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THE COMMONWEALTH - DIVERSITY IN UNITY

"Without a common juridical base present in all countries of the Commonwealth," Prime Minister Diefenbaker assured the Second Commonwealth and Empire Law Conference in Ottawa on September 19, "it would not have been possible to have the very programme that you have been following these several days. From family law to restrictive trade practices, from administrative tribunals to criminal justice, the themes, the language, the concepts are at home everywhere in all Commonwealth halls of law and justice." Mr. Diefenbaker observed that Marxists spoke of "broad impersonal forces that move inexorably to some grim, fore-ordained end." "This is not so of the Commonwealth," he declared. "It involves the sentiments, emotions and interests of vast hosts dispersed around the globe, varying profoundly in background, temperament, language, religion and culture....What perpetuates the Commonwealth is a collective will to perpetuate it."

The complex harmony of the Commonwealth formed the subject of the body of Mr. Diefenbaker's address, which follows:

"...The Commonwealth is not jeopardized when a unanimity of views is hard to obtain. It is a sign of vitality when the Commonwealth partnership means different things to different people; and it is when a number of these different things converge that unity is achieved. A rigid uniformity would make the Commonwealth brittle. A loose convergence gives the Commonwealth its flexibility. And that is what has enabled it to weather every storm.

"Two underlying Commonwealth motivations seem to puzzle outsiders. There are those who take pride in a common heritage of law, of modes of government, of public life. Then there are those who would maintain the Commonwealth connection merely because it is convenient for them to do so. Some, feeling the pull of history, are creatures of the past; others, pragmatic rather than historic in their outlook, are impelled in part by practical considerations.

BONDS OF THE SPIRIT

"The Commonwealth is no mere contrivance to be used or discarded as befits the needs of the moment. Like the United Kingdom, the Commonwealth does not have a written Constitution; but, unlike the United Kingdom, the Commonwealth has no Constitution at all. Every other international undertaking begins with a signed contract -- treaties, covenants, charters. I once used these words to describe it -- 'The bonds are not of the sword or of the seal but of the spirit'. Their place is taken in the Commonwealth by historic forces that still do much to inspire, guide and re-shape it.

"Not all members of the Commonwealth have the same attitude towards the Crown. For Canadians it is the indispensable focus of Commonwealth unity.

"Traditional values are, then, still at the heart of our affairs. Each generation must, all the same, have first principles restated in contemporary terms. Commonwealth ideals

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have not altered. Utterly transformed, however, are the circumstances to which they must be applied. Within the Commonwealth the ideological, the structural and racial problems of today are not what they were yesterday.

"Among current problems is the scope of representative democracy in the Commonwealth partnership. And the questions it raises are, in essence, ideological. During the first half of the twentieth century, as oversea countries of the Commonwealth attained equality of status, parliamentary government and civil liberties were deemed its crowning glory.

"Representative democracy cannot be applied in the same manner and degree in all Commonwealth countries. Whatever the changes, the political legacy of the Commonwealth is respected. Despite compromises, it is held up as a criterion. It is still the goal towards which emancipated peoples will strive. The efforts of newly-emancipated peoples to better their lot commands sympathy and support. Some in Commonwealth countries have found it difficult to adapt to their environment the most advanced systems of law and politics. We understand that. We remember, too, how representative democracy has either broken down or failed to gain acceptance in European countries that were economically mature. There may be exceptions from the forms of public life that Commonwealth countries have inherited. It is, therefore, all the more important to reassert the principles that have, on the whole, made the Commonwealth what it is.

REASSERTION OF PRINCIPLES

"This is not ideological imperialism. It is to declare that personal and political liberties are still the most desirable of objectives.

"The Commonwealth is a voluntary grouping of independent states. It follows from this that, if Commonwealth countries meddled in the domestic affairs of fellow members, the Commonwealth would soon dissolve. And, that being so, is there any reason why it should not include every form of government?

