

National Defence. The two are Flight Lieutenant John Francis Drake of (1033 Inverness Road) Victoria and (162 Marier Road) Eastview, Ont., and Flying Officer John Edward Goldsmith, DFC, of (19 Franklyn St.) Halifax and (345 5th Ave.) Lachine, P.Q.

The expedition, which left Rockcliffe air station, near Ottawa, in the late summer of 1947, spent over two months in the Far Arctic, flying Mines and Resources scientists to various points where magnetic observations were made. The flight called for "great ingenuity and daring", for it was the first time in Canadian aviation history that a flying boat had been flown and based for an extended period amongst the treacherous and barren islands surrounding the Magnetic Pole.

Without the "magnificent leadership and judgment" displayed by F/L Drake the operation might easily have ended disastrously. He displayed, on several occasions, a "complete disregard for personal safety" in order to save his aircraft from destruction by gale and ice, and pressed the operation with such "skill, resourcefulness and courage", that it was possible to re-position the Magnetic Pole with greater accuracy than hitherto known.

F/O Goldsmith, who at present is in the Far North with a party continuing the work done last summer, was responsible for successfully guiding the aircraft through dangerous and uncharted areas in the Arctic Islands. The citation mentions that "the outstanding manner in which he adapted himself to the difficult methods of navigation required over the Pole is worthy of the highest praise."

**LIAISON VISIT TO THE U.S.:** Lieutenant-General Guy Granville Simonds, CB, CBE, DSO, formerly General Officer Commanding 2 Canadian Corps during World War II, and at present seconded to the British Army as senior army instructor at the Imperial Defence College in the United Kingdom, sailed from Southampton July 30 for New York and will spend the next six weeks on a liaison visit in Canada and the United States.

The Minister of National Defence, Hon. Brooke Claxton, said that Gen. Simonds is taking advantage of the summer recess of the Imperial Defence College and that his trip will include visits to the National Defence College at Kingston and the National War College in Washington. He will also visit relatives and friends in Toronto, Winnipeg and Ottawa, and while here he will confer with the Minister, the Chief of the General Staff, and other senior officials.

Gen. Simonds plans to go directly to Kingston on arrival and will be the guest there of Major-General J.F.M. Whiteley, commandant of the National Defence College. Gen. Whiteley is a British Army officer who came to Canada on an exchange basis when Gen. Simonds took over his post at the Imperial Defence College in January 1947.

From Kingston, Gen. Simonds will go on to Toronto and thence to Winnipeg. He plans to remain in Winnipeg until approximately Sept. 6, and will then spend two days in Ottawa before proceeding to Washington and West Point. He returns to the United Kingdom from New York on September 16.

**COMMENDATION FOR CCRU:** The Secretary of State for External Affairs announced July 30 that a message has been received from Dr. Julian Huxley, Director-General of the United Nations Educational, Scientific and Cultural Organization, expressing pleasure at the work which is being accomplished by the Canadian Council for Reconstruction through UNESCO as a result of its recent national campaign for funds. The CCRU conducted the drive jointly with the United Nations Appeal for Children under the title of "The Canadian Appeal for Children".

Among the Council's plans to assist in the reconstruction of war-devastated countries are the shipment of 650 tons of school supplies and the establishment of a number of fellowships to enable foreign students to study in Canada.

While in Europe on private business, Major Vincent Price of Toronto, Chairman of the Canadian Council for Reconstruction through UNESCO, visited Paris and gave the UNESCO Secretariat a report on the Canadian contribution. In his telegram, Dr. Huxley asked Mr. St. Laurent to transmit to the people of Canada "UNESCO's deep appreciation and whole hearted gratitude" for the "great Canadian contribution".

The CCRU was established in Toronto a year ago yesterday in response to an appeal by UNESCO and on the suggestion of the Department of External Affairs, at a meeting of more than fifty voluntary Canadian organizations. The Canadian Government made a grant of \$200,000 from the post-UNRRA fund to the Council prior to its public campaign early this year.

**U.K. WHEAT AGREEMENT:** "The terms of the Canada/United Kingdom wheat agreement for 1947/48 have been fully carried out", stated the Right Honourable C.D. Howe, Minister of Trade and Commerce, July 30.

"The last transactions to complete the second year of the agreement were concluded on July 27 between the Canadian Wheat Board and the Imported Cereals Division of the United Kingdom Ministry of Food.

"I am very glad, indeed," stated the Right Honourable Mr. Howe, "that we in Canada were able to carry out our side of the contract during a year when wheat supplies were limited. The fulfilment of the agreement was made possible by the co-operation of wheat producers in delivering wheat when it was needed and by the co-operation of all those engaged in handling and transporting wheat from country elevators to seaboard."

