

leaders in the building trades. It is proposed that they should meet officers of building-loan societies, municipal counsellors, architects and authorities responsible for housing specifications and concerned with industrial and commercial construction.

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CANADIANS IN ARBITRATION COURT

The Department of External Affairs announced on August 19 the appointments of the following persons as members of the Canadian national group in the Permanent Court of Arbitration: Mr. Justice Ritchie, Judge of the Supreme Court of Canada, Ottawa, Ontario; Arthur Hugo Ray, Esq., Q.C., barrister and solicitor, Vancouver, British Columbia; Professor Jacques-Yvan Morin, Professor of International Law, University of Montreal; Marcel Cadieux, Esq., Deputy Under-Secretary of State for External Affairs, Ottawa, Ontario.

As Mr. Howard Green, Secretary of State for External Affairs, recently said in the House of Commons, Canada has decided to support actively the Permanent Court of Arbitration and the Canadian Ambassador in The Hague is representing Canada on its Administrative Council. Forty-four other countries are members of the Court, which was established in 1899 for the settlement of disputes between states.

SUPPLEMENTARY DUTIES

In addition to the duties of arbitrators, the members of the Canadian national group may be called upon to perform, they will also perform an important supplementary function provided for in the Statute of the International Court of Justice. This function is to make nominations for elections to the International Court of Justice. Under the Statute, they are authorized to nominate four candidates for election to the Court, whose names are communicated to the Secretary-General of the United Nations. The Secretary-General notifies member governments of the United Nations of all nominations before the actual elections, which are conducted by the General Assembly and the Security Council. Candidates who obtain an absolute majority of votes in the Assembly and in the Security Council are considered elected.

The Canadian national group plans to meet in Ottawa later this month to nominate candidates for the International Court elections that will take place during the fifteenth session of the General Assembly this autumn. These elections are being held to replace five retiring judges and to fill one vacancy caused by the death of Sir Hersh Lauterpacht of the United Kingdom.

The Statute of the Court provides that the Court shall consist of fifteen members, no two of whom may be nationals of the same state. No Canadian is a member of the Court at present.

There was a Canadian on the Court in the person of Mr. Justice John E. Read. His term of office expired in 1958.

Members of the Canadian national group hold office for six years and serve without honorarium. The present group is drawn from the various branches of the legal profession in Canada, the bench and practising bar, the law faculties, and government services.

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FERRY BEARS HISTORIC NAME

A new ice-breaking diesel ferry, the CMS "John Guy", was put into service between Bell Island and Portugal Cove, Newfoundland, on August 24. Transport Minister George Hees was a passenger on the first trip.

The 149½-foot car-and-passenger ferry replaces one of the two vessels now in operation on the 2½-mile run between the iron-ore producing island in Conception Bay and the mainland.

Bell Island holds an important place in the economies of Newfoundland and Nova Scotia. The main ingredient in the steel fabricated at Sydney, Nova Scotia, is hematite ore shipped from the island.

SOURCE OF NAME

The new ferry was named after John Guy of Bristol, England, who headed the first body of English settlers to establish a full-fledged colony in Newfoundland. His party landed at Cupids, at the head of Conception Bay, in 1610. Guy later became Lord Mayor of Bristol.

Designed by Milne, Gilmour and German of Montreal, naval architects, the "John Guy" was built for the Department of Transport by Ferguson Industries Limited of Pictou, N.S. The new vessel, which will be operated for the department by the Newfoundland Transportation Company, can accommodate 24 cars, including heavily-laden trucks. She has a day-passenger capacity of 200 and carries a crew of eight.

Of all-welded steel construction, the "John Guy" is equipped with direct-drive diesel twin-screw propulsion. She has a speed capable of maintaining an hourly schedule between Bell Island and Portugal Cove every day of the year.

Dimensions:

Length	149'6"
Length between perpendiculars	139'
Breadth moulded	41'9"
Breadth over guards (extremes)	42'
Depth moulded	15'
Load draft, even keel	8'6"
Deadweight at 8'6" draft	469 long tons
Power - two engines	500 s.h.p.ea.
Speed on trials	11 knots
Vehicle capacity - automobiles	24
Passenger capacity	
(day passengers)	200
Crew complement	8