

CANADA VIEWS U.K. SURCHARGES

Commenting in the House of Commons on October 26 on the recently-announced British surcharges on imports other than foodstuffs, basic raw materials and unmanufactured tobacco, Prime Minister Pearson said, in part:

...No detail is as yet available as to the specific impact of this new charge on particular Canadian exports. However, it is clear that, in general, it will apply to Canadian manufacturers. We await further information concerning the applicability of the charge to Canadian semi-manufactured materials.

It is important to note that the new charge will apply to imports from all sources. Moreover, existing margins of tariff preference will not be altered.

Mr. Wilson has told me how much he regrets that it has been necessary to impose charges on certain imports from the Commonwealth, but Britain's non-discriminatory obligations and the urgency of the situation left him no alternative. He has assured me that the new charges are essentially temporary.

OLD RIVER BOAT DISCOVERED

Experts are examining an archeological treasure recovered this summer from Lake Huron at St. Joseph's Island, near Sault Ste. Marie, Ontario. This is part of the flat bottom of a *bateau* that probably carried supplies to old Fort St. Joseph, which stood on the island more than 150 years ago.

Found beneath a disused canoe wharf at the fort site, the 23-foot section has arrived at Fort Malden National Historical Park, Amherstburg, Ontario, to join the park's nautical collection. It was discovered by an underwater search party from the Historic Sites Division of the National Parks Branch, assisted by an archeological team from the University of Toronto.

French and British boats of this type travelled the continent's inland waterways for more than a century before 1850. They were 30 to 40 feet long and were propelled by oars and sails. Before a smaller section of one of these craft was found in Lake Champlain in 1960, historians knew little of their precise construction. This summer's find gives archeologists their best opportunity so far to study the design and structural details of a *bateau*.

DESCRIPTION

The present specimen, built of oak and pine, was apparently about 30 feet long, with a seven-foot beam and a draft of four feet. The salvaged section has a step for a mast, but no trace of the four pair of oars it probably carried. The square rose-head nails used in its construction are of a type employed about 1812.

Fort St. Joseph, built between 1796 and 1799, was the westernmost British strong-point during the War of 1812. It was burned by the Americans in 1814 and never rebuilt.

The recovered section of the *bateau* was found in surprisingly good condition, filled and covered with stones that may have formed a pier for the old canoe wharf and are believed to have preserved the remains from the force of the waves.

will be reduced as soon as the balance-of-payments situation permits and abolished at the earliest opportunity. The British Government will maintain the existing parity of sterling. Mr. Wilson has indicated that in this connection ample facilities are available for the support of sterling.

Britain is Canada's second most important market and we value highly our trading relations with her. Britain's economic strength is important to Canada and to the rest of the world.

I have expressed our hope that the combination of measures introduced by Britain will result in the speedy restoration of balance-of-payments equilibrium and the earliest possible elimination of the special charge on imports.

I have assured Mr. Wilson that he can count on the understanding of the Canadian Government with respect to the present economic difficulties facing Britain and the necessity of measures on their part to overcome them.

PROCESS OF SALVAGE

A stone breakwater was constructed to protect them further while they were being removed from the water. The whole section then was placed in a plastic-lined pit and submerged for ten days in a 50 percent solution of polyethylene glycol. This preservative remains in the myriad tiny spaces after the wood dries out, preventing it from cracking.

Also recovered in good condition was part of an old schooner dock, expertly constructed of dovetailed logs without the use of nails. Like the *bateau* section, this had apparently been protected from the waves by a covering of stones.

The intact portion of the dock measures 32 by 21 feet. The original structure was 32 by about 72 feet.

NEW 8-CENT STAMP

The first 8-cent stamp produced by the Canada Post Office since 1946 will be issued on November 18. It is intended to replace a former 7-cent stamp rendered obsolete by a recent increase in air-mail rates to the United States. Besides facilitating prepayment of postage on air-mail letters, the stamp will be used for parcel post and for first-class letters weighing between one and two ounces for delivery within Canada.

In announcing the new issue, the Postmaster General said that the design was a re-working of the 7-cent regular issue released in March. The only change is in the numeral 7, which has been replaced by an 8. The central feature of the design is a modern inter-city jet aircraft taking off from a Canadian terminal.

Since the air-mail rate change went into effect on July 15, the Post Office Department has provided an overprinted stamp with the 7 defaced and an 8 printed above it. Supplies of this stamp will soon be exhausted and the new 8-cent issue will take its place.