"Totalitarian dictatorships have afflicted mankind since World War I. For this militant, crusading type of government there would be no room in the Commonwealth. And what would exclude it from the Commonwealth is what I have conceived to be the Commonwealth's ideology. That ideology may be a tacit one; in any final test it would, all the same, be decisive. No sworn foe of freedom could be a member.

DIFFERS FROM UN

"While sometimes compared to the United Nations, the Commonwealth is a very different kind of association. The United Nations can, does, and must, tolerate foes of freedom. It escapes ideological problems, by having no overriding ideology. An overriding ideology is patent within the Commonwealth. It is inconceivable that any member of the Commonwealth could be fully totalitarian in spirit.

Traditional and accepted values are too strong.

"Immediate problems of the Commonwealth agenda are of a racial and structural nature. I would be the last to discuss the affairs of other nations within the Commonwealth and speak only by way of illustration of a major Commonwealth problem which affects the present and future of the Commonwealth.

POSITION OF SOUTH AFRICA

"In the communiqué issued in May 1960 by the last Conference of Commonwealth Prime Ministers, it was stated that, while Commonwealth Conferences do not discuss the internal affairs of member countries, the Prime Ministers did informally talk over the racial situation in South Africa. The Prime Minister emphasized that the Commonwealth is a multi-racial association and expressed the need to ensure good relations between all member states and peoples of the Commonwealth.

"In connection with the problem of membership I will quote one passage from the communiqué which, with a referendum impending, may have an earlier bearing on Commonwealth affairs than was anticipated:

'In the event of South Africa deciding to become a republic and if the desire was subsequently expressed to remain a member of the Commonwealth, the meeting suggested that the South African Government should then ask for the consent of the other Commonwealth governments.'

These words were accepted by all member states of the Commonwealth and that fact should be emphasized. As consent to membership requires unanimity, these words become significant and important.

"It is true that every member of the Commonwealth prides itself on having achieved independence and a proper and growing place in the wider family of nations. What is essential about the idea of independence is the capacity, and the will and the opportunity, for a people to take responsibilities and to make their own decisions. It is essential that Commonwealth countries should not interfere in the internal affairs of any other Commonwealth country. As Canadians we may still express our view of what is right and just.

"This has been a great and timely Conference. Unity, which denies race, colour or creed, has been the spirit of this meeting since the first day when the Chief Justice of Canada, the Lord High Chancellor, and the Chief Justice of Nigeria, joined in the ceremonies at the Supreme Court Building in common honour to the tradition of respect for law.

RULE OF LAW IN CANADA

"Canada's Bill of Rights exemplifies Canada's abhorrence of racist practices within her territorial boundaries. That enactment was designed to protect, under law, the dignity of man. Under the Bill of Rights it is recognized

and declared that, in Canada, basic rights and freedoms have existed and shall continue to exist without discrimination by reason of race, national origin, colour, religion or sex. The Rule of Law means equality of all without regard to race or colour under Law. Can the Commonwealth stand for less?

"Changes must take place to meet changing conditions in a living, ever-growing Commonwealth. There may be new members that achieve equality of status that will find it difficult to discharge the burden and responsibilities of independent nationhood.

"Conferences of Commonwealth Prime Ministers are noted for their informality. Soon, however, the number of Commonwealth member nations may be increased from 11 to 18. As the size of the gathering increases, will it be possible to conduct the deliberations as frankly and profitably as hitherto?

MEMBERSHIP PROBLEMS

"Would it be feasible to have membership determined by population? Would small countries be satisfied to have a lesser Commonwealth status than have the more populated or powerful? Should there be a rotation of membership as in the Security Council? Could there be regional groupings within the Commonwealth and representation of such regional groupings in turn at the Prime Ministers' Conference?

"I doubt very much that the authors of those great acts of statesmanship, the Balfour Declaration of 1926 and the Statute of Westminster of 1931, could have foreseen the nature of today's Commonwealth. They undertook an act of faith and that faith has been justified.

