

of preparation. The purpose was to provide the necessary framework for multilateral tariff reductions which were undertaken by the Contracting Parties without waiting for the controversial International Trade Organization to come into existence. The main purpose of this framework was to protect tariff concessions from the effects of quantitative and other restrictions.

Since 1948, the sessions of the Contracting Parties have become an important forum for the discussion and solution of international commercial problems. Canada has taken a leading part in these sessions; Mr. L. D. Wilgress, High Commissioner for Canada in the United Kingdom, has been elected Chairman of every Session of the Contracting Parties.

The Fourth Session of the Contracting Parties was held in Geneva, February 23-April 3, 1950. During this period the Contracting Parties dealt with a lengthy agenda covering the routine operation of the Agreement, plans for a Third Round of tariff negotiations and a careful examination of the trade practices of particular governments and their effect on the general reduction of barriers to trade.

On September 28 the twenty-six Contracting Parties, together with a number of additional countries which intend to accede to the General Agreement, began a lengthy series of tariff negotiations in Torquay, in the United Kingdom. In these negotiations the Canadian delegation will undertake to secure reductions in the tariffs of other countries, offering in exchange reductions of certain Canadian tariffs. All tariff concessions made during the multilateral negotiations will be extended on a most favoured nation basis to all Contracting Parties to the General Agreement.

The Fifth Session of the Contracting Parties took place in Torquay in November and December, concurrently with the tariff negotiations. This was a routine business meeting. The main controversial item on the agenda concerned the discriminatory application of quantitative trade controls by soft currency countries.

International Civil Aviation

During 1950 Canada, in agreements with other countries, provided for increases in the air services available to the Canadian public for travel abroad, and obtained further opportunities for Canadian civil aviation to operate outside Canada. An agreement between Canada and Norway on the subject of air services between Oslo and Gander Airports was signed in Ottawa on February 14, 1950. To exercise Norwegian rights under the agreement, the Government of Norway designated the Scandinavian Airlines System, which is owned jointly by the Danish, Norwegian and Swedish Governments. This company had previously operated into Canada by virtue of earlier agreements with Sweden and Denmark. On August 1, 1950, a similar agreement was signed in Ottawa with France to provide for services