

ably sure that the skeletons found are those of Indians. This supposition is strengthened by the absence of any objects of European origin.

The work of stabilizing the ruins at Fort Coteau du Lac will continue during the autumn and winter. The Canadian Historic Sites Division is at present building a model of the Fort as it appeared at the end of the eighteenth century, which will be placed in the visitors' centre.

GUT DAM AGREEMENT

The Secretary of State for External Affairs, Mr. Paul Martin, announced recently that Mr. A.E. Ritchie, the Canadian Ambassador to the United States and Mr. Dean Rusk, the United States Secretary of State, had exchanged instruments of ratification, by bringing into force the agreement between the Government of Canada and the Government of the United States of America concerning the establishment of an international arbitral tribunal to dispose of U.S. claims relating to Gut Dam, which was signed March, 25, 1965.

In accordance with provisions contained in the agreement, both Governments have appointed jointly Dr. Lambertus Erades, Vice-President of the Rotterdam District Court, the Netherlands, to preside over the three-man tribunal. Canada has appointed the Honourable Daniel Roach, a retired judge of the Court of Appeal of Ontario, as the Canadian national member and the United States Government has appointed Professor Alwyn Freeman of John Hopkins University as its national member.

LONG-STANDING CLAIMS

These claims arose in 1951 and 1952. At that time there were unusually high water levels on Lake Ontario. Residents of the United States owning real estate on the south shore of Lake Ontario and the St. Lawrence complained that these levels resulted in damage to their properties and were attributable in whole or in part to the construction by the Government of Canada of a navigation improvement in the international section of the river known as Gut Dam.

The construction of Gut Dam was carried out at the beginning of the century in pursuance to arrangements entered into between the Canadian and United States Governments of the day. Gut Dam itself was removed in 1953 as part of the St. Lawrence Seaway construction programme.

Over the years, inter-governmental negotiations have been in progress with the United States on an intermittent basis with a view to finding a solution. The bringing into force of this agreement represents the successful results of these negotiations. Under the terms of this agreement the United States claimants will be afforded the opportunity to have their claims heard and disposed of on their merits. Any award made by the tribunal will be final and binding on both Governments.

CANADIAN CLAIMS

There are also on record complaints concerning damage allegedly attributable to Gut Dam from residents of Canada holding real estate on the north shore of Lake Ontario. Claims by Canadians against the Canadian Government will not be considered by the international tribunal. However, if the findings of the tribunal make it desirable to do so, the Canadian Government will at that stage consider the establishment of special procedures for Canadian claims.

MONTREAL-MOSCOW RETURN FLIGHTS

It was announced recently that Air Canada would begin DC-8 jet service to Moscow and Copenhagen, on a once-a-week return basis.

The new flight, designated Air Canada 876, will leave Montreal every Tuesday beginning November 1, at 9:30 p.m. and Air Canada's flight 877 will leave Moscow each Wednesday at 7:10 p.m., Moscow time.

Aeroflot, the Soviet airline, will begin service to Montreal from Moscow on a weekly return schedule, November 4, arriving in Canada each Friday at 3:10 p.m., and departing for Moscow on Saturdays at 5:05 p.m.

Under the terms of the reciprocal agreements signed between Canada and the Soviet Union and between Air Canada and Aeroflot July 11, Air Canada will handle the Russian TU-114 turbo-prop aircraft on the ground in Montreal, while Aeroflot will service the Canadian carrier's DC-8 in Moscow.

Air Canada's inaugural flight to Copenhagen and Moscow, November 1, will mark the first time a North American airline has operated into the Soviet capital on a regularly scheduled basis, and will be the first Canadian service to Scandinavia.

Similarly, November 4 will mark the start of the first scheduled Soviet air service to North America.

MORE STRIKES

According to a preliminary summary of strikes and lockouts released recently by Mr. John R. Nicholson, Minister of Labour, there were more work stoppages in August, and more man-days lost, than in any of the seven previous months.

August had 132 work stoppages, involving 216,080 workers and a time-loss of 968,260 man-days, compared to 108 stoppages in July with 83,195 workers involved and a loss of 812,720 man-days.

AREAS AFFECTED

Twenty-one of the stoppages were in industries under federal jurisdiction. Of the rest, 52 were in Ontario, 28 in Quebec, 11 in British Columbia, six in Nova Scotia, four in Alberta, three each in Manitoba and Saskatchewan, two in Newfoundland, and one each in Prince Edward Island and New Brunswick.