"In the intervening years, the members of the Commonwealth have overcome as they arose many problems that have faced the association. Some of those problems have been acute ones; yet, in the past twenty years, the Commonwealth has survived a world-wide war and far-reaching political and economic changes. It has more than survived; it has become stronger.

ADAPTABILITY AND TOLERANCE

"As the Commonwealth, we will have to adapt our institutions and our relationships; we will all have to be tolerant of differences. We will have to face the fact that the varied individual circumstances of the member nations of the Commonwealth may well mean that they will be compelled to adopt a variety of policies to deal with those circumstances.

"Democratic procedures may perforce take rather different forms in different countries. Laws may not be uniform, foreign policies have to be adapted by each member nation to the realities of geography, history and economics.

"The essential spirit of the Commonwealth must be preserved for it is the spirit that counts. To ensure that the spirit of the Commonwealth remains strong, we must constantly be seeking opportunities to co-operate with

our fellow members in every practical way. We must seize every occasion to strengthen the bonds between us in all spheres of human activity without formal organization. We must constantly try to increase mutual understanding. There are a number of fields in which these principles can be applied.

EDUCATIONAL INTERCHANGE

"The governments of the Commonwealth have recently undertaken through the Commonwealth Scholarship Scheme to exchange approximately one thousand students annually between institutions of higher learning in the various Commonwealth countries. I hope that these exchanges will be steadily increased in the years to come, and that through them we will establish an ever-widening circle of men and women holding influential positions in their own countries who are familiar with other parts of the Commonwealth and who share in some degree a common culture.

"This matter of scholarships is only one example. An increasingly important factor in the Commonwealth relationship is economic and technical assistance from the more highly developed members to those that are less developed economically. If this form of economic co-operation can be intensified as a sincere joint effort to raise standards of living and to improve the material well-being of the less privileged members of our Commonwealth family, it can make a very great contribution to the strengthening of the Commonwealth relationship.

"This brings me to ask a question as to whether an additional step forward should not be taken by this Conference.

A COMMONWEALTH LAW INSTITUTE

"Would it be desirable for the lawyers of the Commonwealth to consider the establishment of a Commonwealth Law Institute to do for the varied range of legal developmental problems of the Commonwealth what the American Law Institute has done for the past two generations for the private law of the several states in the American Union? The American Law Institute was created by the bench, the bar and the law schools of the United States. In view of the many jurisdictions and the diversity of rules that followed it was found to be necessary to restate agreed principles in many branches of private law. These restatements became in effect a fresh starting point in contracts, in torts, in property and in other aspects of American private law.

"It seems to me that there will be a growing need for a particular kind of legal knowledge which would be of value to all, and particularly to the new member nations of the Commonwealth. Such questions as the operation of the federal system, with which Canada and Australia have had so much experience; the inter-mixture of the civil and the common law with which South Africa, Ceylon and Quebec and Scotland have had a long and deep experience

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HALIFAX INTERNATIONAL AIRPORT

On September 10, Transport Minister Hees officially opened the new Halifax International Airport and the \$4.5-million terminal building, built to serve it.

Construction of the airport was started in 1956 following detailed meteorological observations to determine a site in the Halifax area where better weather conditions prevailed than at the naval air-base at Dartmouth. The new airport will make possible a separation of naval and civil air operations.

Two runways, 8,800 feet and 7,700 feet long, have been built in northeast and southeast directions, so that aircraft may take advantage of prevailing and bad-weather winds. The site of the airport, determined by aerial and ground surveys to be the best in the area, lies on high rocky ground near the historic Guysborough Road. The land was a gift of the City of Halifax.

Elevation of the airport is about 500 feet above sea level and considerable rock excavation was necessary to get the desired runway gradients. The construction and length of the runways will accommodate easily the largest commercial jet aircraft now in service.

A new section of provincial highway between Waverly and Enfield was re-routed to service the airport. Completion of this road to Halifax will diminish the driving time to the airport, 21 miles away.

