

North Atlantic nations is to keep their economies strong so that they can make their contributions towards maintaining the peace without impairing their ultimate staying power.

"I think we all hope and believe that can be done and that international security need not mean any reduction in the economic efficiency of this continent nor even in the North American standard of living. There has been such a great increase in our productivity on this continent that our material standard of living has continued to rise despite all we have thus far expended on defence or contributed to European recovery.

#### MARSHALL PLAN ASSISTANCE

"The massive assistance of the Marshall Plan to the economic recovery of Europe has been quite as important a contribution to our common security as the North Atlantic Treaty itself. And we can understand the emphasis your public men are laying on the importance of removing barriers to the trade of our European allies with each other.

"But I do not think we can afford to lose sight of the fact that it is even more important to the economic strength of the free world that the European countries and, indeed, all countries suffering from a dollar shortage, should also be able to export as freely as possible to North American markets. It is, after all, only by accepting imports from other continents that we in North America can hope to reduce the real cost to ourselves of our contribution to the common security of the free world. And it is only by accepting imports that we can hope to provide stable and profitable markets outside our continent for these agricultural and other surpluses beyond our own needs which both our countries do actually produce.

"Canada, in this matter also, is in a somewhat different position than the United States. Though we still export rather more than we import, our over-all exports and imports are not too far from a balance. But, as I have already said, we in Canada import from the United States far more than we export to this country, and we export to Europe far more than we import from Europe. That is why Canada, too, has a dollar problem. We, therefore, have a special interest in freer multilateral trade and though I am not an economist, that seems to me to mean freer entry to this country both for European exports and for our own.

"I would not venture to advocate the reduction of tariff and other trade barriers as any special favour to us. But it does seem to me that such a policy might make a tremendous contribution to the security of the free world generally and the United States in particular.

"A century ago, England found herself in much the same position the United States has today. England was then the greatest industrial nation, the wealthiest nation and, therefore, the greatest potential market. She opened that great market freely to the world and, whether

as a result or merely as a coincidence, the world - herself included - enjoyed more than half a century of comparative peace and economic progress.

"Might it be possible that history has there a lesson for this continent and this country at the mid-point of the twentieth century?...."

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**ICAO PARIS MEETING:** An attempt to fill in the existing gaps in the world network of upper air weather reporting stations will be made by the International Civil Aviation Organization's Meteorological Division, whose third session began in Paris on February 14.

ICAO officials point out that, with modern airliners now flying on scheduled routes through the upper atmosphere, a better knowledge of weather conditions there has become necessary. Most upper air reports are obtained from radiosonde balloons, unmanned balloons carrying special radio equipment which send back weather reports as they climb. The radiosonde networks in Western Europe and in North America are reasonably complete, but in some regions of the world there are only two or three radiosonde stations for an entire continent. Major difficulty is financial; it costs as much as \$30,000 per year to operate one radiosonde station.

The ICAO Meteorological Division will also investigate the available knowledge of the physical conditions of layers of the atmosphere which will be used by jet aircraft. Sudden gusts (sometimes known to the passenger as "bumps") have increasingly violent effects as the speed of flight increases. With the introduction of jet aircraft flying at very high speeds, it becomes more important to have the fullest possible knowledge of the character of the gusts in order that they may not take pilots by surprise. Study of the physics of the upper atmosphere may help in improving the possibilities for predicting under what conditions gusts can be expected at various levels.

A number of additional items also are on the agenda.

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**1949 FARM PRICES LOWER:** Farm prices of Canadian agricultural products moved lower in 1949 for the first time since 1939, the annual average index number, on the base 1935-39, showing a slight decline from the all-time high annual average figure of 252.6 in 1948 to 251.3. For 1947 the index stood at 212.5 and for 1946 at 200.8, while for 1939 the average was 91.8. The index for December, at 246.8, was slightly above the November figure of 245.9, but down from the December 1948 index of 259.9.

There were declines in 1949 from 1948 in the prices of grains, dairy products, potatoes, vegetables and furs, but increases in livestock, poultry, and eggs, fruits, tobacco and maple products.