



CANADA

# CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

(C.W.B. June 2, 1965)  
(5691 2 ul. B.W.C.)

June 2, 1965

Vol. 20 No. 22

## CONTENTS

New Look at Canada's Immigration Policy.....	1
More Service Cuts.....	2
Basis for Canada's Aviation Policy.....	3
Geographical Committee Formed.....	4
Relocation Aid for Indians.....	4

## NEW LOOK AT CANADA'S IMMIGRATION POLICY

Canada's immigration laws were drawn up "when the social and economic patterns of migration were totally different" from those existing today, Mr. J.R. Nicholson, the Minister of Citizenship and Immigration, told a meeting in Winnipeg on May 28 of the German Business and Professional Association of Manitoba. "During the latter part of last century, during the first decade or so of this century, during the late 1940s and most of the 1950s," he pointed out, "there existed a large supply of migrants, particularly in European countries, who were eager to come to Canada. Now that situation no longer applies. Canada must compete on the open market to attract suitable immigrants from countries... which are themselves affluent and in which the economic pressures to immigrate no longer exist to the degree evident in previous decades."

### WHITE PAPER PLANNED

The Minister reminded his hearers that Prime Minister Pearson had, some months earlier, announced that 1965 would see the presentation to Parliament of a white paper that would "offer a statement on the Government's views on immigration policies and procedures in relation to national problems and national interest". "I hope," he said, "that this white paper will provide the formula needed for the adaptation of older policies to changing circumstances and for the long-awaited revision by Parliament of Canada's Immigration Act".

Mr. Nicholson then went on to suggest, as follows, the principal changes that would have to be made in Canada's immigration laws and to discuss the most important determinants of future immigration policy:

"...One of the major purposes of the white paper is to develop and to suggest a sound set of immigration principles, which can be discussed by Parliament and by the people and then modified, as necessary, to provide the basis for our new legislation.

"It is my hope that this paper will form the basis not only for consideration by Parliament but also for public attention and discussion generally.

### AREAS OF CHANGE

"While it would be premature to be specific about major legislative changes, it has already been acknowledged that it will be necessary to make some changes in the following areas:

- (1) The admission of visitors as distinguished from those seeking to become 'landed immigrants'.
- (2) More effective control over criminal and other undesirable elements seeking to infiltrate our country.
- (3) Medical prohibitions, especially with respect to certain types of insanity and epilepsy, should be brought into line with more modern medical and sociological concepts.
- (4) Essential areas of ministerial and departmental discretion must be identified and clarified and adequate safeguards introduced to guard against real or imagined abuses.
- (5) Independent and effective appeal avenues against possible arbitrary action in the immigration field must be developed, without, of course, weakening Canada's right as a sovereign state to protect itself against undesirable aliens.
- (6) We must try to modernize and incorporate into law Canada's refugee policies, so that we may do our fair share to solve this international

(Over)

problem in close co-operation with other countries and international agencies. This is a most appropriate project for 1965 which, as you know, is International Co-operation Year.

- (7) Provision for an adequate legal basis for a strong, dynamic immigration policy closely coordinated with Canada's other national development projects.

**MANPOWER AND NATIONAL POLICY**

"...Although the aim of immigration policy undoubtedly will be to obtain a higher volume of immigrants than in the past few years, it will be necessary that any future programmes be closely related to Canada's manpower needs and consistent with national policy.

"This will require that greater emphasis be placed on obtaining immigrants who are schooled, trained and adaptable people, so that such a programme will be consistent with our labour requirements. The emphasis should and must be placed on immigrants possessing these special requirements regardless of race, religion or country of origin. The test should be - can these new immigrants become successfully established in Canada.

**UP-DATING IMMIGRATION MACHINERY**

"Essential to the change of policy and to the legislation governing immigration will be the reorganization of the Immigration Branch itself to provide a modern, up-to-date service.

"This need for reorganization of the Immigration Branch has already been recognized, and my Department is at present in the process of providing for a much better equipped immigration service to meet these changes.

"I can assure you that such a reorganization is well under way. Essentially, it involves provision of a modern, up-to-date organization, staffed with well-qualified and adequately paid personnel, which will feature more decentralization of authority and management to insure the streamlining of decision-making procedures. It is to be a functional type of organization, designed for better service for migrants and for the Canadian public.

"It will be based upon the flow of immigration itself, beginning with policy and planning, moving on to the selection of immigrants overseas, then to their reception and establishment in Canada. Finally, it will take into consideration and make greater provision for those exceptional but difficult problems which involve counselling and rehabilitation.

"However, I wish to make it clear that the development of an enlightened immigration policy, a streamlined organization and the provision for opportunities for new Canadians will not in itself be sufficient.

**RESPONSIBILITIES OF CITIZENSHIP SERVICE**

"My Department is also responsible for the promotion of citizenship. Integration is a two-way process. Preparation of our society for this process is almost as important as that of attracting immigrants. These responsibilities are discharged through the Citizenship Branch of my Department.