It was the intention of the department's designers to provide a useful, graceful building that, in its design, its appointments and the accommodation it offers, would serve as a suitable gateway to Canada. Attractive customs, health and immigration rooms in the north wing will generously accommodate the greater numbers of passengers to be carried by the largest jet aircraft.

WAITING ACCOMMODATION

For Haligonians and their guests, the terminal offers as comfortable accommodation as can be found at any of the world's airports. The two-storey waiting-room is overlooked on three sides by a mezzanine floor, which offers a pleasant seclusion from the traffic below. The 475-foot spectators' deck, accessible from the mezzanine, permits visitors to participate in the activity of the airport from an elevated vantage-point providing an uninterrupted view of the field. The spectators' decks shelter walkways beneath them for arriving and departing passengers. The dining-room, planned to give diners a view of the busy runways, is accessible from the mezzanine; and below it, opening off the main waiting-room, is a coffee shop.

The main waiting-room overlooks the airport through a 27-foot wall of glass, glazed with special heat and glare-reducing tinted plate-glass. Close by will be a bank and a gift shop.

The circulation of travellers through the building has been so arranged that passengers on incoming and outgoing flights need not cross each other's paths. The traveller arriving to board an aircraft enters the ticket concourse in the south wing of the terminal. Obtaining his ticket and surrendering his luggage at the airlines counters lining the concourse, he may proceed to board his flight from an exit adjacent to the main waiting-room. His luggage has meanwhile passed through the air-lines areas facing immediately onto the aircraft parking-apron.

Passengers arriving by air enter the terminal by another door flanking the main waiting-room, and can claim their baggage and leave the building through the exit concourse leading off the waiting-room. Taxis and buses arrive and depart from the terminal by means of an elevated approach road; the lower-level parking-lot lying beyond it is accessible to the terminal through underpasses leading under the elevated roadway. Escalators carry travellers up to the main floor.

OPERATION AREA

The second and third floors of the building accommodate offices for the Department of Transport, airlines, and others involved with the administration of the airport and its operations. The five-storey control tower contains a complex of the most advanced electronic aids known to navigation, to assist the controllers in directing all air traffic in the vicinity of the airport. The control cab, itself the nerve centre of the airport, commands an unobstructed view to the horizon in all directions.

Exterior walls are mainly of aluminum curtain-wall construction carrying plate-glass and blue enamelled-metal panels. Some buff brick is exposed both on the interior and exterior of the ground floor. Other interior walls are clad in glazed tile; the main floors are finished throughout in white terrazzo.

The public-address system is arranged so that announcements are quietly but clearly amplified through many low-level amplifiers located in all public areas of the building.

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CANADA-SOVIET TRADE PACT

Mr. Gordon Churchill, Minister of Trade and Commerce, and Mr. P.F. Stroumnikov, Chargé d'Affaires *ad interim* of the Union of Soviet Socialist Republics to Canada, recently exchanged instruments ratifying the Protocol, signed in Moscow on April 18, that extends for a three-year period the trade agreement between the two countries signed in Ottawa on February 29, 1956.

The Protocol reflects the desire of Canada and the U.S.S.R. to expand and further diversify their trade to their mutual advantage. It includes a provision whereby sympathetic

consideration will be given to any representations made by either government respecting the implementation of the Protocol and other matters affecting their commercial relations.

Under its terms, the Protocol entered into force with the exchange of instruments of ratification on September 16, 1960. It will remain in force for three years from April 18, 1960, the date on which it was signed.

* * * *

COMMISSION ON PUBLIC SERVICE

On September 16, the Committee of the Privy Council, having studied a report from Prime Minister Diefenbaker submitting "that it is in the national interest that a comprehensive and detailed inquiry be made into the best means of promoting efficiency, economy and improved service in the operation of the departments and agencies of government," recommended that a Royal Commission, consisting of Mr. J. Grant Glassco of Toronto, Mr. R. Watson Sellars of Ottawa and Mr. P. Eugène Therrien of Montreal, be appointed "to inquire into and report upon the organization and methods of operation of the departments and agencies of the Government of Canada and to recommend the changes therein which they consider would best promote efficiency, economy and improved service in the despatch of public business...." The Committee particularly recommended that the Commission be instructed to report on steps that might be taken for the purposes of:

