

Bulletin

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CANADA PROTECTS ITS MARINE RESOURCES

Prime Minister Trudeau made a statement in the House of Commons on April 8 on the introduction by the Government of two bills dealing with protection of Canada's marine environment and the living resources of the sea.

Mr. Trudeau also tabled a copy of a letter delivered by Mr. Yvon Beaulne, Canada's Ambassador to the United Nations, to the Secretary-General submitting a new reservation to Canada's acceptance of the compulsory jurisdiction of the International Court of Justice. This reservation, the Prime Minister explained, was intended to guard against any possible litigation of certain features of the two bills.

LETTER TO UN SECRETARY-GENERAL

The following paragraphs are from Mr. Beaulne's letter:

"I give notice that I hereby terminate the acceptance by Canada of the compulsory jurisdiction of the International Court of Justice hitherto effective by virtue of the declaration made on September 20, 1929 and ratified on July 28, 1930, under Article 36 of the Statute of the Permanent Court of International Justice, and made applicable to the

International Court of Justice by paragraph 5 of Article 36 of the Statute of that Court.

"I declare that the Government of Canada accepts as compulsory *ipso facto* and without special convention on condition of reciprocity, the jurisdiction of the International Court of Justice, in conformity with paragraph 2 of Article 36 of the Statute of the Court, until such time as notice may be given to terminate the acceptance, over all disputes arising after the present declaration with regard to situations or facts subsequent to this declaration, other than: (a) disputes in regard to which parties have agreed or shall agree to have recourse to some other method of peaceful settlement; (b) disputes with the Government of any other country which is a member of the Commonwealth of Nations, all of which disputes shall be settled in such manner as the parties have agreed or shall agree; (c) disputes with regard to questions which by international law fall exclusively within the jurisdiction of Canada; (d) disputes arising out of our concerning jurisdiction or rights claimed or exercised by Canada in respect of the conservation, management or exploitation of the living resources of the sea, or in respect of the prevention or control of pollution or contamination of the marine environment in marine areas adjacent to the coast of Canada...."

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STATEMENT IN THE HOUSE

In his statement to the House of Commons, Mr. Trudeau said:

..."Canada strongly supports the rule of law in international affairs. Canada has made known to other states that it is prepared to participate actively in multilateral efforts to develop agreed rules on the protection of the environment and the conservation of the living resources of the sea.

"Canada is not prepared, however to engage in litigation with other states concerning vital issues where the law is either inadequate or non-existent and thus does not provide a firm basis for judicial

decision. We have therefore submitted this new reservation to Canada's acceptance of the compulsory jurisdiction of the International Court relating to those areas of the law of the sea which are undeveloped or inadequate.

"It is well known that there is little or no environmental law on the international plane and that the law now in existence favors the interests of the shipping states and the shipping owners engaged in the large-scale carriage of oil and other potential pollutants. There is an urgent need for the development of international law establishing that coastal states are entitled, on the basis of fundamental principle of self-defence, to protect their marine environment and the living resources of the sea adjacent to their coasts.

"In spite of this new reservation, Canada's acceptance of the compulsory jurisdiction of the court remains much broader than that of most other members of the United Nations, and it is the hope of the Government that it will prove possible to reach agreement with other states on the vital need to develop the law to protect the marine environment and its living resources so as to make it possible for Canada again to broaden its acceptance of the court's jurisdiction."

PRESS INTERVIEW

The Prime Minister was interviewed by representatives of the press after his statement. Part of the interview follows:

Question: Sir, without asking you to condense it in 30 seconds, the letter to the United Nations is in anticipation of a challenge of this policy?

Answer: It is in anticipation to the possibility that some nations won't agree with our policy. The statement - the position we take is that international law that now stands does not sufficiently protect countries on the pollution aspect of international waters. And it is important for Canada to take forward steps in this area to help international law develop...

Question: Does this mean that any country which objects, sir, will have to deal with Canada directly?

Answer: Yes, that means the courts themselves in this particular instance will not be able to adjudicate on a case which will be binding to Canada.

Question: Mr. Prime Minister, would you outline what the anti-pollution control measures are - the 12-mile limit and so on. It also mentions a 100-mile figure there - I wonder if you could clarify this?

