

**WEATHER SHIP PROBLEM:** Implying that reduction of the number of weather stations in the North Atlantic below a minimum of ten would impose "very serious limitations wherein the safety of air operations will be prejudiced regardless of what regularity and economic penalties are observed", a Department of Transport official submission has been presented to the International Civil Aviation Organization. This report was prepared prior to the recent announcement by the United States Government of its intention to discontinue that country's contribution to the North Atlantic network of weather ships.

The Department of Transport submission was prepared in response to a request from the Secretary-General of ICAO which was based on recommendations made at the third conference last July on ocean ships. This material has therefore been prepared for some time and may have to be revised in the light of recent developments. The submission however refutes erroneous conclusions reached in some quarters as to Canada's views on this subject. The report sums up the official Canadian views in the following words:-

"From the standpoint of providing adequate meteorological communications and air traffic control services to meet foreseeable requirements over the North Atlantic it is our opinion that a 13-station network is required in the North Atlantic Ocean. It is appreciated, however, that the best that can be hoped for at the moment on a purely civil budget, is a 10-station programme. The penalties involved on the reduction from 13 to 10 stations will we believe not involve sufficient operating penalties to prevent the introduction of jet aircraft on the North Atlantic but will most certainly affect their regularity and economy.

"Any reduction below 10 stations will carry with it very serious limitations wherein the safety of air operation will be prejudiced regardless of what regularity and economic penalties are observed. From the standpoint of current commercial traffic any reduction in the weather station network below 10 would, we are convinced, bring many complaints from operators concerning the efficiency of service provided at Montreal, Goose and Gander. These complaints would be well justified and would arise from either a reduction in safety or severe penalties in regularity or economy of operation of the present aircraft.

"In view of the foregoing we recommend that no change be made in the North Atlantic Ocean Station network programme as agreed at the second conference except for such revisions to the financing of the scheme as may appear appropriate in the light of the present frequency of operation by states."

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Some 14,012,175 man-hours were worked in Canada's asbestos mines last year as compared with 12,622,744 in 1951.

**HALIBUT CONVENTION:** The convention between the United States and Canada for the preservation of the halibut fishery of the Northern Pacific Ocean and the Bering Sea came into effect on October 28, when the Secretary of State, Mr. John Foster Dulles, and the Canadian Ambassador, Mr. A.D.P. Heeney, exchanged instruments of ratification in Washington.

The Halibut Convention, which was signed in Ottawa on March 2, 1953, is the fourth in a series between the two governments and replaces the Convention of 1937. The name of the Commission, originally established by the 1923 Convention, and continued since that date, has been changed to International Pacific Halibut Commission. Its former name, "International Fisheries Commission", was chosen at a time when this Commission was the only one of its kind. The formation since then of other international fisheries commissions made it desirable that each be readily identified from its name, hence the addition of the descriptive words "Pacific" and "Halibut" to the name.

The Convention differs from the 1937 Convention in three particulars. The first and most important change is that the Commission may now establish more than one open season during the year. This power to declare more than one open season is expected to increase the yield from some halibut stocks which may be under-utilized at present. The size of the Commission is enlarged from four to six members, three from each country. The third change of substance is a provision for the exercise of regulatory authority respecting halibut caught incidentally to fishing for other species of fish during the open season. The 1937 Convention had provided for this type of regulation only during the closed season.

The Canadian members of the International Pacific Halibut Commission are:

- George R. Clark, Assistant Deputy Minister of Fisheries, Ottawa;
- Richard Nelson, Vancouver, B.C.;
- Harold Helland, Prince Rupert, B.C.

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**PAPER-USING INDUSTRIES:** In terms of number of establishments, value of production, fuel and electricity and material costs, number employed and size of payroll, 1951 was a record-breaking year for Canada's paper-using industries.

The number of establishments in the group, which includes the paper box and bag industry, the miscellaneous paper goods industry and the roofing paper industry, increased by 16 during the year to an all-time high of 421 that was 55 above the 1945 total of 366 and over a third more than 1939's 310. Gross value of production jumped 18.5 per cent to a record \$351,944,692 from \$297,006,474 in 1950, material costs soared 19.8 per cent to \$200,474,644 from \$167,377,864, and fuel and electricity costs rose 5.4 per cent to \$2,802,829 from \$2,660,241.