- "(a) eliminating duplication and overlapping of services;
- (b) eliminating unnecessary or uneconomic operations;
- (c) achieving efficiency or economy through further decentralization of operations and administration;
- (d) achieving improved management of departments and agencies, or portions thereof, with consideration to organization, methods of work, defined authorities and responsibilities, and provision for training;
- (e) making more effective use of budgeting, accounting and other financial measures as means of achieving more efficient and economical management of departments and agencies;
- (f) improving efficiency and economy by alterations in the relations between governments and agencies, on the one hand, and the Treasury Board and other central control or service agencies of the Government on the other; and
- (g) achieving efficiency or economy through reallocation or regrouping of units of the public service."

The Privy Council Committee also offered the following advice:

- 1. That the scope of the inquiry shall not extend to the institution of Parliament;
- 2. That the Commissioners be authorized to exercise all the powers conferred upon them

by Section 11 of the Inquiries Act and be assisted to the fullest extent by government departments and agencies;

3. That the Commissioners adopt such procedures and methods as they may from time to time deem expedient for the proper conduct of the inquiry and sit at such time as they may decide from time to time;

4. That the Commissioners be authorized to engage the services of such counsel, staff and technical advisers as they may require at rates of remuneration and reimbursement to be approved by the Treasury Board;

5. That the Commissioners report to the Governor in Council, making interim reports as progress is made, with the final report to be made within a period of two years;

6. That the Commissioners file with the Dominion Archivist the papers and records of the Commission as soon as reasonably may be after the conclusion of the inquiry; and

7. That Mr. J. Grant Glassco be Chairman of the Commission."

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INDUS WATERS AGREEMENT

Prime Minister Diefenbaker announced recently that Canada had entered into an international financial agreement with Australia, the Federal Republic of Germany, New Zealand, Pakistan, the United Kingdom, the United States, and the International Bank for Reconstruction and Development in which an Indus Basin Development Fund of almost \$900 million had been established to finance the construction of irrigation and other works in Pakistan. This agreement, signed on behalf of Canada by the Acting High Commissioner for Canada in Pakistan, is linked with the "Indus Waters Treaty 1960" between India and Pakistan, which Prime Minister Jawaharlal Nehru and President Mohammed Ayub Khan signed on September 19.

END OF A PROBLEM

The Treaty brings to an end a long-standing problem of the sharing of the waters of the Indus River and its tributaries and follows lengthy negotiations between the Governments of India and Pakistan, conducted through the good offices of the International Bank. It makes possible the economic development of this vast river system, which supports 50 million people in the two countries.

Canada's contribution to the Indus Basin Development Fund will, subject to the approval of Parliament, total \$22.1 million over a 10-year period and will aid in the construction of a system of canals, storage dams, power stations and many other developments to harness and control this river system.

This programme, which will be administered by the Bank in co-operation with the governments concerned, constitutes one of the largest undertakings of its kind anywhere in

the world. It is estimated that approximately 700 million cubic yards of earth will be excavated and two million tons of cement, 250,000 tons of steel and one billion bricks and tiles will be used.

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EMPLOYMENT AND PAYROLLS

Canada's industrial composite index number of employment for June was 122.8 (1949=100), up 3.3 per cent from the index number for May. The June figure for 1960 was above that for 1958 by 1.2 per cent, but lower than those for 1956, 1957 and 1959.

The seasonally adjusted composite rose 0.8 per cent during May and June, one of the largest month-to-month rises recorded in recent years. Advances in forestry and construction accounted for almost the whole of the rise in the adjusted composite. The large size of the increases in these two industries may in part reflect strengthening of employment conditions within them. However, circumstances of transitory importance also entered into the situation, and changes in seasonal patterns not yet taken into account may also have been a factor.