POLLUTION ZONE BILL

Answer: Well, there are two aspects of the two bills actually which we introduced. One is with a view to prevent pollution in the Arctic. This is the one which draws a loosely defined 100-mile zone outside from the Canadian islands in the Arctic and saying that within this zone we will exercise certain anti-pollution controls and these controls will be developed by regulation. I'm gladly prepared to say that we will only adopt these regulations after we have consulted

with other nations, such as the United States, who are interested in sailing up there. But the important thing is that we do, from Parliament, have authority to ensure that any danger to pollution there, and therefore any danger to the delicate ecological balance of the Arctic be prevented or preserved against by Canadian action. This is the first bit of legislation - it is not an assertion of sovereignty, it is an exercise of our desire to keep the Arctic free of pollution and by defining 100 miles as the zone within which we are determined to act, we are indicating that our assertion there is not one aimed towards sovereignty but aimed towards one of the very important aspects of our action in the Arctic.

TERRITORIAL SEA BILL

If I can give the second part of the answer - the 12 miles - this is another bill - this is merely an extension of the territorial sea of Canada which is now three miles to 12 miles. This is following some almost 60 nations of the world which have done that. We are absolutely certain that international law is moving from the three to the 12-mile limit, therefore we are asserting that Canada's territorial seas henceforth will be coming under the 12-mile limit law.

Now, on this there is no reservation in the courts. If some nation takes it to the courts and establishes that international law says it's three miles and not 12, then we will stand by the judgment of the court. In other words, in one case where the law exists, it may be developing from three to 12, but the law exists, we're prepared to stand by the judgment of the world courts, world opinion.

In the other case, where no law exists, or where law is clearly insufficient, there is no international common law applying to the Arctic seas, we're saying somebody has to preserve this area for mankind until the international law develops. And we are prepared to help it develop by taking steps on our own and eventually, if there is a conference of nations concerned with the Arctic, we will of course be a very active member in such a conference and try to establish an international regime. But, in the meantime, we had to act now.

NOT AN ASSERTION OF SOVEREIGNTY

Question: Would not the prosecution of any violation of the pollution regulations in the Arctic, be an exercise in sovereignty, a sovereignty claim?

Answer: It would be an exercise of authority given by Parliament to the executive branch to apply a certain statute. Now, this doesn't necessarily mean that you're asserting sovereignty over those seas any more than the continental shelf doctrine, for instance, entails sovereignty with it. When the Truman document was proclaimed in 1945 saying that the continental shelf of the United States was part of the United States for the purpose of developing the shelf, there was no claim that this was an assertion of sovereignty by the United States over those waters, or even over the sea-bed in the normal sense. There-

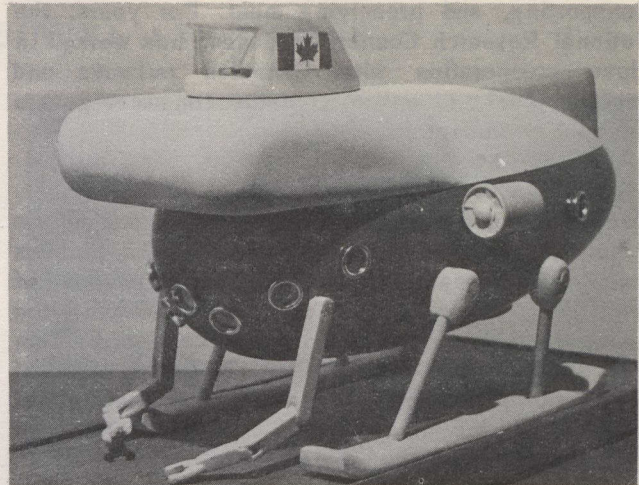
BRINY BUG

Looking like some science fiction nightmare is a scale model of a new submersible craft for use by the Canadian Armed Forces in marine operations.

An interim version of the craft has been accepted for trials at the Nanoose underwater range of the Department of National Defence near Nanaimo, British Columbia. It will eventually be replaced by a new vessel now under construction by International Hydro Dynamics, Vancouver, next autumn.

The little craft, 25 feet long, ten feet wide and nine feet high, can be transported by air. A lockout compartment permits its crew of two and divers to leave and re-enter the craft while it is submerged.

The submarine vehicle can be used for equipment search and recovery, inspection of cables, and underwater submarine rescue operations and research.



Canadian Armed Forces new craft.

NWT GOVERNMENT SHAPES UP

Mr. Jean Chrétien, the Minister of Indian Affairs and Northern Development, recently announced that as of April 1, the Federal Government transferred to the Government of the Northwest Territories responsibility for the administration of government services in the Eastern Arctic. Control of the various programs was assumed by the Commissioner in Yellowknife.

This transfer represents completion of a major recommendation of the Advisory Commission (Carrothers) of 1966 that "administrative functions be transferred to the Territorial service on a specified schedule as soon as practical". All residents of the Northwest Territories can now approach their government in Yellowknife for all the usual federal services.

