

of the reduced overseas demand, but also due to competition from Newfoundland and Iceland in the United States market.

Since the demand for the canned and salted forms of fish remain relatively strong both in the normal export markets and for relief purposes, a considerable diversion of production from frozen into cans and salt is evident in the figures for the first six months of 1947. Landings of cod, the principal Atlantic coast species, amounted to 74,178,000 pounds as compared with 121,758,000 pounds in the same period of 1946. Landings of all species of fish on both coasts amounted to 409 million pounds with a landed value of \$17.7 million compared with 434 million pounds valued at \$22.6 million in the first six months of 1946. The major decline in landed value has occurred on the Atlantic coast where the value of the cod and lobster catches was sharply below that of last year. Unfavourable weather conditions were mainly responsible for the reduced lobster catch. The major Pacific coast fisheries, with the exception of halibut, have not yet come to the season of main production.

No significant changes took place in the prices of fishery products during June, although the index of wholesale prices declined a further eight points, while the index of prices of all foods increased by four points.

The sharp reduction in freezings of cod fillets in 1947 has tended to keep cold storage holdings of all fish at lower levels compared with those of 1946. At July 1, 1947, stocks of all kinds of frozen fish amounted to 35.5 million pounds compared with 34.1 million pounds at the same date in 1946.

POULTRY FOR U.K. DISCONTINUED: Purchase of dressed poultry in Canada by the British Ministry of Food is being temporarily discontinued pending settlement of Britain's import program, says the Department of Agriculture. The Special Products Board is now nearing completion of its purchases of 12½ million pounds under the British agreement.

Until the British position is clarified, export permits for poultry to other countries will be issued freely. Such permits have been restricted in the past in view of the Canadian agreement to supply poultry to the United Kingdom.

U.K. AIR CADETS' TOUR: Top crews of the RCAF from Transport squadrons based at Rockcliffe, Winnipeg, and Edmonton commenced a Canadian tour July 29 from Dorval airport near Montreal carrying 46 British Air Training cadets.

The cadets, the equivalent of the Royal Canadian Air Cadets, are visiting Canada on an exchange basis, and will be conducted by an RCAF party and members of the Air Cadet League of Canada. Officer in charge of the Tour is Wing Commander W.F.M. Newson, DSO, DFC and bar, Air Cadet Liaison Officer of AFHQ, Ottawa.

INTERNATIONAL PEACE PARK: Two cairns, erected near the International Boundary between Waterton Lakes National Park in Alberta and Glacier National Park in Montana, will be unveiled at a dedication ceremony at Waterton Park townsite tomorrow, August 2, according to a statement issued by the Minister of Mines and Resources, Mr. J.A. Glen. The cairns, one on the Canadian side and the other on the United States side of the boundary, are on the Chief Mountain Highway linking the two parks.

The erection of these cairns is the result of thoughtful suggestions and efficient efforts by Rotary International. It was Rotary International that originally sponsored the action which resulted in legislation being passed in 1932 by the Parliament of Canada and the United States Congress establishing the Waterton-Glacier International Peace Park. The erection of these cairns is a further step in commemorating the understanding and goodwill which have so long prevailed between the peoples and the governments of the two great democracies. For more than 130 years unbroken peace, has existed along the unfortified boundary line

of over 3,000 miles between Canada and the United States, furnishing to the world an unequalled example of international amity.

Besides uniting two parks, the establishment of the Waterton-Glacier International Peace Park links the national park systems of Canada and the United States - areas which are playing an increasingly important part in the lives of the peoples of this continent. The United States national park system is, of course, the older having had its inception around a camp fire in the wilds of Wyoming back in 1870. The idea was first translated into action two years later with the establishment of Yellowstone National Park. Canada followed the example of her neighbor to the south in 1895 when the first national park was established around the hot mineral springs at Banff, Alberta. Since then the national park system of Canada has grown to 25 separate units comprising a total area of 29,660 square miles. This chain of national play-grounds and places of historic interest extends from the Atlantic coast in the east, to Selkirk mountains in the west, and is represented in every province.

Those taking part in the dedication ceremony on August 2, will include Senator W.A. Buchanan, representing the Government of Canada; Ernest T. Eaton, Governor of Montana; Lieut. Governor Bowen of Alberta; Venerable Archdeacon S.H. Middleton, Chairman of the Waterton-Glacier International Peace Park Committee; Tom J. Davis, Past President Rotary International; L.C. Merriam, Regional Director of the United States National Park Service; J.W. Emmert, Superintendent of Glacier National Park; and H.A. deVeber, J.A. Hutchison; J.A. Wood, the Superintendents of Waterton Lakes, Banff and Jasper National Parks in Alberta.