**WORLD WHEAT SITUATION:** The year 1947-48 was another one of short world wheat supplies, states the Bureau of Statistics in its monthly review of the wheat situation. European harvests were disappointingly low and greater dependence than in the previous year had to be placed on imported supplies. Fortunately, the United States and Australia had record harvests. Argentina also produced a good crop but Canada's outturn was below average. Despite a greater available combined supply in these four countries there was a substantial deficit in world supplies in relation to need. European countries were forced to continue stringent controls including the rationing of bread. Towards the end of the crop year, however, with better crops in prospects, some relaxation in control measures occurred. France increased her bread ration in June and on July 24 Great Britain discontinued rationing of this commodity.

Decreased production in Europe was offset to some extent by larger available supplies for export from the four chief exporting countries. Wheat and flour exports from the United States, Canada, Australia and the Argentine for the year ending June 30, 1948 were approximately 870,000,000 bushels. This figure exceeded that of the preceding year by about 130,000,000 bushels and was the largest quantity exported since 1928-29. The United States had an all-time record export of about 475,000,000 bushels of wheat and flour and this huge quantity made up over half of the past year's export total. Exports from Argentina and Australia were considerably higher than a year ago, while Canada's exports were much smaller.

This year's European crop, excluding Russia, is expected to be 387,000,000 bushels larger than last year and some 125,000,000 bushels greater than that of 1946. The United States is now harvesting a near-record winter wheat crop and that country will have substantial quantities to export in the coming year. The size of the Canadian spring wheat crop is unknown but indications are that it will not be large. Conditions in Australia and the Argentine have been favourable for seeding and crops are away to a good start but acreages are less than a year ago. Despite larger supplies available, Europe will still need substantial imports in the coming year.

**NEW WHEAT PRICES:** "The price of flour and the price of bread to Canadian consumers should not be affected by the increase in the domestic price of wheat which becomes effective Monday, August 2", stated the Right Honourable C.D. Howe, Minister of Trade and Commerce, July 31.

In announcing the new domestic price of wheat and an accompanying consumer subsidy, Mr. Howe pointed out that the Canadian Wheat Board on August first will increase its price of western wheat shipped to the United Kingdom

under the Canada-United Kingdom wheat agreement. The new agreement price for the crop year 1948-49 will be \$2.00 per bushel, plus carrying charges, as compared with the price of \$1.55, plus carrying charges, in effect during the crop year just ended.

The federal Government has now instructed the Canadian Wheat Board that for the crop year 1948-49 returns to producers in respect to sales of western wheat on the domestic market shall be on the same price basis as wheat sold to the United Kingdom, namely, \$2.00 per bushel basis No. 1 Northern in store Fort William, Port Arthur or Vancouver, plus carrying charges.

At the same time, and as a subsidy to consumers in Canada, the Dominion Government has further instructed the Canadian Wheat Board to refund 45¢ per bushel on sales of western wheat to millers and other processors of wheat for human consumption in Canada, on submission of proof that such wheat was used for human consumption in this country. The federal Government will ask Parliament at the first opportunity to vote funds to reimburse the Canadian Wheat Board, in full, for all refunds made to millers and others pursuant to this instruction, and all costs involved in its administration. While this instruction is in effect its purpose is to provide that there should not be an increase in the price of flour or bread as a result of the present adjustment in the domestic price of wheat.

Mr. Howe stated that the subsidy will be continued until further notice.

The Board will continue to add an appropriate carrying charge which, as in the previous years, will be paid by processors and other domestic purchasers of wheat.

These price adjustments do not affect the initial price received by producers in Western Canada on deliveries of wheat at country elevators. Producers in the Western division will continue to receive the present initial price of \$1.55 per bushel and they will, of course, share in any surplus accumulated by the Canadian Wheat Board during the five-year pool period from August 1, 1945 to July 31, 1950.

**CARLOADINGS:** Carloadings on Canadian railways for the week ended July 24 totalled 78,436 cars, up 707 over the preceding week but 1,412 cars or 1.8 per cent under the same week last year, according to the Bureau of Statistics. Reduced loadings of grain and grain products, which dropped from 10,154 cars in 1947 to 7,060 cars in the week under review, were responsible for the decline.

**AUTOMOBILE FINANCING:** Financing of motor vehicle sales was further increased in June when 15,319 units were financed for a total of \$14,043,410, up 37 per cent in number and 38 per cent in financed value compared with June, 1947.