DEVELOPMENTS TO DATE

Until recently the Government of the Northwest Territories had been largely dependent on the Federal Government for its staff. As recently as 1963, the Deputy Minister of Northern Affairs (now the Department of Indian Affairs and Northern Development) was the Commissioner, and the Northern Administration Branch of the Department staffed most government services in the Territories. In that year, a full-time Commissioner, stationed at first in Ottawa, was appointed and charged with developing a territorial administration. In September 1967, following the designation of Yellowknife as the seat of government for the Territories, the Commissioner and his staff moved to take up residence there. At that time, the Government announced plans for the transfer from federal to territorial control of the operational responsibility for the existing government services including education, welfare, municipal affairs and other administrative services of local importance, as quickly as the new Territorial Administration could assume these responsibilities. On April 1, 1969, this took place for the Mackenzie District and April 1,

1970 completes the transfer to the Territorial Government of provincial-type programs and services which have been administered by federal public servants in the Eastern Arctic (Keewatin and Franklin Districts).

Mr. Chrétien said that it was the first time in Canadian history that such a large transfer of administrative functions from one level of government to another and from a well-established center to a totally new setting had been accomplished in such a short time.

The Minister also said that action had already started in the next stage in the development of the Northwest Territories Government in the amendments to the Northwest Territories Act, which he will introduce soon into Parliament. These propose that the size of the Territorial Council be increased to allow more elected members and better representation of the scattered population. Many aspects of the operation of the Council and the Territorial Government now under federal control will be placed in the hands of the Commissioner. With the rapidly increasing interest in the North, in Canada and throughout the world, the development of government for northern residents must be given a high priority, Mr. Chrétien said.

LONGER SHELF-LIFE FOR BEEF

Consumption of red meat has reached an all-time high in Canada. Despite rising prices, Canadians consume more beef a year than any other meat - an average of 87 pounds each. Pork is second in popularity, at 54 pounds a person, followed by veal, mutton and lamb, offal and, finally, canned meats.

Beef production has increased steadily, the number of animals slaughtered having risen from 1,961,000 in 1951 to 3,446,000 in 1968. As production increases to meet consumer demands, new and better methods are constantly being sought for storing,

transporting, and preserving meat. For years, the National Research Council of Canada has worked in close co-operation with Canadian railways and packing plants to ensure that the consumer gets a top-quality product.

PROJECT FOR CPR

Recently, the Canadian Pacific Railway sought the assistance of the Council in solving a problem causing the formation of slime on some carcasses of fresh beef during the four- to six-day transportation period from Western Canada to markets in Eastern Canada. Two NRC scientists, C.P. Lentz, Head of the Food Technology Section of the Division of Biology, and his associate, Dr. D.S. Clark, initiated a detailed study of the problem.

Slime is caused by certain kinds of bacteria that are normally present on the surface of fresh beef and grow rapidly even at the freezing-point of water. These cold-resistant, or *psychrotolerant*, bacteria, do not constitute a health hazard, but in large numbers they produce slime and cause an objectionable odor, as well as a change in the color of the meat.

A high relative humidity is required in refrigerated railway box-cars to minimize weight loss and drying. However, high humidity encourages the growth of these micro-organisms, creating slime formation during transportation.

FINDINGS

Results of the laboratory tests, showed that shelf-life – the time required after inoculation for development of noticeable off-odor and slime – was extended markedly by carbon-dioxide gas, depending on concentration and temperature.

“Twenty per cent carbon-dioxide gas markedly inhibits the growth of bacteria that cause formation of slime on fresh beef stored at a high humidity, provided that the gas is applied before the organisms have become adjusted to environmental conditions,” Dr. Clark says. “A 10 percent concentration of the gas also inhibits the growth of bacteria, but only significantly at temperatures below five degrees Centigrade.”

The extension in the shelf-life of fresh beef resulting from the use of a 20 percent concentration of the gas at the inoculation level used in this study – 11 days at five degrees Centigrade and four days at 10 degrees Centigrade – will certainly be significant in terms of West-East transportation across Canada,” Dr. Clark says.

Results of the work were put to use almost immediately by the Canadian Pacific Railway. After preliminary road trials to confirm the laboratory results and to devise a practical method of control, CPR fitted out about 40 refrigerated trailers to provide a 20 percent concentration of carbon dioxide. T.C. MacNabb of Canadian Pacific’s research department in Montreal, says these units are in continuing use and giving excellent results in the shipment of fresh beef.