BY AIR FROM U.K.: The movement of British immigrants to Ontario, largest mass movement of immigrants by air, opens tomorrow, Aug. 2.

The first plane load will land at Malton airport, near Toronto. Each plane will carry from 38 to 40 persons.

The cost to each passenger will be \$268. Present objective is a movement of 7,000 persons but this, states Mr. Dana Porter Ontario Minister of Planning and Development (the Canadian Press reports) may be increased later.

Mr. Porter added: The Britons planning to move here are without exception, men and women of the finest character, some of whom have previous acquaintance with Ontario. Some have been here with the British Commonwealth Air Training Plan, and they know what they are coming to.

The following statement clarifying the situation as it affects air traffic rights in Canada was issued by the Federal Department of Reconstruction and Supply, July 25:

In order to avoid any misapprehension with regard to the position of the federal government in the immigration arrangements proposed by the Premier of Ontario, Reconstruction Minister Howe today issued a statement in order to clarify the situation as it affects air traffic rights in Canada.

Premier Drew has already announced that arrangements have been completed with a United States non-scheduled air carrier to move immigrants from the United Kingdom who wish to take up residence in Ontario.

Inasmuch as the Air Transport Board is the competent authority in Canada granting traffic rights, Mr. Howe stated that as far as he could ascertain, no formal official application for landing rights in Canada has been received from the United States carrier which had been given the contract to transport the immigrants. The Minister stated that officials of the United States carrier had had informal discussions with officers of the Trans-Canada Air Lines, who subsequently brought the matter to his attention.

Mr. Howe said that it was his understanding that the Ontario government and the United States carrier had an arrangement which would provide the individual immigrants air passage to be paid for by the immigrant, and the Ontario government would underwrite the movement on the basis of a guaranteed amount per flight.

The Minister pointed out that the arrangement appeared to be very much the same as a regularly scheduled air service, with individual passengers buying individual tickets through a regular travel agency and flights operating on a regular basis.

At the present time Canada is bound by a bilateral civil aviation agreement with the United Kingdom under which the Trans-Canada Air Lines and British Overseas Airways Corporation, but no other regular scheduled car-

riers, have been authorized to carry traffic both ways between Canada and the United Kingdom. Both these carriers charge fares in accordance with rates set by the International Air Transport Association which, with the approval of all governments concerned, has established a standard rate structure for the North Atlantic which the scheduled airlines follow. The fare which would be charged the individual immigrant going by the United States carrier would be considerably out of line with the minimum set for regular operators on the North Atlantic.

Mr. Howe stated therefore, that to grant rights to an additional air carrier operating on what was in effect a regular scheduled basis between the United Kingdom and Canada would be an infringement of the rights of BOAC and TCA under the Canada-U.K. agreement.

He pointed out that this difficulty would not be overcome even though the nature of the proposed operation by the United States carrier should be changed to that of a genuine charter service as distinct from a regular scheduled service.

The Air Transport Board grants licences for international charter operations on a free and reasonable basis in fields where such operations can be useful. The Minister said that it was not the policy of the Board to grant a charter licence where the traffic to be carried by the charter operator would be moving over a route already served by a regular scheduled airline authorized by international agreement to operate into Canada and where the regular scheduled airline or airlines are in a position to carry the traffic. Mr. Howe said that so far as can be ascertained, TCA and BOAC would be in a position to take care of the proposed movement of immigrants from the United Kingdom in which the government of Ontario is interested.

FEDERAL COOPERATION OFFERED

Mr. Howe stated that there had been informal consultations with officials of the U.K. government on these points, and it was discovered that their general attitude towards interpretation of the Canada-United Kingdom Civil Aviation agreement and the rights of BOAC and TCA thereunder is similar to that of Canada. Under the circumstances, he pointed out, it has not been possible for the Canadian government to grant any rights in Canada to the United States carrier in connection with the proposed Ontario movement of immigrants from the United Kingdom. The Minister said too that it was his understanding that the United States carrier had not received any rights from the U.K. government to operate out of the United Kingdom to either Canada or the United States in the same connection.

Since the flow of immigration would be in accord with the general immigration policy of the federal government, Mr. Howe stated that the Canadian government did not wish to put