The composite figure of average weekly wages and salaries for June was \$75.67, up 31¢ from May, but lower by the same amount than the figure for April. The composite index number of payrolls for June was 217.7, up 3.8 per cent from the May index number and 2.3 per cent from that for June 1959.

Employment indexes for the provinces follow: Newfoundland, 144.4 (136.3 a year ago); Prince Edward Island, 139.6 (137.4); Nova Scotia, 103.4 (97.9); New Brunswick, 107.2 (104.7); Quebec, 123.6 (121.7); Ontario, 121.7 (124.3); Manitoba, 114.4 (115.8); Saskatchewan, 133.0 (138.4); Alberta, including Northwest Territories, 159.9 (161.6); and British Columbia, including Yukon 118.7 (121.8).

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DEPARTMENT COINS WORD

It's not in the dictionary yet, but the Federal Department of Transport may well have come up with a permanent addition to both the English and French languages.

The new word is "aeroquay" ("aéroquai" in French).

Invented by a departmental architect who, by an old civil service tradition, remains anonymous, the "jet-age" word has already been picked up by press, radio and TV and is in regular use in aviation circles.

An aeroquay, says the Department, is an airport building separate from the main terminal and used by passengers for boarding aircraft or disembarking.

Located near the spot where planes are refuelling, it eliminates the necessity for aircraft to taxi up to the main terminal. An

aeroquay is either self-contained, with such facilities as ticketing and baggage-weighing, or connected with the main terminal by covered corridors that save passengers a long walk outdoors to or from their plane.

A large aeroquay connected with the main building by tunnels will be a feature of the Transport Department's new \$26-million terminal soon to be opened at Montreal International Airport.

Plans for Toronto (Malton) Airport call for several self-contained aeroquays.

A quay, according to one dictionary, is a "solid, stationary artificial landing place... lying alongside or projecting into water for (un)loading ships."

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US SUBMARINE ON LOAN

A new name, "HMCS Grilse", will be given to the United States submarine "Burrfish" when it commissions in the Royal Canadian Navy next year. The submarine will be on loan to the RCN under agreement of the Governments of Canada and the United States.

The first "Grilse" was a torpedo-boat converted from a yacht and commissioned in the RCN during the First World War for service on the East Coast.

The submarine, which will undergo refit in the U.S. naval shipyard, Philadelphia, will be commanded and manned by Royal Canadian Navy personnel and will be used for anti-submarine training of sea and air units of Canada's Pacific Maritime Command.

Anti-submarine training of ships and aircraft on the Atlantic Coast is provided by submarines of the Royal Navy's Sixth Submarine Squadron based permanently at Halifax. On the Pacific Coast, Canadian ships and aircraft have been limited to exercising with U.S. Navy submarines on an "as available" basis.

PACIFIC COMMAND

The acquisition of this submarine, which will be based at Esquimalt, British Columbia, will greatly assist in the anti-submarine training of naval ships and RCAF maritime aircraft in the Pacific Command.

Built in Groton, Connecticut, the 1800-ton "Burrfish" was completed in 1943. It is 311 feet in length, and has accommodation for 78 officers and men. It served during the Second World War with the United States Fleet in the Pacific. In the post-war years, the "Burrfish" operated with the U.S. Sixth Fleet in the Mediterranean and as an Atlantic radar-picket submarine before being placed in reserve in 1956.

Both the Royal Navy and USN were approached regarding the availability of a suitable submarine. The Royal Navy, owing to its heavy Commonwealth submarine training commitments, was unable to lend a submarine in addition to the three submarines already provided by them and partly manned by the RCN.

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-- and many other areas where the knowledge and practices of Commonwealth law and lawyer-ship could thereby be made available to all.

"I realize that this proposal for the establishment of a Commonwealth Law Institute will need a great deal of study. The present Commonwealth and Empire Law Conference, like its predecessor, meets under *ad hoc* organizational conditions, and there may be no measure which it can evoke from its own temporary resources to create such an Institute.