"This Branch is also going through reorganization, which, I hope, will enable it to respond with more vigor to its many challenges in the field of human relations, celebration of national holidays, human rights, voluntary action and civic participation and many other similar subjects, which will all contribute to the development of good citizenship, amongst all of our citizens - Canadian-born as well as foreign-born.

"In the past, Canada has sometimes been referred to as a great melting pot, a place where scores of divergent nationalities have met and fused. I believe and I hope that our ideas have changed considerably in the past decade or so, and today it is hardly possible to submerge all divergent characteristics into a totality called Canada. I like to think that the melting-pot idea has gone and that a new image has taken its place. As I have said more than once before, the new image could more aptly be termed a mixing pot rather than a melting pot, combining but not fusing at the expense of individuality.

**NOT ONENESS BUT UNITY**

"In Canada today, we acknowledge that one does not drop the cultural, linguistic and sociological bonds that exist with our respective mother countries simply by emigrating to another country, and most of us, the great majority of us, in fact, believe that these bonds should be cherished for what they contribute to a developing nation. Canada isn't and never can be one complete unit identical in all respects from coast to coast; climatically, geographically, economically and sociologically, the different areas of Canada produce different people.

"What we can hope to achieve is not a oneness but a unity, not a similarity but a composite, not a melting but a voluntary bond of dissimilar people, held together by a common national purpose, a common respect and a firm belief in the ideals which our nation, Canada, represents.

"If we believe in this and wish to develop a really strong national purpose, we cannot accept first-class and second-class citizens. Our present citizenship legislation, however, unfortunately permits such a two-class citizenship. This must and will be corrected, and I can assure you that one of the main parts of our legislative programme in the present session of Parliament is to eliminate this unhappy and unsatisfactory set of circumstances...."

\*\*\*\*

**MORE SERVICE CUTS**

The final list of service personnel with the rank of army captain or the equivalent and below selected for premature release as part of the planned reduction of Canada's armed forces has been completed.

In the last week of May, 11 officers and 554 men received individual letters of notification of release through their commanding officers; they will begin retirement leave at the end of the year unless they request earlier release.

The number of service personnel previously notified of premature release was 200 officers and

(Continued on P. 4)

## BASIS FOR CANADA'S AVIATION POLICY

The following is a partial text of a statement released on June 1 by the Minister of Transport, Mr. J.W. Pickersgill:

On April 24th, 1964, I announced three principles which had been accepted by the Government as a basis for civil aviation policy. Since that time, the main attention of the Government has been concentrated on working out the international aspect of civil aviation policy.

The first principle stated that, in the international field, air services provided by Canadian airlines should serve the Canadian interest as a whole; that these services should not be competitive or conflicting, but should represent a single integrated plan, which could be achieved by amalgamation, by partnership or by a clear division of fields of operations.

In applying this principle, the Government decided to ask Air Canada and Canadian Pacific Airlines to see whether they could agree themselves, after consultation, on a basis for its application. The two airlines have agreed that the most effective way to carry out this policy would be by a clear division of their fields of operations, so that, outside Canada, neither airline would serve any point served by the other. After considering many possible divisions of the world between the two airlines, it was finally concluded that the simplest approach would be to agree that each line should continue to serve all the points now served by it and that the geographical areas now served by each should be defined and extended so that practically the whole world would be open to service by one airline or the other.

### CPA AND AIR CANADA AREAS

As a result, it has now been decided that Canadian Pacific Airlines will serve the whole Pacific area, the whole continent of Asia, Australia and New Zealand, Southern and Southeastern Europe and Latin America. Air Canada will serve Britain, Western, Northern and Eastern Europe, and the Caribbean. The only exception to this clear-cut division is that CPA will continue to serve the Netherlands. This division accounts for the whole of the world except Africa and the United States. For the time being, neither airline is contemplating service to any part of Africa, and the question of service to Africa will be left aside until some practical question arises. In the case of the United States, we continue to hope that negotiations for a new bilateral agreement will soon be completed. Once they have been completed, a decision will be made as to which of the new points is to be served by each of our national airlines.

The Government has undertaken to regard Air Canada and Canadian Pacific Airlines as its chosen instruments in the areas of international operations allocated to each. The Government will pursue vigorously with the governments of other countries negotiations for extensions of Canadian service in their respective areas of operation. Negotiations have already been undertaken with several countries,

and as soon as these negotiations are brought to a successful conclusion a further report will be made upon them....

### DOMESTIC MAINLINE SERVICE

The second principle announced on April 24, 1964, related to domestic mainline services. In that announcement, competition was not rejected but the Government made it clear that any development of competition should not compromise or seriously injure the economic viability of Air Canada's mainline domestic operations, which represent the essential framework of its network of domestic services. In other words, it was stated that there must not be the kind of competition which would put Air Canada "into the red"; and, in the event that competition continued, the Air Transport Board should ensure an opportunity for growth to both lines above this basic minimum....

### ROLE OF REGIONAL CARRIERS

The third principle announced on April 24, 1964, stated that a definition of the role for regional air carriers providing scheduled service was necessary, including a relation with the mainline carriers that would give the regional carriers a reasonable chance to operate without government subsidies.

