



CANADA

CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 13 No. 13

March 26, 1958

CONTENTS

836 Candidates In Lists	1
Prince Bernhard's Itinerary	1
Metal Lobster Traps	2
Busiest Year For Airports	2
Fishing Zones And Territorial Waters	3

Hail Research Project	5
Austrian Ambassador	5
New Postage Stamp	5
Heavy Spending	6
War Museum Transferred	6

836 CANDIDATES IN LISTS

A total of 836 candidates will seek election to Parliament when Canadians go to the polls March 31. Of these, only 265 will be successful in gaining seats in the new Parliament.

The final figure of 836 candidates was the lowest since 1940 when there were 672 contestants for 245 seats. The 1957 election last June 10 drew a field of 862. The record high was 954 in 1945.

The entire Progressive Conservative Cabinet, headed by Prime Minister John G. Diefenbaker, was nominated as all but two of the Government Members of the last House sought re-election. Missing from the list were Angus R. MacDonald, Antigonish-Guysborough, and Nereé Arsenault, Bonaventure.

Mr. Diefenbaker, nominated two weeks ago in Prince Albert, has Liberal and CCF opposition, while Liberal Leader Lester Pearson will be opposed by Progressive Conservative and CCF candidates in Algoma East.

PRINCE BERNHARD'S ITINERARY

The Office of the Prime Minister has announced that when His Royal Highness Prince Bernhard of The Netherlands makes an informal and brief visit to Canada early in May, he will visit aircraft factories in Montreal and Toronto, see some of the installations of the St. Lawrence Seaway, and spend two days in

CCF Leader M. J. Coldwell has Progressive Conservative and Liberal rivals in Rosetown-Biggar and Social Credit Chief Solon Low faces a four-way contest in Peace River.

COUNTRY-WIDE LINEUP

This was the country-wide lineup of candidates, with the 1957 figures in brackets:

Progressive Conservatives 265 (265); Liberals 265 (265); CCF 169 (162); Social Credit 82 (114); independents and other 55 (65).

Standing of the House at dissolution Feb. 11 was: Progressive Conservatives 113; Liberals 106; CCF 25; Social Credit 19; independents 2. There were no vacancies.

Twenty-one members of the last House are not seeking re-election. They include 16 Liberals, two Progressive Conservatives, two Social Credit Party and one independent.

The Communist Labor-Progressive Party, headed by Party Leader Tim Buck in Toronto Trinity, has 18 candidates in the field, compared with 10 in 1957.

Vancouver. He will be accompanied throughout his tour by Mr. Thomas A. Stone, Ambassador of Canada at The Hague, and by two members of his suite.

Following his arrival at Dorval Airport on Saturday, May 3, His Royal Highness will immediately proceed to Ottawa where he will be the guest of His Excellency the Governor General at Government House. On Sunday morning,

May 4, Prince Bernhard will lay a wreath at the Cenotaph. He will be in Montreal the following day to visit an aircraft factory and to receive an honorary doctorate from the University of Montreal.

On Tuesday, May 6, Prince Bernhard will visit some of the St. Lawrence Seaway installations by car and will then fly from Kingston to Toronto. After seeing aircraft factories in Toronto and being guest of honour at a dinner to be given by His Honour the Lieutenant-Governor of Ontario, he will fly to Vancouver on May 7 and remain there and in Victoria as guest of His Honour the Lieutenant-Governor of British Columbia until Sunday afternoon, May 11, when he will fly to Seattle.

METAL LOBSTER TRAPS

Fisheries Minister MacLean has announced the beginning of a new phase of research into the use of metal lobster traps which may have far-reaching effects on the lobster fishery of Canada's Atlantic Provinces.

The project, sponsored by the Department of Fisheries through its Industrial Development Service, brings together in a concentrated 30-day programme personnel of the Fisheries Research Board of Canada, the National Research Council, the Royal Canadian Navy and the Department.

With the aid of professional divers, a diving chamber, underwater television and movie cameras, the scientists, in conjunction with non-technical members of the team, will invade the bottom-of-the-sea haunts of lobsters in the waters off Yarmouth, N.S.

The objective of the research, among other things, is to determine whether metal lobster traps are more economically practical than wooden traps in the catching of lobsters. Last year fishermen in the Maritimes, Quebec and Newfoundland landed about 44,000,000 pounds of lobsters which had a value to the fishermen of over \$14,000,000.