"I suggest that the bar associations and the law societies of the Commonwealth that have brought into being the first, and now this second Conference, should consider establishing a committee to explore the idea of a Commonwealth Law Institute whose objectives I have briefly outlined.

VALUE TO NEW MEMBERS

"Surely there would be a great responsibility toward the new and young partners of the Commonwealth to the existence of a centre from which they could draw ideas about legal education, legislation, professional organization, substantive and procedural law developments, judicial organization, legal research and publication, and, not the least, ideas about the patterns of public law and administration that would be relevant to each new local sitting.

"The American Bar Association and the Canadian Bar Association have in recent years both developed very important programmes of research and created permanent institutions for such activities. Would it not be worth while to explore such a programme on a multi-lateral Commonwealth basis, non-governmental in character, but which would invite all Commonwealth countries to consider how best they could express their interest and support in such a venture? The lawyer in a free society is at the very centre of political and social development.

"Would not the formation of a Commonwealth Law Institute give strength to the Commonwealth partnership, and at the same time provide for professional, technical and institutional needs for the new members, who must learn quickly in a few years what it took the older members of the Commonwealth so long to learn?

WORLD RESPONSIBILITY

"To conclude, the manner in which the world-wide Commonwealth functions will be only as important as its own world-wide function. A new, high mission has fallen to the Commonwealth -- and I think we would do well to ponder its significance afresh.

"It is often said that the Commonwealth is a bridge between the powers of the Occident

and the powers of the Orient. Why is it more crucial than ever before that the Commonwealth so function?

"Since World War II, the West has been intent upon building up its defences against Russian and Chinese expansion. At the same time a gulf has yawned between the economies of developed and under-developed countries. The more-developed economies have, moreover, belonged to the white race; the less-developed ones, to non-white races. Newly-independent peoples have leapt ahead in rank and status. However, some of them lag industrially, politically and administratively, and thus labour under cruel economic handicaps.

"More will have to be done by the West in a number of directions. No genuine challenge to altruism, aid and assistance, should go without a response.

"What must be averted are racial grievances that identify economic opportunity with blessings the white race enjoys, and economic deprivation with trials that non-white peoples endure. There is nothing selfish about aid and assistance programmes which try to do that.

"It is fascinating to watch as a love-hate drama unfolds between the two main proponents of Communist doctrine. Russia and China quarrel between themselves; their campaign against the West and among under-developed peoples goes on unabated.

"A free world is still the prerequisite of the good life.

"The West does not benefit alone when it exerts itself to preserve that free world. But among factors that uphold the free world is a Commonwealth which links together powers of the Orient and powers of the Occident in a special bond. And, if the roots of its unity were to wither and die, civilization itself would suffer.

"During the first half of the twentieth century, when civilized society was menaced by conflict, the Commonwealth proved, in a disordered world, to be a mainstay of order. During the second half of the twentieth century, a mainstay of order it remains.

"Our common heritage and history, and the world challenge to freedom, call on the countries of the Commonwealth to practice principles of the Rule of Law which are synonymous with equality, without regard to race, colour, sex or religion."

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RARE BISON IN NATIONAL PARK

A northern buffalo hunt - in the interests of science, not sport - has confirmed a rare big-game find in Wood Buffalo National Park.

A small herd of wood bison has been discovered in the remote Nyarling River area far removed from the big main herds of plains buffalo and hybrids that roam the ranges of the Lake Claire Flats and Salt Plains. The park is immense - 17,300 square miles of

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forests, rivers, lakes, and open plains that extend from northern Alberta into the Northwest Territories. It is among the biggest game sanctuaries in the world.

Scientists of the Canadian Wildlife Service and the National Museum of Canada, who did the field and laboratory studies, believe this isolated herd - about 200 strong - to be the last survivors of the original wood-bison race in North America.

How the herd came to be discovered and the scientific values of the find are discussed in "The Survival of the Wood Bison (*bison bison Athabascae Rhoads*) in the Northwest Territories" by A.W.F. Banfield, Chief Zoologist of the National Museum, and N.S. Novakowski of the Canadian Wildlife Service, a new Natural History Paper published by the National Museum of Canada.

