

SPECIAL CADET CAMP: Fifty young members of the Royal Canadian Army Cadets will be selected from units in the five army commands across Canada to attend a special cadet camp in the area of Banff, Alta., this coming summer, it was announced Thursday at Army Headquarters in Ottawa.

Selection will be in the nature of an award to outstanding cadets for their keenness and efficiency during the preceding 12 months, and will undoubtedly act as a spur to all cadets to achieve perfection in all branches of their training. In like manner the Air Force rewards merit in its cadets with flights around the country and even to the United Kingdom, and the Navy has ocean cruises and training at sea for its Sea Cadets.

The camp at Banff will last for three weeks and 60 per cent of the training program will be devoted to organized sports, swimming, fishing and trail trips through some of the world's finest scenery. The rest of the time will be taken up with advanced cadet training such as setting up and operating wireless stations, fieldcraft, map readingschemes and compass marches.

Quotas for attendance at the camp, which have been allotted to each army command on the basis of cadet population, are five for Eastern Command, 14 for Quebec, 18 for Central, six for Prairie and seven for Western. Boys selected will be escorted to Banff and back to their homes by Active Force non-commissioned officers from the cadet administrative and training staff, and the camp itself will be organized and operated by Canadian Army Active Force officers and N.C.O.s.

WINTER TRAINING: The Canadian Army, in numerous post-war winter exercises, has laid low the age-old myth that troops operating in the field in the dead of winter are "up against it".

The unofficial word, following study of reports of several cold-weather trials conducted during the past months, is that troops, properly dressed and well fed, are not hindered in their training by sub-zero temperatures.

As casually as they took to the hot, fever-ridden Mediterranean climate in The Second World War, Canadian soldiers have adapted themselves to a more rugged one nearer home -- that of an Arctic winter. Proof that they are catching on fast is contained in a report on Reserve Force soldiers who trained recently in the snow-covered bush country of Wainwright Park. The report reveals that sunburn claimed more soldier-victims last summer than did frostbite in the coldest months of the past winter.

"NORTHERN PAY": Regulations governing the payment of special allowances to members of the Canadian Army posted to northern areas have been eased and the qualifying period halved, it was learned in Ottawa this week. New Regulations, effective February 19, state that officers and men of the Active Force now will be eligible for "northern pay" after 30 days in the far north. An earlier ruling had set the basic qualifying period at 60 days.

The allowances are in addition to all pay and allowances normally accorded the serviceman. Married personnel whose families are living with them on northern stations get a monthly living allowance of \$49.17, plus \$37.50 if not living in Government quarters and \$38.33 if rations are not provided. Single men, or married men whose families are not residing in the area specified, draw a living allowance of \$31.67 per month plus \$30 and \$38.33 if quarters and rations are not provided.

ARMY-AIR LIAISON: Major-General J.M. Gavin, former commander of the famed U.S. 82nd Airborne Division and present Deputy Commander of the U.S. Fifth Army, Chicago, told 52 students of the Canadian Army Staff College at Kingston that airborne operations would play a major part in any future conflict.

Speaking on future trends in airborne equipment and technique, the 40-year-old General emphasized the importance of Army-Air liaison and stressed the growing magnitude of defence in the air.

Later, General Gavin awarded Colonel W. Clement Dick, Director of the Staff College, the U.S. Legion of Merit (Degree of Officer) for "extraordinary fidelity and exceptionally meritorious conduct" in fostering wartime cooperation with the United States Forces.

I.C.A.O. CONFERENCE: Further progress in standardizing the qualifications for pilots, flight crews and ground personnel engaged in international air transport is the aim of the third session of the Personnel Licensing Division of the International Civil Aviation Organization which opened in Montreal Tuesday. The session is expected to last three weeks.

Subjects to be discussed will include further study of the personnel licensing requirements which were not completed at the two previous sessions of the Division, such as requirements for senior commercial pilots and medical requirements for personnel licences. Some of the contracting states of ICAO, who have made considerable progress in the science of aviation medicine, have signified that some revision of the medical requirements for personnel licences is desirable. For instance,

recent research work carried out at the Medical Examination Centre for flight personnel in Paris, has revealed that the application of the hearing requirements drawn up at previous sessions of the Division might result in the rejection of a large proportion of pilots after 3,000 - 4,000 hours of flight.