ICAO EMERGENCY SESSION

The International Civil Aviation Organization has convened an extraordinary 15-day session of its assembly, to begin on June 16 at its headquarters in Montreal. The assembly of states will be concerned with the development of adequate security rules and measures to protect air-travellers, civil-aviation personnel and civil aircraft from illegal acts endangering the safe and orderly progress of international civil air transport.

Invitations are being sent not only to members of ICAO but also to international organizations and other interested parties concerned with the safety of international civil aviation who are asked to attend as observers.

The action was taken by the 27-member Council, the governing body of ICAO, as a result of official requests from ten contracting states – Austria, Belgium, Britain, Denmark, the Federal Republic of Germany, the Netherlands, Norway, Spain, Sweden and Switzerland. The full 119-nation assembly of ICAO is usually convened every three years to review the work of the Organization and to direct its attention to matters for the following three-year period under the guidance of the Council. An extraordinary assembly was convened on only one other occasion since ICAO was formed in 1947.

FIGHTING ROADSIDE POLLUTION

Farmers may be able to combat roadside lead-pollution from cars, trucks and buses by fighting back with fertilizers, lime and organic matter from the soil.

Scientists at the Canada Department of Agriculture have confirmed earlier research reports that exhaust from cars, trucks and buses is polluting roadside soils with an extra dose of lead. The specialists at the Soil Research Institute have also established that roadside plants absorb some of this lead – in some cases at levels considered excessive. They have learned, however, that the plant uptake of lead can be reduced by: raising the soil pH to make it less acidic (by adding lime); adding phosphate to tie up the lead into harmless compounds the plants can’t absorb; and by adding soil organic matter which also ties up the lead in unusable compounds.

The experiments were conducted by Dr. A.J. MacLean, Dr. R.L. Halstead and Dr. B.J. Finn of the Soil Research Institute, who, when they took samples of plants and soil from both sides of a busy city street in Ottawa, found that both the plants and soil closer to the road contained more lead.

Other researchers have reported that lead concentration is higher in urban soil than in rural soil and plants.

Queen Elizabeth will formally open the second Arctic and Northern Boy Scout Jamboree at Churchill Manitoba, on July 10.

CANADIAN FURS - SQUIRREL AND ERMINE

Canadian squirrel is used mainly in coats and jackets and is always dyed, usually in the same shades as mink. The "skin-on-skin" method of manufacture is used (the skins sewn together side by side in rows from top to bottom, after trimming and matching for quality). The finished piece is attractive, moderately warm and, though its wearing qualities cannot be rated above fair, with care a squirrel garment can outlast some of its hardier rivals.

Squirrel ranked fifth in importance among Canadian wild furs, in the 1967-1968 season - beaver, muskrat, wild mink and hair seal were ahead. Some 1,251,000 squirrel pelts worth \$700,000 were taken. Since 1930, the squirrel catch has fluctuated from 249,000 pelts to a record 5,761,000 pelts in the 1941-1942 season.

Most of the pelts come from the Western provinces, the largest and finest skins coming from the Yukon Territory. High-quality skins also come from northern Alberta and Saskatchewan.

The chattering red squirrel ranges the evergreen forests of Canada, from the southern border to the northern tree-line. Its 13-inch length includes four inches of bushy tail. The fur is greyish-brown with a red streak down the center back. Usually a white band extends the length of its stomach.

Squirrels eat seeds, nuts and berries and in the autumn they store winter supplies in the ground or in tree hollows. Although the squirrel does not hibernate, it hides in its den during severe weather.

ERMINE

Ermine, a fur which throughout history has been associated with royalty and historic occasions, is one of the few Canadian fur-bearing animals whose numbers are decreasing markedly.

Output has declined from an average annual production of almost 750,000 pelts in the 1930s to below 150,000 pelts, averaging 90 cents each.

Like squirrel, ermine is worked skin-on-skin and is usually dyed brown so that when made up into



The ermine

garments, these two furs closely resemble each other.

Only two species of ermine are used by the fur trade - long-tailed and short-tailed. The long-tailed ermine, which often reaches a length of 20 inches or more, including a six-inch tail, has a rather flat, white fur that can be used in natural color. In capes, jackets and stoles the long-tailed ermine in natural white produces a soft, light fur-piece. The smaller, short-tailed animal - which biologists say is really a weasel - has a denser silkier fur with usually a yellowish cast so that it must invariably be dyed. It is about two-thirds the size of the long-tailed ermine. When made up, both furs are sold as ermine.

The ermine, one of the most ferocious of the small mammals, has a long, slender body, short legs and small feet. In the winter months the fur is white, changing to reddish-brown in summer. The tip of the tail remains black all year round. Ermine are found throughout Canada.

