

DIPLOMATIC APPOINTMENTS

Mr. Mitchell Sharp, Secretary of State for External Affairs, has announced the appointment of Mr. Gordon E. Cox as Ambassador to Thailand, where he will succeed Mr. J.C. Britton, who has held the position since 1967 and will be retiring shortly from the Public Service. Mr. Cox, who is currently Deputy Permanent Representative and Minister at the Permanent Mission of Canada to the United Nations, will be replaced in New York by Mr. David C. Reece, former Counsellor at the Office of the Canadian High Commissioner in New Delhi.

VISITORS FROM FRANCE

Six graduates of the Ecole nationale d'administration (ENA), Paris, visited Canada as guests of the Government of Quebec from August 16 to 31 and, as guests of the Federal Government from September 1 to 22.

In 1964, under the terms of a cultural agreement, the Government of France agreed to admit a number of Canadian civil servants to the ENA each year, and Canadians have been attending training courses there since then.

The Ecole nationale d'administration recruits and trains future management and supervisory personnel for the principal agencies of the French Government.

Since 1965, the Canadian Government has extended a reciprocal invitation to ENA graduates to visit Canada. This year, again, six of them had the opportunity to study current activities in public administration in Canada. The program for the graduates' visit to Ottawa included lectures and discussions on Canadian political, administrative and economic institutions, as well as a number of meetings with Canadian Government officials. During their visit, the ENA graduates toured Canada from coast to coast, observing Government programs in action at first hand and seeing some aspects of Canadian cultural life.

The visit was arranged by the Cultural Affairs Division of the Department of External Affairs, in conjunction with the Public Service Commission.

CANADA BACKS "MANHATTAN" VENTURE

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for a passage to "the Southern Sea". Robert Bylot and William Baffin sailed around the entire circumference of Baffin Bay in 1616.

In 1819-20, Edward Parry became the first explorer to venture beyond the eastern Arctic. He sailed nearly the entire length of what is now called Parry Channel, reaching the south coast of Melville Island, and coming close to passing through the Arctic islands. Heavy ice in M'Clure Strait prevented him from reaching the Beaufort Sea.

Sir John Franklin attempted the Northwest Passage in 1845, but perished with all his men somewhere in the vicinity of King William Island. His disappearance set off a series of rescue expeditions (at one time, 14 ships were searching simultaneously), which did much to further knowledge of the Arctic islands and waterways.

Possibly the most important was the voyage of Robert M'Clure, who sailed north through Bering Strait (1850-54) and became icebound on the north coast of Banks Island. He and his party continued on foot toward Viscount Melville Sound, reaching the point attained some 30 years earlier, from eastward, by Edward Parry. There, M'Clure and his men were rescued by a British ship, which took them home through the rest of the Arctic.

The existence and location of a passage being known, the full-length navigation through the Arctic islands became a question of survival of crew and ship in Arctic ice. This endurance question was not solved until 1903-06, when the Norwegian explorer, Roald Amundsen, with a specially-equipped 47-ton herring boat, the *Gjoa*, took three seasons to pass from east to west through the Arctic, stopping to locate the North Magnetic Pole.

In 1940-42, Sergeant H.A. Larsen, in the Royal Canadian Mounted Police schooner *St. Roch*, made the Northwest Passage from west to east, in the course of normal supply operations in support of RCMP posts scattered through the western Arctic, and in 1944, again in the *St. Roch* he accomplished the passage, east to west, in a single season.

The Canadian icebreaker *Labrador* became the first deep-draft vessel to make the Northwest Passage in 1954.

Three United States icebreakers - *Spar*, *Storis*, and *Bramble* - sailed through the Arctic west to east in 1957. The ships were carrying out hydrographic surveys in connection with DEW Line requirements, and were escorted over the last half of the trip by the *Labrador*.

In 1967 the icebreaker *Sir John A. Macdonald* (which is accompanying the *Manhattan*) made the passage east to west, more or less as an accidental by-product of icebreaking duties in support of other vessels.

POSTSCRIPT

Since this report was written, the *Manhattan* has successfully navigated the Northwest Passage.