

In supporting this proposal the Canadian delegation indicated that the first consideration was the effective protection of the holy places, which could be ensured only by effective and adequate international authority. Legitimate interests and the attitudes and aspirations of the inhabitants could not be ignored, however, if the United Nations was to achieve a practicable and enduring solution. The mere adoption by the Assembly of a sweeping resolution for complete international administration would not necessarily give the holy places the protection required. The solution of the problem would therefore be to establish the kind of United Nations control which was required to ensure effective protection of religious interests, while avoiding the assumption by the United Nations of responsibilities and controls unnecessary for this purpose.

Aftermath of Assembly Resolution

When the question of an appropriation of \$8,000,000 for the support of an international regime for Jerusalem was voted upon in committee, Canada abstained. After the Assembly had decided in favour of full internationalization, however, Canada voted in favour of the \$8,000,000 budgetary appropriation. The U.S.S.R. made an unsuccessful attempt to have the appropriation reduced to \$3,000,000.

On December 13 the Israeli parliament voted to expedite the transfer of the seat of government from Tel Aviv to Jerusalem, which had been begun some months earlier. The Trusteeship Council voted on December 20 to ask Israel to revoke the measures to transfer the capital to Jerusalem. On December 31 Israel replied that it did not consider that the United Nations Charter conferred on the Trusteeship Council the power to call for revocation of administrative acts by governments of member states in territories for whose administration and security it may be responsible.

The Trusteeship Council plans to meet in Geneva on January 19, 1950, to proceed with the task assigned to it by the General Assembly.

AIR AGREEMENT WITH DENMARK

The Department of External Affairs announced on December 13, 1949, that a bilateral agreement for air service between Canada and Denmark was signed that afternoon in Ottawa. Mr. Chevrier, Minister of Transport, signed on behalf of Canada, while Mr. G. B. Holler, Minister for Denmark to Canada, signed on behalf of his Government.

This agreement is similar to a previous agreement concluded by Canada with Sweden in 1947 and provides for the direct carriage of traffic between Canada and Denmark. Gander, Newfoundland, has been designated as the airport at which Denmark may exercise its traffic rights.

An airline owned by the Government of Denmark is a partner together with a Swedish and a Norwegian airline in the pooled Scandinavian Airlines System. This joint company has already been operating into Canada by virtue of the earlier agreement concluded with Sweden.