

potential consequences not only for that country but for the whole of Southern Africa of a continued implementation of the policy of *apartheid*. Although the situation in Southern Africa may one day endanger international peace and stability, it appears to us at least doubtful that the provisions of the Charter relating to threats to international peace and security apply in the present circumstances. My delegation therefore reserves its position on this matter. Moreover, we sincerely wonder what a recommendation to the Security Council to impose sanctions could achieve in practical terms. For the Assembly to concentrate on maximum action against South Africa now, in the absence of the agreement by the Security Council, is to force the General Assembly into the position of advocating measures which have little or no hope of implementation and damage the reputation of the United Nations as an effective instrument for keeping international peace.

Canada's policy toward the independent states of Africa is, of course, an aspect of our foreign policy which has evolved separately from our policy on Southern African questions. Canada has sincerely welcomed the attainment of independence by so many African states. We can say in all honesty that our bilateral relations are based firmly on mutual respect and a desire on our part to be of what assistance we can. To that end, Canada has an accelerating aid programme to both the Commonwealth and *francophone* states of Africa. Our aid is given without political strings and in the spirit of mutual co-operation. There is, however, one connection between our objectives here and the situation in Southern Africa. We attach great importance to the development of independent African states which have chosen a policy of co-operation between races. Through the example of multiracial co-operation, which has been given by independent African states, we can show the world that the solution does not lie in *apartheid* and denial of human rights.

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### HOVERCRAFT NOT AIRCRAFT

The long-standing debate as to whether or not an "air-cushion" vehicle (such as a hovercraft) is an aircraft, has recently been settled by the Council of the International Civil Aviation Organization (ICAO). The answer is no. The Council did not decide what an air-cushion vehicle was, but it did amend ICAO's International Standards and Recommended Practices (Annexes to the Convention on International Civil Aviation) by adding to the existing definition of *aircraft* ("any machine that can derive support in the atmosphere from the reactions of the air") the words "other than the reactions of the air against the earth's surface". As air-cushion vehicles do derive their support from reaction of the air against the earth's surface, these vehicles are therefore not, by definition, aircraft and are not subject to ICAO's international standards. Hovercraft were first used commercially in Canada at Expo 67.

The fifth Air Navigation Conference of ICAO was opened in Montreal last week by Council Presi-

dent Walter Binaghi, with 221 delegates and observers from 45 countries and four international organizations in attendance.

The conference, which is meeting for four weeks, will try to improve the safety and efficiency of the approach, landing and take-off phases of flight. The agenda includes: approach and take-off; movement of aircraft and vehicles on the ground; categories and characteristics of land aerodromes; visual and non-visual aids at aerodromes; aerodrome services; information for the approach, landing, take-off and ground movement of aircraft; noise in the vicinity of aerodromes.

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### TRAWLING TECHNIQUE SUCCESS

The recent introduction of midwater trawling for herring off Canada's east coast has provided a striking demonstration of the effectiveness of the technique. As much as 30 tons of herring have been taken in a single haul of 30 minutes by a converted scallop-dragger, the 102-foot *Lady Anna*, off the west side of Digby Neck in the Bay of Fundy.

The experiment has been carried out jointly by the Federal Government and the government of Nova Scotia, which chartered and converted the vessel. The project, which is continuing, is directed by W.W. Johnson, of the Industrial Development Service of the federal Department of Fisheries, and is designed to test the feasibility of one-boat midwater trawling for herring. It is the first time that large quantities of this species have been taken by a Canadian trawler off the Atlantic coast, and the early success of the project is arousing the interest of the fishing industry.

During one week in the summer the *Lady Anna* had a total catch of about 200 tons. The vessel fished mainly in depths ranging from 25 to 40 fathoms, with the net from one to 20 fathoms off the bottom.

Midwater trawling, using two vessels, was invented in Denmark and has been adopted by several other European countries. The one-boat midwater trawl was developed in Canada several years ago by Mr. Johnson. He also observed a number of herring-trawling methods in Europe last year before the present federal-provincial project was undertaken.

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### POPULATION FIGURES

Canada's estimated population at October 1 amounted to 20,548,000, a rise of 533,000, or 2.7 per cent, since the census on June 1, 1966. During the first nine months of this year the increase was 296,000, or 1.5 per cent.

The largest increases in the provinces since the 1966 census were in Ontario (256,000, or 3.7 per cent), in Quebec (113,000, or 2.0 per cent), and in British Columbia (99,000, or 5.3 per cent). Alberta gained 39,000, or 2.7 per cent.