

NORTH ATLANTIC WEATHER SHIP NETWORK

every province and territory of Canada for the first time since the Act was passed in 1927," Mr. Martin stated.

Under the present agreement, signed by J.E. Gibben, Commissioner for the Yukon Territory, and effective from April 9, the basic rate of pension is \$30 per month. Three-quarters of the cost of pensions is payable by the federal Government. About 120 persons are estimated to be eligible for pension.

Extension of pension payments to the Yukon is expected to add about \$32,000 annually to the federal pensions budget.

Mr. Martin pointed out that the negotiations with the Yukon Territory were conducted prior to the recent amendment to the Old Age Pensions Act. By that amendment the maximum basic pension to which the federal Government could contribute was raised from \$30 to \$40 monthly with the federal share continuing at 75 per cent.

**MR. LAFLECHE'S APPOINTMENT:** The Secretary of State for External Affairs, Mr. Pearson, announced on May 12 the appointment of Major-General the Honourable L.R. LaFlèche, D.S.O. as High Commissioner for Canada in Australia to succeed Mr. Kenneth A. Greene, O.B.E., who is returning to Canada.

General LaFlèche has been Canadian Ambassador in Greece since 1945 and during the latter part of his service was Dean of the Diplomatic Corps in Athens. He served with distinction in the First Great War and was later President of the Canadian Legion of the British Empire Service League. In 1932 he was appointed Deputy Minister of National Defence and in 1940 was appointed Canadian Military Attaché in France. General LaFlèche was Deputy Minister of the Department of National War Services until 1942 when he was appointed Minister of that Department.

General LaFlèche will leave Athens in July and will visit Canada en route to his new post.

**MCKEE TROPHY AWARD:** The Minister of National Defence, Mr. Claxton, on May 13, announced the award of the McKee Trans-Canada Trophy for 1948 to Flying Officer R.B. West, DFC, AFC, of Canning, N.S., one of the RCAF's outstanding Search and Rescue pilots. Now engaged on recruiting duties at Rivers, Man., F/O West was employed on Search and Rescue operations on the East Coast from the War's end until last February.

The McKee Trans-Canada Trophy has been given annually since 1927 for meritorious service in advancement of aviation in Canada, and the award to F/O West marks the third time it has been won by a serving RCAF officer. The award for 1946 was won by Group Captain Z.L. Leigh, OBE, FD, now Group Commander of the RCAF's Vancouver Headquarters. It had previously been won in 1934 by Flight Lieutenant (now Group Captain) E.G. Fullerton, AFC, of Exeter,

Ont., now retired.

The trophy was donated by the late Dalzell McKee of Pittsburg, Pa., a wealthy aviation enthusiast who made the first Trans-Canada flight by sea-plane, in 1926. He was accompanied by Air Vice Marshal A.E. Godfrey, MC, DFC, of Gananoque, Ont., now retired. McKee established the award in recognition of the welcome and assistance given him by the RCAF during his flight.

This year's winner, F/O West, is a wartime veteran with more than 2000 hours of flying on Search and Rescue operations alone. He has taken part in many mercy missions on the East Coast, including two flights made in January, 1948, to Mutton Bay and Harrington Harbour, P.Q., on the north shore of the St. Lawrence. Both these flights, to evacuate persons requiring immediate hospitalization, were made under extremely difficult conditions and their successful completion resulted in the award of the Air Force Cross to F/O West. He had previously won the Distinguished Flying Cross for wartime flying operations on the East Coast.

**AMBASSADOR OF PERU:** The Department of External Affairs announced that Mr. Manuel Cacho-Sousa presented on May 12 to His Excellency the Governor General at Government House, his Letter of Credence as Ambassador Extraordinary and Plenipotentiary of Peru.

The Secretary of State for External Affairs, Mr. Pearson, was present. Dr. Teodosio Cabada, Minister-Counsellor of the Embassy of Peru, Mr. Cesar A. de la Fuente, First Secretary, and Dr. José Alvarado-Sanchez, Third Secretary, accompanied the Ambassador.

Mr. Howard Measures, Chief of Protocol, Department of External Affairs, presented Mr. Cacho-Sousa to His Excellency the Governor General.

Mr. Cacho-Sousa was for some time Deputy for Cajamarca and Vice-President of the Chamber of Deputies of Peru.

**D.P.'S SATISFACTORY:** Displaced Persons have found working conditions in the mines of North-western Ontario and Quebec highly satisfactory and have proven themselves able and willing employees, the Minister of Labour, Mr. Mitchell, stated on May 11.

