

weeks. Other lists will follow for other areas. The main reason for beginning to implement this policy in Labrador is that the coast of Labrador is the one that most readily lends itself to an application of the rules of international law as they are laid down in the 1958 Convention of the Territorial Sea and Contiguous Zones and in the decision of the International Court of Justice in 1951 in the Anglo-Norwegian Fisheries case. As a matter of fact, the configuration of the Labrador coast is similar to that part of the Norwegian coast-line that was the subject of the International Court decision of 1951. As to the eastern and the southern coast of Newfoundland..., the Canadian Government committed itself in 1949, under the terms of the Union of Newfoundland and Canada, to preserve the historical internal character of the bays of Newfoundland. Though this commitment has already been fulfilled in practice through the assertion of our exclusive rights over these bodies of water ever since 1949, there have been, thus far, no special provisions made in our legislation to cover this situation. From now on, all bays of Newfoundland will clearly and definitely be defined as internal waters of Canada.

The intended line along the eastern and southern coasts of Newfoundland will be a continuous one with only one exception - in the vicinity of the French islands of St. Pierre and Miquelon, pending a definitive settlement of the demarcation line in that area between the two countries. This question is now the subject of negotiations with France.

As I mentioned, further lists of co-ordinates will shortly be issued. Our negotiations concerning closure of various bodies of water off our coasts have continued. I also wish to inform the House that the Canadian Government is at present discussing with other countries possible additional means of protection for coastal fisheries, looking to the eventual establishment of a rational regime of conservation and exploitation of the living resources of the sea through which coastal states would receive greater protection; under such a regime, it should also prove possible to provide for the interests of long-distance fishing-fleets....

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FEDERAL ROLE IN HIGHWAY SAFETY

The Minister of Transport, Mr. Paul Hellyer, announced recently that the Department of Transport had been given the responsibility for the role of the Federal Government in motor-vehicle and highway safety. In formulating its programme, the Government will co-ordinate the efforts of all federal departments concerned with motor-vehicle and highway safety, and will also draw on the resources of other Canadian authorities on these subjects.

In taking this initiative, the Government has been guided by a report on auto safety prepared by the House of Commons Standing Committee on Justice and Legal Affairs, and by consultations on motor-vehicle and highway safety that have been held with representatives of the provincial governments. In

carrying out the programme, special attention will be given to the responsibilities of the different levels of government in this sphere.

The first step by the Federal Government will be to establish in the Department of Transport a unit that will co-ordinate federal participation in the programme. Action will also be taken at the federal level, after further discussions with the provinces, to establish national standards and practices affecting motor-vehicle safety. It is also intended to create a Public Advisory Board, composed of representatives from the provinces, the industry, safety organizations and other interested groups.

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FORCES NEW SALUTE

A new salute has been introduced for the Canadian Armed Forces on a six-month trial basis. It is in fact, the salute now used by the Royal Canadian Navy - performed with the upper arm horizontal, the forearm and hand at a 45-degree angle from the elbow and the palm facing downward.

The provisional salute, which is the brain-child of a board of study, including senior non-commissioned officers from the three services, is being "evaluated" by trainees at recruit-training centres, basic trade schools, and basic officer-training schools. During the trial period, other members of the Forces will use their traditional salutes.

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INDIAN STUDENTS TOUR CANADA

Thirty-five Indians from the Yukon and northern British Columbia are touring Canada from coast to coast this month; for many of them it will be their first trip away from home.

The tour is the centennial project of the Independent Grocers' Alliance, in co-operation with the Department of Indian Affairs and Northern Development and the Centennial Commission.

The students, aged from 14 to 18, will spend three weeks in southern Canada. They will tour the naval base at Halifax, an air-force station in Ottawa, a ranch in Manitoba, oil wells near Edmonton, TV studios, a newspaper office, department stores, a planetarium, a university, the Royal Canadian Mint, the National Museum, historical centres and many of Canada's tourist areas, including Niagara Falls. They will also meet Prime Minister Pearson and Mr. Arthur Laing, Minister of Indian Affairs and Northern Development, on Parliament Hill.

They will see a National Hockey League game at the Montreal Forum and visit the Toronto Maple Leafs during a practice session.

The 19 boys and 16 girls were chosen on the basis of leadership qualities and scholastic ability by supervisors of the two hostels in which they live while attending Whitehorse High School.