

ed, and in the hope that it may be possible to settle these and all other outstanding questions in the spirit of the Resolution adopted by the General Assembly of the United Nations on December 11, 1948."

The recognition which Canada has now given to the State of Israel is a separate question from that of Israel's admission to the United Nations. Application for such admission was made recently to the Security Council, by which it must be approved before it can be submitted to the General Assembly, the approval of which is also required. This application was not successful, as only five of the eleven members of the Council supported it. Canada abstained from voting on this occasion because the Canadian Government considered that further time was required to examine the implications of a statement made at the previous meeting of the Council by the representative of the U.S.S.R., who had said:

"In our opinion, the territory of the State of Israel has been determined and delimited by an international instrument, that is, the resolution of the General Assembly of 29th November, 1947, which has not been revoked by anybody, and which remains in force. Not only does that resolution delimit the territory and boundaries of the State of Israel, but the resolution has a map appended to it, which can be consulted at any moment by any member of the Security Council or by anybody else."

The U.S.S.R. representative also used the word "enforcement" in relation to the boundaries referred to in the above resolution. As these boundaries are not now acceptable either to the State of Israel or the neighbouring Arab states, the Canadian representative was anxious not to be put into the position of appearing to accept them in voting for the Israel application. That is why he supported a French resolution for a short postponement of the application, which would not in any event have delayed a final decision, as the Assembly, which would also have to approve the application, does not meet until April 1, 1949. The request for postponement was rejected, and the Canadian representative therefore felt obliged to abstain on the vote on the application, which, of course, can be made again by the State of Israel, if it so desires.

COMMISSION ON TRANSPORTATION: The Office of the Prime Minister announced on December 29 the appointment of a Royal Commission on National Transportation, the following to be Commissioners:

The Honourable W.E.A. Turgeon, K.C., LL.D., a member of the King's Privy Council for Canada, Chairman.

Henry Forbes Angus, Esquire, Professor of Economics, University of British Columbia, Vancouver, B.C. and

Harold Adams Innis, Esquire, Professor of

Political Economy, University of Toronto, Toronto, Ont.

The Commission is instructed, in particular, to:

- "(a) Review and report upon the effect, if any, of economic, geographic or other disadvantages under which certain sections of Canada find themselves in relation to the various transportation services therein, and recommend what measures should be initiated in order that the national transportation policy may best serve the general economic well-being of all Canada;
- "(b) Review the Railway Act with respect to such matters as guidance to the Board in general freight rate revisions, competitive rates, international rates, etc., and recommend such amendments therein as may appear to them to be advisable;
- "(c) Review the capital structure of the Canadian National Railway Company and report on the advisability, (or otherwise), of establishing and maintaining the fixed charges of that Company on a basis comparable to other major railways in North America;
- "(d) Review the present-day accounting methods and statistical procedure of railways in Canada, and report upon the advisability of adopting, (or otherwise), measures conducive to uniformity in such matters, and upon other related problems such as depreciation accounting, the segregation of assets, revenues and other incomes, etc., as between railway and non-railway items;
- "(e) Review and report on the results achieved under the Canadian National-Canadian Pacific Act, 1933, and amendments thereto, making such recommendations as the present situation warrants;
- "(f) Report upon any feature of the Railway Act, (or railway legislation generally) that might advantageously be revised or amended in view of present-day conditions."

The scope of the Commission is not to extend to the performance of functions which, under the Railway Act, are within the exclusive jurisdiction of the Board of Transport Commissioners.

MR. PIERCE'S APPOINTMENT: Mr. S.D. Pierce, Canadian Ambassador to Mexico, has been given leave of absence from the Department of External Affairs, and has been appointed Associate Deputy Minister of Trade and Commerce as and from February 1, 1949, the Office of the Prime Minister announced on December 29.

The Department of Trade and Commerce is charged with the responsibility for procurement for the armed forces which necessarily involves close relations with Canadian industry and with the procurement agencies of the United States Government. Mr. Pierce will be concerned, primarily, with the activities of the Department in this field.