Mr. Mitchell referred to a report of the general manager of a large Ontario gold mine which showed that 84 per cent of the 172 D.P.'s secured through the Canadian Metal Mining Association had completed their contract and 92 per cent of all D.P.'s employed were still with the company. In addition, 53 D.P.'s who had completed their contract with timber companies, etc., had applied for and been given employment at this mine.

The manager said, "With very few exceptions, these men have demonstrated their appreciation of the opportunities afforded them in a free country."

**THREE-YEAR AGREEMENT:** Continued operation of the North Atlantic Ocean Weather ship network was assured on May 11 when member states of the International Civil Aviation Organization signed an agreement to cover the operation of the network for a three-year period from July 1, 1950. The agreement provides for ten stations to be operated by 25 ships of the following nations:

United States	14
Canada	1
United Kingdom	4
France	2
Netherlands	2
Norway	2

There will be a financial adjustment among participating nations with Belgium paying \$100,000. (£25,000) annually and Denmark paying \$92,000. (£23,000) annually to Norway toward the cost of operation of one station off the Norwegian coast. Another two nations -- Ireland and Portugal -- will make cash contributions of \$4,000. (£1,000) each annually to be applied toward the scheme in general.

The 10 stations of the network will continue to supply the meteorological data, communications and rescue services now being provided for North Atlantic air traffic under an ICAO agreement written in London in 1946 and expiring June 30, 1950. The old agreement provided for 13 stations but was never fully implemented. The new agreement will re-locate the stations for increased efficiency and economy of operation.

The ocean weather ship agreement resulted from one of the three conferences held concurrently in London by ICAO. Another conference adopted a plan for international financing of meteorological facilities in Greenland and a

**FIVE D.P.'S DEPORTED:** The Minister of Labour, Mr. Mitchell, announced on May 16 that he had been advised by the Canadian representative of the International Refugee Organization that five persons brought to Canada from Displaced Persons Camps had been returned to the camps.

The persons had been deported for lack of co-operation and, the Minister stated, they had not measured up to the requirements of their occupations and their physical background had not been fully disclosed before coming to Canada.

Mr. Mitchell stated that out of the thousands of workers who had been brought to this country from the D.P. Camps, there were very few cases where it was necessary to send them back. The vast majority of these new Canadians have proven themselves to be faithful and conscientious workers but in a few cases there has been evidence that kindness and considera-

Loran (long range radio navigation aid) station in the Faroe Islands. The Government of Denmark which has been operating these facilities at the recommendation of ICAO states to a far greater extent than required by its own air services in the region, appealed to the International Civil Aviation Organization for financial assistance in maintaining them. The following nations have agreed to join in the scheme: Belgium, Canada, Denmark, France, Iceland, Netherlands, Sweden, United Kingdom, and United States.

The Council of ICAO is empowered by the agreement to work out the details with the Government of Denmark and to supervise operation of the scheme. For expenses incurred in this operation until the end of 1949, the Danish Government will receive \$1,770,000 (8,500,000 Danish kroner). As from January 1, 1950 the nations concerned will reimburse Denmark for 90% of the costs of operation, estimated for 1950 at \$770,000. (3,700,000 Danish kroner). The participating states will bear this financial burden on the basis of their share in North Atlantic air traffic.

The third conference considered a request from the Government of Greece for assistance in the rehabilitation of Ellinikon airport (near Athens) and other air navigation facilities in Greece. The appeal was referred back to the ICAO Council for further consideration. Participating in this meeting were Denmark, France, Greece, Italy, Netherlands, Sweden, Turkey, United Kingdom and United States.

Chairman of the conference and of the Greek meeting was Sir Frederick Tymms (United Kingdom); Chairman of the Greenland and Faroe Islands meeting was Dr. Paul David (United States) and of the weather ships meeting Mr. C.S. Booth (Canada).

tion has been taken for weakness and in such cases the persons will be returned.

**"CRESCENT" HOME-BOUND:** H.M.C.S. "Crescent" is on the way home to Canada, it was announced by Naval Headquarters on May 12.

Despatched on a cruise to the Far East on January 28 to be available to assist in the evacuation of Canadian citizens should that prove necessary, the ship has since been in Chinese waters. The Canadian Ambassador to China has now reported that all Canadians desiring to leave have had ample opportunity and that no useful purpose would be served by having the "Crescent" continue to stand by. Accordingly, the "Crescent" is returning to Canada where it will take part in the Navy's summer training program.