

cedures should as much as possible be carried out during flight so that a further reduction in time spent on the ground will result.

Unless a majority of ICAO's 51 member nations disapproves the rules by next August 1, they will come into force on March 1, 1950. This time is provided to permit each nation to alter its national legislation and regulations so as to bring the standards into force. According to the Convention on International Civil Aviation which every member of ICAO has ratified, each nation must put ICAO standards into force in its own territories. Should it be unable to comply in all respects, it must inform ICAO of the differences which will exist, and in turn the Organization must acquaint all other member states of these differences.

ICAO has already reported progress on its air transportation facilitation program, with certain of its standard forms and manifests already put into use by some 37 of the Organization's member nations.

**BRAZILIAN SCHOLARSHIP:** The Department of External Affairs announced on April 4 that the Brazilian Government has offered a scholarship to be awarded to a Canadian citizen for study at a recognized Brazilian university. Professional men and women with an appropriate university degree are eligible.

The scholarship is intended to run for six months, from July to December, 1949. Its total value is approximately \$1200 (22,800 cruzeiros). The successful candidate will be expected to pay his own travel expenses to and from Brazil.

Applications should contain a biography of the candidate, including a full description of academic and professional career and an outline of the proposed course of study in Brazil. Letters of recommendation should also be included or names of persons from whom information may be obtained. Applications should be sent before May 1, 1949, to the Department of External Affairs, Ottawa, which will transmit them to the Brazilian Government. Announcement of the award will be made as soon thereafter as possible.

**WILDLIFE WEEK:** The Prime Minister, Mr. St. Laurent, made the following announcement on April 4:

"In 1947 Parliament passed an Act providing for a National Wildlife Week in Canada to stimulate interest in the conservation of our wildlife resources. The week is timed to take place covering the 10th day of April, the birthday of the late Jack Miner, the famous Canadian conservationist. This year National Wildlife Week will be celebrated from April 10 to April 16.

"Our country has been bountifully endowed with wildlife resources. It is the duty of those of us who are now alive to safeguard and preserve them for future generations of Cana-

dians. Such a duty not only falls upon governments. It is the responsibility of all citizens. By protecting and increasing our wildlife the nation will benefit immeasurably.

"Jack Miner played an outstanding part in developing bird sanctuaries and in stimulating interest in the conservation of Canadian wildlife. I hope that citizens of all parts of Canada will take the opportunity presented by National Wildlife Week to honour his memory and to ensure, in various ways, that the benefits derived from our wildlife resources will be passed on in even greater abundance to those who come after us."

**CARLOADINGS:** Carloadings on Canadian railways for the week ended March 26 totalled 73,172 cars compared with 72,991 in the preceding week and 68,813 cars in the same week last year. The gain over 1948 was 4,359 cars or 6.3 per cent. Grain loadings featured the advance, increasing from 4,643 cars to 7,894. Ores and concentrates were up 287 cars over last year at 2,374 cars, and gasoline and oils from 3,207 to 4,469 cars. Iron and steel products advanced 416 cars to 1,974, and autos moved in greater volume this year, up 286 cars. L.C.L. merchandise registered a gain from 16,840 to 18,396 cars. Considerable declines, however, were shown in loadings of pulpwood, lumber, woodpulp and paper. Receipts from foreign connections receded from 39,906 cars in the 12th week of 1948 to 31,278 cars.

**FITNESS TRAINING:** The Minister of National Health and Welfare, Mr. Martin announced on April 4 that money has been appropriated to assist qualified Canadian students to take post-graduate training in recreation and physical fitness.

This action was taken, he said, on the advice of the National Council of Physical Fitness which has set up a special committee to develop the rules under which the assistance will be granted and to consider applications received.

**UNEMPLOYMENT INSURANCE:** Increased numbers of claims for unemployment insurance benefit were filed in local offices throughout Canada in February as compared with the same month last year, all provinces recording higher totals. The month's aggregate, however, was below that of January, lower figures being shown for all regions.

**CHART BOOK OF EMPLOYMENT:** The Bureau of Statistics has published its second annual chart book of employment and payrolls in certain industries. The present volume brings forward the series established during the war by the Wartime Prices and Trade Board and continued by the Department of Reconstruction and Supply until 1946, when they were transferred to the Bureau.