In the discussions with the presidents of the two major airlines, it has been made clear that the Government expects them to take some responsibility to assist in working out that policy. There are many forms which such assistance might take, ranging through route transfers and route operations, contractual relations and various forms of technical and administrative support. Implementation of this co-operation is not something that will produce major results overnight, but it should have important results over a longer period....

### IMPROVEMENT AND STABILITY

The development of Canadian civil aviation in accordance with these policies will provide for improved and more stable service for the Canadian public, as well as a better economic framework for the carriers themselves. In the domestic field, a degree of competition will remain to provide the public with the advantages that can result from a competitive atmosphere; while, at the same time, this policy will avoid the excesses of competition which were ruinous to all but one of the main railways of Canada in the past and which can result only in major added burdens for the taxpayer and, because of the inability of carriers to maintain heavy deficit positions, less satisfactory service to the public.

In the international field, competition with foreign carriers is already extremely keen and the joint approach by the two Canadian carriers will strengthen their position and provide better overall service to the travelling public and a strengthening of Canada's position in world aviation.

## MORE SERVICE CUTS (Continued from P. 2)

110 men of all ranks. This brings the total so notified to 875 officers and men, or less than 9 per cent of the planned reduction of approximately 10,000.

## NORMAL ATTRITION

The bulk of the reduction is being achieved by normal attrition, by individuals reaching retirement age or retiring for other normal reasons. However, the consolidation of positions in the integrated forces makes a number of positions redundant and, in order to maintain a balance of age, rank and trade, a small part of the reduction is being achieved by the retirement of officers and men before they reach the normal retirement age.

There will be no further premature releases among officers of the rank of captain or the equivalent or below, or among men. A few officers of the rank of major or the equivalent and above may still be retired under the planned reduction scheme.

## RETIREMENT BENEFITS

Officers and men released under the planned reduction scheme are granted special benefits in accordance with the provisions of an Order-In-Council approved by the Government in May 1964. The size of the special cash benefit increases with length of service up to a maximum of the equivalent of 10 months' pay for those with 15½ years of service or more. This special gratuity is in addition to any normal leave or pension benefits. Personnel medically released during the period the Order-In-Council is effective are also eligible for the special benefits.

\*\*\*\*

## GEOGRAPHICAL COMMITTEE FORMED

The formation of a National Advisory Committee on Geographical Research was announced recently by the Minister of Mines and Technical Surveys, Mr. William M. Benidickson. The Committee, composed of top university, government, and private scientists, is to assist in the co-ordination of geographical research at the national level. Its work will be financed through the Geographical Branch of Mr. Benidickson's Department.

The Committee grew out of the realization by Canadian geographers that, though great strides were being made in geographical research in Canada, it was not always properly related to economic and social realities and requirements. The new group will foster contacts among university, government and private geographers and agencies, and promote graduate and postgraduate research in geography along lines similar to those followed by the National Advisory Committee on Research in the Geological Sciences.

\*\*\*\*\*

In Canada today geographers are employed by a large variety of institutions and businesses. They do land-use mapping, survey urban developments, analyze the flow of goods through ports, evaluate the resources of specific regions, determine the best locations for service stations and supermarkets and trace the formation and movements of ice.

\*\*\*\*

## RELOCATION AID FOR INDIANS

Canadian Indians will be eligible for assistance under the new Manpower Mobility Programme announced recently by the Federal Government. The Programme will be operated in conjunction with the existing Indian Affairs Employment and Relocation Programme, and access to the Manpower Mobility Programme administered by the Department of Labour will give Indians additional opportunity for assistance in relocation.

The Minister of Citizenship and Immigration, Mr. Nicholson, pointed out that the provisions of the Indian Affairs Employment and Relocation Programme had for some time offered various services to Indians seeking to improve their employment opportunities. These services included transportation of individuals or families to employment centres, maintenance costs pending first pay, grants for furniture and household effects, and, where alternative accommodation is unavailable, grants to assist with the purchase or construction of housing or the acquisition of lands.

## OTHER SERVICES OFFERED

Provision is also made by the Department for social and job-counselling services, both at the Indian reserve and non-Indian community levels. Such services have been extended through relocation specialists of the Indian Affairs Branch, the Special Services staff of the National Employment Service, and social workers provided through contract with community counselling agencies.

Mr. Nicholson said that, in developing pilot programmes of relocation in several parts of Canada, it had been essential to secure the co-operation of industry and the full range of community services agencies, as well as of the Indians themselves. At Thompson, Manitoba, a programme has been implemented by the Indian Affairs Branch in co-operation with the provincial authorities and the International Nickel Company, which is expected to facilitate the relocation this year of 50 Indian families from depressed reserve communities. Similar plans are being put into effect in other parts of the country. In every case, full use is being made of Central Mortgage and Housing Corporation or other existing resources in the field of low-cost housing, and housing projects are being planned in co-operation with the communities concerned.