's totals were: Newfoundland and Nova Scotia, 112 (129 in April 1963); New Brunswick, 29,222 (26,960); Quebec, 40,081 (41,965); Ontario, 351,491 (358,581); Manitoba, 5,211 (5,564); Saskatchewan, 3,138 (2,934); Alberta, 1,728 (1,760); British Columbia, 30,919 (28,001); and the Yukon, 975 (432).

(Over)

A NEW EMBLEM OF CANADIAN UNITY  
(Continued from P. 2)

be my own personal preference that I will allow to prevail in the end. I will be attempting to make a choice not for myself but for Canada.

"What we need is the spirit that guided the Fathers of Confederation before 1867. Sir John A. MacDonald had been an out-and-out Tory but for the sake of Canada gave up his Toryism and lead the combined Liberal and Conservative Party into Confederation. He gave up much more with respect to his personal attitudes and outlook. George Brown, the 'Clear Grit' put aside his narrow Western Ontario agrarian point of view and his militant anti-Catholic position in order to make his great and permanent contribution to the creation of the Canadian nation."

My House of Commons colleague went on: "I, myself, have always supported the Canadian Red Ensign as the flag of Canada. But if there happens to be presented to Parliament a flag that I believe would be more representative of Canada and Canadians as a whole, especially when looking into the future, I will be giving it every consideration to the extent of supporting such a flag if need be."

"As to my personal background, I am descended from United Empire Loyalist families, two of whom gave up all their personal possessions to live within the British Empire. I also have an abiding interest in every facet of this country's history. Nevertheless, I am determined that when the time comes I will take a long objective look at the flag question, supporting what I believe to be in the best interests of a united Canada, not only for today but for tomorrow and far down the future's broadening years."

That I believe to be an honest and wise position to take.

No one would deny that we have a responsibility to the past. But we have also a greater responsibility to the present and to the future. Moreover, our responsibility to the past will be best fulfilled by being true to its real substance and meaning.

FURTHER SUPPORT FOR NEW DESIGN

May I quote the words of Premier Stanfield of Nova Scotia in this connection, on April 6 last:

"Surely, however, it is not necessarily patriotic for me to insist that something I value highly must be adopted as a national symbol if it is objectionable as a national symbol to a large number of Canadians. Surely the Canadian thing for us to do is to find symbols which are mutually acceptable. Let us emphasize what we have in common. Surely we can have a national anthem and a flag that unites Canada."

In the same spirit the Canadian Chamber of Commerce not long ago adopted the following resolution:

"That the Parliament of Canada formally adopt and authorize a distinctive national flag,"

because, as the resolution said,  
"A distinctive national flag would be a strong, unifying influence, consistent with the status of full nationhood."

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But I want to add that, while I am concerned about this whole question of national symbols, national anthem, national flag, and all they mean to our country, I am even more concerned with making Canada the kind of country — with freedom, economic security, social justice and opportunity for all — over which we shall be proud to have a flag fly.

People are more important than emblems.

In the many letters I receive, in the debate going on across Canada today, there is a kind of yearning by Canadians for greater national unity and the pride, confidence and strength that comes from it.

I believe it is for us who knew the fervour and learned the sacrifice of patriotism when we answered the call to arms in the First World War and in the Second; it is for us to give those who follow an answer to their questioning; to give a lead to young Canada to ensure a future which will be worthy of our past, one beyond the most glowing dreams of the present; a future in which Canada will be solid in its foundations, firm in its federal unity; strong in the loyalty it received from its citizens; a land which we are privileged and proud to serve and for which we are willing to sacrifice — as those men served and those men sacrificed — whose memory we honour tonight at this twentieth convention of the Royal Canadian Legion.

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SEAWAY TRAFFIC IN APRIL

Cargo tonnage carried through the St. Lawrence Seaway in April showed an increase over that for April 1963 of 74 per cent. The Welland Canal opened on March 29 and the Montreal-Lake Ontario Section on April 8, a week earlier than in 1963.

On the Montreal-Lake Ontario Section, 1,289,000 tons of cargo moved upbound and 1,611,000 tons downbound, for a total of 2,900,000 tons. April's total for 1963 was 1,649,000 tons. Welland Canal traffic followed a similar pattern. The total of upbound cargoes for April 1964 amounted to 1,316,000 tons, and of downbound traffic to 2,084,000 tons, for a total of 3,400,000, an increase of 73 per cent over the 1,960,000 tons carried in 1963.

WHEAT AND OTHER GRAINS

Wheat formed a major part of the downbound traffic, exceeding 1,000,000 tons on the Montreal-Lake Ontario Section, compared to 514,000 in April 1963. Welland cargoes showed 860,000 tons of wheat this year compared to 425,000 last year. In addition to the wheat traffic, there were 250,000 tons of other grains downbound through the St. Lawrence Section and 300,000 downbound through the Welland Section. This indicates a general increase for both wheat and grain of 62 per cent through the St. Lawrence and 63 per cent on the Welland Canal.

Iron ore showed upbound traffic of 865,000 tons through both the St. Lawrence and Welland Canals. The figure for April 1963 was 400,000. An additional 100,000 tons of iron ore were downbound through the Welland Canal from United States ports to Hamilton.

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