DESCRIPTION

The wood bison is king of his species; a towering beast that stands more than six feet, weighs over 2000 pounds, is better than twelve feet from nose to tail. The coat is darker in colour, and, all round, the animal is about 20 per cent bigger and heavier than the plains form.

This handful of giants escaped being absorbed by the vastly greater herds of plains buffalo that were moved north from Wainwright, Alberta, between 1925 and 1929, because of the remoteness of their range. Between the Nyarling River and the Lake Claire Flats and Salt Plains lies about 200 miles of lake, swamp and muskeg, country hostile to migration but favoured above all others by a second solitary species - the whooping crane. The few surviving wood bison and the fewer whooping cranes maintain their solitary range and nesting grounds virtually side by side.

Samuel Hearne was the first European to report sighting wood bison on January 9, 1772, in the Great Slave Lake area. Like later explorers he classed them all as "buffalo".

Hind (1860) and Seton (1886) were the first writers to suggest the existence of a northern race but it was Rhoads (1897) who finally described the race in scientific terms, using as his type a bull shot by Warburton Pike in 1890 - which is now in the National Museum.

COUNTING RARE SPECIES

The introduction of aerial counts as a method of estimating big game and other wildlife populations has enabled mammalogists over the years to keep track of the main park herd - now numbering about 13,000 plains and hybrid animals. In 1949 W.A. Fuller, following an aerial survey, reported the possibility of the presence of wood bison, later passed on his observations to Novakowski who succeeded him as Canadian Wildlife Biologist at Fort Smith. By 1957 these sightings were confirmed and last year a field project was set up to collect specimens for measurement.

Working with the Park Warden service, Novakowski obtained five bison. All the three adults were remarkably large, with exceptionally dark and woolly pelage. Museum records estimate that the old bull is one of the largest ever measured. The skull of the cow too was unusually big.

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GUNNERY PRIZE FOR RCAF

On September 17, the RCAF Air Division was formally presented with the famed Guynemer Trophy, symbolizing the air-gunnery championship of the NATO Air Forces in Europe. It was the third year in succession that the Canadians had taken the trophy given to the winners of the big annual International NATO Competition at this French air base near Bordeaux.

The presentation was made in a colourful ceremony at the Cazaux Air Base, and the gleaming silver trophy was handed to the RCAF team captain, Flight Lieutenant Richard W. Spencer, of Minto, New Brunswick, by General Maurice Challe, Commander of NATO's Allied Forces Central Europe. The ceremonies took place on a broad concrete tarmac, on which sleek fighter aircraft bearing the insignia of the different nations in the meet, were drawn up in formation.

In addition to presentation of the trophy, which has yet to be won by another nationality, each member of the 36-man air and ground-crew RCAF team was presented by General Challe with individual medallions.

The RCAF Air Division team had to come up with a blazing finish at the meet to pass three other squads and take the title. The Canadians, trailing in fourth place late in the meet, ended up with a 1357 point total, 100 points ahead of the second-place team from the RAF NATO-assigned forces in Germany. In third place came the RAF Fighter Command Squad with 1240 points, six points ahead of the fourth-place Belgian Air Force team.

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MOTOR ACCIDENTS

Motor-vehicle traffic accidents on Canada's streets and highways took 360 lives in July this year, a figure unchanged from July last year, according to a special statement from the Dominion Bureau of Statistics. Increases in Nova Scotia, New Brunswick, Ontario, Manitoba and Alberta were counterbalanced by decreases in the other provinces and territories.

The July death toll by regions was: Newfoundland, 3 (5 a year ago); Prince Edward Island, nil (13); Nova Scotia, 18 (15); New Brunswick, 14 (10); Quebec, 105 (107); Ontario, 135 (124); Manitoba, 21 (15); Saskatchewan, 2 (19); Alberta, 35 (18); British Columbia, 27 (33); and the Yukon and Northwest Territories, nil (1).