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PRESIDENT EISENHOWER'S VISIT

pansion of world trade on a multilateral basis. Satisfaction was expressed at the recent establishment of a joint United States-Canadian Committee on Trade and Economic Affairs. The importance of the St. Lawrence seaway and power project was emphasized, and there was full agreement on the urgency of initiating the first phase - construction of the power project in accordance with arrangements which already have been made between the two Governments.

FREE WORLD SECURITY

"In discussing the means of strengthening the security of the free world, the importance of collective arrangements under the North Atlantic Treaty Organization was emphasized, including the special responsibility of the United States and Canada for building up the defences of this continent. There was complete agreement on the vital importance of effective methods for joint defence, especially in the light of evidence of increasing technical capability of direct attack on both countries by weapons of great destructive power.

"Co-operation on joint defence matters had its origin in the Ogdensburg Agreement of 1940 which established the Permanent Joint Board on Defence. In 1947 the two countries issued a joint statement which set forth the principles and methods by which co-operation would be continued and strengthened. The full respect of each country for the sovereignty of the other is inherent in these principles. These principles are equally valid today when Canada and the United States, recognizing that the defence of North America must be considered as a whole, are undertaking further efforts for their joint security. The arrangements for collaboration which have proved satisfactory over the years provide a firm basis on which to carry forward the close relationship between Canada and the United States in matters of common defence."

VOCATIONAL TRAINING: More than \$18,000,000 worth of new vocational training facilities in the form of new buildings, additions to buildings, and training equipment has been brought into being to the benefit of Canadian youth seeking trades training throughout Canada under the federal-provincial vocational training programme since April, 1945. This was revealed at a meeting of the Canadian Vocational Training Advisory Council meeting in Ottawa this week under the chairmanship of Dr. G. Fred McNally, former Chancellor of the University of Alberta.

Under the federal-provincial agreements covering assistance for capital expenditure, coming into effect in 1945, a total of \$10,000,000 of federal funds were provided for

division among the provinces for expanding the physical facilities for vocational training in each province, on a per capita basis. Under the agreements, the provinces matched federal expenditures. Up until October of this year, 93 per cent of the federal funds had been claimed, and only three projects were incomplete. These expenditures were in addition to other federal allotments and provincial expenditures under other agreements with the provinces designed to expand teaching facilities in the field of vocational trades training.

The whole field of federal-provincial co-operation towards the expansion of vocational training is under review at this meeting of the Council, with particular attention being paid to the expansion of opportunities of training for the physically handicapped to suit the overall rehabilitation programme now being developed between federal and provincial authorities and the expansion of apprenticeship training to meet the needs of Canada's expanding industry.

ASSISTANCE TO SHIPPING: The Government has decided that owners of deep-sea vessels on Canadian registry be allowed to sell their vessels on condition that the proceeds of sale are placed in escrow for the acquisition of modern vessels to be placed on Canadian registry, it was announced on November 12. The use of escrow funds will be modified by removing the provision that vessels acquired with them must be built in Canadian yards and by adding a limitation that such escrow funds will be used in the future only for the acquisition of dry cargo vessels and not of tankers. The Canadian Maritime Commission will be responsible for ensuring that vessels acquired through the use of escrow funds, whether through new construction or by purchases, be of a modern and efficient character.

No change will be made in the present position in respect of Canadian vessels under United Kingdom registry. This maintains the status quo of the agreement between the United Kingdom and Canada concerning Canadian-owned vessels which were transferred to U.K. registry in 1950, as well as those vessels which are owned by Canadians but were never placed on any other registry but the United Kingdom.

It is further announced that the Government has decided that the request made by the Canadian Shipowners Association for operating subsidy could not be approved at the present time. However, if it appears feasible to establish modern Canadian flag vessels on certain routes that would be of benefit to the development of Canadian trade, the Minister of Transport indicated that consideration might be given at a later date as to whether or not some form of assistance ought to be provided in such cases.