The ermine preys on all of the smaller animals and birds and will tackle many larger animals. Mating takes place in March, and the young, which number from six to 12, are born in April or May, usually in an abandoned burrow. They are raised by the female.

(This article is part of a series on the Canadian fur industry and fur-bearing animals.)

PLEDGE TO THE HUNGRY

Agriculture Minister H.A. (Bud) Olson headed the Canadian delegation to the recent pledging conference of the World Food Program at which a Canadian undertaking was given for \$30 million (U.S.) worth of food and cash for the 1971-72 period - 10 per cent of the WFP's total objective.

Canada's contribution to the World Food Program is the second largest. Since the WFP was established in 1963, it has pledged a total of some \$100 million in food and cash.

Activities of the World Food Program fall into two broad classes - emergency food-aid during disasters such as earthquakes, droughts and floods and long-term projects aimed at helping underdeveloped nations to help themselves.

These projects include such help as food to pay workers who are reclaiming land for agriculture, re-foresting barren areas, building schools, irrigation systems, roads and railways. Projects may also involve technical assistance offered in the form of highly skilled personnel and materials.

MILITARY TRAINING UP NORTH

The Canadian Armed Forces will begin year-round training in the North this month, when the first of eight Mobile Command groups moves to Fort Churchill, Manitoba, for a two-week training exercise.

The exercise, known as "New Viking", is designed to teach Canada's soldiers to live and operate in the North under winter and summer conditions and to give junior leaders the opportunity to develop their leadership abilities.

About 500 troops from Canadian Forces Base Valcartier, Quebec; Gagetown, New Brunswick; Petawawa, Ontario; Calgary, Alberta; Victoria, British Columbia; London, Ontario; and Edmonton, Alberta will complete their northern training between April and September 1970. They will be rotated on a two-platoon, 50-man basis every two weeks, with the first group arriving from Calgary's 1 Combat Group.

Troops will spend the first week in Fort Churchill and then move by air to advance bases at Baker Lake, Coral Harbour and Rankin Inlet, about 300 miles north of Fort Churchill, for a week of patrol, navigation, camouflage and other field operations.

In July, the base-camp will move to Crystal City, a former air-survival training-site three miles from Resolute Bay. Field operations will be conducted from advance bases at Sach Harbour, Mould Bay and Eureka, 500 miles north of Resolute Bay.

Training equipment for Exercise "New Viking" will include three radio-equipped armored personnel carriers, two trucks and eight light snow vehicles.

Following completion of the first phase of training in September, another group of soldiers will receive identical training beginning in mid-October.

CANADA PROTECTS ITS MARINE RESOURCES

(Continued from P. 2)

fore, the distinction between the absolute claim of sovereignty, which means that you own everything, the land, the water, the resources in the water and so on, which is the case for the internal waters of any nation - this is the sovereignty aspect of it - against the other aspect which is not an assertion of sovereignty, but an assertion of determination to

control certain aspects of what is happening there, in the same way as you have this happening in the airways. The United States and Canada exercise some form of control over airships approaching Canada for hundreds of miles out over the Atlantic Ocean. This doesn't mean we are asserting sovereignty over that.

PROTECTION AGAINST POLLUTION

Question: But sir, could these bills be described as another step along the way to asserting sovereignty?

Answer: You can describe them the way you want. But it's quite clear that in our two bills, there are two approaches - one is asserting sovereignty on the 12-mile basis, the other is asserting a desire to prevent pollution and this is where we introduced the 100-mile zone where we want to exercise some control. You know it doesn't mean we're going to control everything within the 100 miles. The regulations will determine what we will do within these 100 miles and perhaps we will only begin to adopt regulations concerning those areas where there is shipping or where there is exploitation of oil or where the currents make it dangerous for pollution to take place and so on. We're just making sure that government has the authority to adopt regulations which will cover a wide enough area that we don't have to come before Parliament next year and say, well, look, extend the lines a little further because it's obvious that to prevent pollution you have to stop them at point X rather than point Y....

We're attempting to do what's right in the Arctic - to protect those interests which are Canadian, and to protect those aspects which have to be protected. And we believe that this package of legislation is doing that. We're preserving the North and the balance up there. We're asserting sovereignty to the 12-mile extent. We're ensuring that we're not taking a chauvinistic or jingoistic view on sailing in the North. We're not adopting such laws as to preclude the ships of all nations and all conditions from going up there because it's in the interests of Canada that the North be developed. We just want to make sure that the development is compatible with our interests as a sovereign nation, and our duty to humanity to preserve the Arctic against pollution....

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