INTERNATIONAL STANDARDS

New subjects to be discussed at the meeting include proposed international standards for pilots of private and commercial gliders, for pilots of airships and for pilots of helicopters. Consideration will also be given to the desirability of establishing a grade of non-piloting aircraft commanders. Experience has shown that many airline captains at the comparatively early age of 45 either cease their active employment in aviation or accept appointments outside aviation. This loss of valuable piloting experience might be reduced if airline transport pilots could be permitted to continue in command of aircraft, keeping their judgment and experience available for command decisions, in spite of being no longer physically qualified in all respects for the actual operation of the aircraft controls. The Division will first consider whether there is a real need for such a grade of non-piloting aircraft commander before attempting to recommend detailed requirements.

A major task of the Division is to standardize the curricula of approved courses for training aeronautical personnel. This standardization is required because experience has shown that the qualifications required for the issue of personnel licences can be more readily and speedily acquired by applicants who undergo closely supervised, systematic and continuous courses of training conforming to a planned syllabus.

The achievement of such uniformity will promote the international standardization of personnel licensing requirements.

RAIL RATE INCREASE: The Board of Transport Commissioners announced their decision Tuesday, March 30, on the Application of the Railway Association of Canada, made on behalf of its member Railway Companies, for authority to make a general increase of 30% in the freight tolls and rates, which are subject to the jurisdiction of the Board, except on coal and coke. On coal and coke the railways asked for authority to increase the rates by a specified amount per ton, on a sliding scale.

The Board authorized the railway companies to make a general advance in freight rates of twenty-one per cent, with the exception of the items particularly mentioned under.

On coal and coke a flat increase of twenty-five cents per ton throughout is authorized.

The railway companies, subject to the jurisdiction of the Board, are authorized to

publish and file tariff schedules, in accordance with the Board's findings, on not less than three days' notice.

The minimum charge for a single less than carload shipment between any two stations will be 100 lbs. at first class rate but not less than seventy-five cents.

Recognized differentials via rail, water and rail routes are to be preserved as far as may be practicable, even though certain rates via differential routes may be lower or higher than would otherwise prevail if such rates were subjected to the increases authorized.

The Board made provision for the disposition of fractions, in calculating the rates.

RATES EXCLUDED

The Board's authorization for increased rates and charges does not include the following:-

(1) Rates on grain and flour moving from all points on all lines of railway west of Fort William to Fort William and Port Arthur and Armstrong. These are statutory rates and are sometimes referred to as "Crows Nest Pass" rates.

(2) Rates on grain and flour from all Prairie points on all lines of railway to Vancouver, Prince Rupert and other British Columbia and Coast ports for export.

(3) Rates on grain and grain products for domestic consumption between points in Western Canada and rates on feed grain published in C.F.A. Tariff 145, C.T.C. 154.

(4) Joint international rates between Canada and the United States of America which were increased as a result of decisions of the Interstate Commerce Commission (U.S.A.) in Ex Parte 148, 162 and 166.

(5) Rates between United States points passing through Canada and referred to as overhead rates.

(6) Export and Import rates which are presently on a parity with rates to or from United States ports.

(7) Demurrage and Penalty Charges.

(8) Agreed Charges entered into between the carriers and the shippers under the provisions of The Transport Act, 1938.

These Agreed Charges are left to be dealt with in accordance with the various agreements which contain provisions for their termination. The parties may then negotiate with regard to the agreements upon a modified basis.

On the motion of the respondent provinces, made in these proceedings, the Board issued Order No. 69612, dated October 17th, 1947, suspending until further Order of the Board certain freight and express competitive tariffs of tolls and supplementary tariffs which the railways and express companies had filed with the Board, on thirty days' notice, with the object of increasing the rates in said Competitive Tariffs of Tolls. The said rates which it was proposed to increase are lower than normal rates and had been put in to meet water and motor truck competition.