## STATEMENT ON SIGNING OF ATLANTIC TREATY

**BY MR. PEARSON:** The following is complete text of the statement by the Secretary of State for External Affairs, Mr. Pearson, at the signing of the North Atlantic Treaty in Washington, D.C., on April 4:

"Last week the Parliament of Canada, with only two dissenting voices, endorsed the Treaty which we sign here today. This virtual unanimity reflected the views of the Canadian people who feel deeply and instinctively that this treaty is not a pact for war, but a pledge for peace and progress.

### FEAR AND FRUSTRATION

"The North Atlantic Treaty was born out of fear and frustration; fear of the aggressive and subversive policies of communism and the effect of those policies on our own peace and security and well-being; frustration over the obstinate obstruction by communist states of our efforts to make the United Nations function effectively as a universal security system. This treaty, though born of fear and frustration, must, however, lead to positive social, economic and political achievements if it is to live; achievements which will extend beyond the time of emergency which gave it birth, or the geographical area which it now includes.

"This treaty does not, of itself ensure peace. It does, however, give us the promise of far greater security and stability than we possess today. By our combined efforts, we must convert this promise into performance or the treaty will remain no more than yet another expression of high but unattained ideals. That will not happen to our North Atlantic Pact if each of us accepts the challenge it proclaims; if each of us, with trust in the goodwill and peaceful policies of the others, will strive to make it something more than words. We know that we can do this. If it were not so, we would not today be giving this pledge to stand together in danger and to work together in peace.

"We, in this North Atlantic Community, the structure of which we now consolidate, must jealously guard the defensive and progressive

nature of our league. There can be no place in this group for power politics or imperialist ambitions on the part of any of its members. This is more than a treaty for defence. We must, of course, defend ourselves; and that is the first purpose of our pact; but, in doing so, we must never forget that we are now organizing force for peace so that peace can one day be preserved without force.

"We are a North Atlantic Community of twelve nations; and three hundred and fifty million people. We are strong in our lands and resources, in our industry and manpower. We are strong above all in our common tradition of liberty, in our common belief in the dignity of the individual, in our common heritage of social and political thought and in our resolve to defend our freedoms together. Security and progress, however, like peace and war, are indivisible. So there must be nothing narrow or exclusive about our league; no slackening of our interest in the welfare and security of all friendly people.

### WORLD COMMUNITY

"The North Atlantic Community is part of the world community and as we grow stronger to preserve the peace, all free men grow stronger with us. The world today is too small, too interdependent, for even regional isolation.

"This treaty is a forward move in man's progress from the waste land of his post war world, to better, safer ground. But as we reach the distant pastures, we see greener ones far on. As we reach the summit of this lofty peak, higher ones loom up beyond. We are forever climbing the ever mounting slope and must not rest until we reach the last objective of a sane and moral world.

"Our treaty is no mere Maginot line against annihilation; no mere fox-hole from fear, but the point from which we start for yet one more attack on all those evil forces that would block our way to justice and to peace.

"In that spirit, and with great pride, I sign this treaty as the delegate, and the servant of my country."

**H.M.C.S. "MAGNIFICENT" AT SEA:** A two day convoy exercise wound up the major portion of combined exercises involving ships of the Royal Navy's America and West Indies Squadron and the Canadian Navy. The exercise commenced within a few hours of leaving the large American Naval base of Guantanamo, Cuba, March 29, where the R.C.N. and British ships spent a four-day rest period.

The convoy - represented by the Royal Fleet Auxiliary, "Gold Ranger" - was escorted by the carrier "Magnificent", cruiser "Jamaica" and the destroyers "Athabaskan", "Nootka" and "Haida", with the frigates "Bigbury Bay",

"Whitesand Bay" and "Antigonish" and the sloop "Snipe" forming the anti-submarine screen. Somewhere ahead, between Cuba and Bermuda, lurked the British submarine, H.M.S. "Iudor", and the cruisers "Glasgow" and "Ontario", acting as "enemy" raiders.

The first action developed early in the afternoon of March 30, when the radar and aircraft screen confirmed the "enemy" cruisers were closing in from the eastward. Taking the three tribal destroyers under her command, H.M.S. "Jamaica" was detached from the convoy to hold the opposing cruisers off. By late afternoon smoke screens could be seen low on