This phase gives observers a ringside seat from which they can observe the behaviour of lobsters in their native habitat. Findings will not be reached for some time but they are expected to settle a point that could go a long way toward solving the problem of trap losses by storms.

The HMCS Greenwood, of the Royal Canadian Navy, based at Halifax, is on the scene just off Yarmouth Harbour. It is equipped with diving gear. A diving chamber will be submerged on the lobstering grounds and underwater movie and television cameras will record the actions of the lobsters. Other technical equipment will also be used to measure the effects of vibrations, currents, etc. In addition to the Naval vessel, three boats of the Department of Fisheries are taking part in the operation. They are the Limada, Modiolus II and Serpurla.

During the past four years metal traps have been tested on the various fishing grounds. The original project involved the use of steel traps fishing against wooden traps. The present experiment includes not only the old-type steel traps with three fishing heads and the door opening on the top, but also new steel traps with three fishing heads, the trap opening from the bottom and the catch locks on the ends; aluminum traps with three fishing heads with catch locks hooking under the bottom; nylon rope and twine; aluminum floats; high purity zinc anodes to help curb erosion of the steel traps; aluminum and fibreglass lobster buoys.

Experience gained in four years of testing under varied conditions in various parts of the Maritimes has proven that metal traps stand up better under gale and sea conditions than do traps made of wood. Metal traps also outlast wooden traps by many years. Metal producing firms are co-operating by supplying some of the traps necessary for the experiments.

Lobster trap losses through storm have been one of the main problems lobstermen have had to face. Although the Department of Fisheries has sponsored trap insurance, only a portion of lobster fishermen have taken advantage of this protection. As a result, a severe storm can bring great economic hardship to non-insured fishermen. Coupled with information already tabulated showing the number of lobsters caught in both metal and wooden traps, the undersea observations will fill in the missing parts of the picture.

BUSIEST YEAR FOR AIRPORTS

The year 1957 set a new record for Canadian airports in terms of landings and take-offs, according to figures released by the Department of Transport.

During the year under review, there were 2,838,066 landings and take-offs at the 27 airports with control towers, an increase of 26.6 per cent over 1956 when the figure was 2,225,384.

During 1957, Vancouver again led all others in number of landings and take-offs--306,113; Montreal's Dorval Airport had 257,086, followed by Cartierville with 229,245 and Ottawa 228,847.

Scheduled airline landings and take-offs included in the above figures were as follows--Montreal, 51,335; Toronto, 50,970; Vancouver, 32,829 and Edmonton, 29,432.

During the month of February this year, Vancouver's control tower recorded 20,262 landings and take-offs, making it the busiest for that month. Second place went to Ottawa with 15,304; followed by Saskatoon, 14,602 and Montreal, 14,490.

Total landings and take-offs were 189,347 an increase of 3 per cent over the same month last year.

FISHING ZONES AND TERRITORIAL WATERS

Canada's view that countries should be able to reserve exclusive fishing rights for their own fishermen within a contiguous zone of 12 miles from their coastal baselines was outlined last week at the International Conference of the Law of the Sea, in Geneva, Switzerland.

The Hon. George Drew, Chairman of the Canadian Delegation, in his address in Committee, also called for freedom of the seas up to 3 miles from the accepted baselines of countries. Mr. Drew said, in part:

"I think I should emphasize that it is of the utmost importance to Canada that there be clearly defined laws of the sea universally applied throughout the world. Merely to indicate the measure of our concern about this subject, may I take the time to place some facts before the committee which may not be generally known. We are the only country bounded by three oceans, the Atlantic on the east, the Pacific on the west, and the Arctic on the north. Including the very large islands on the east, west and north, we have a coastline of more than 30,000 miles or 55,000 kilometres, approximately the same as that of the U.S.S.R. They are, in fact, much the longest coastlines in the world and in both cases they are rich fishing grounds for most of their length.

"Off our coasts lie old and historic fishing areas from which many countries have been drawing rich harvests for centuries. On the west our salmon, halibut and other fish have been caught by Canadian and United States fishermen for many years. On the east, the Grand Banks of Newfoundland have been fished regularly by Portugal, Spain, France and several other countries. In fact, two years ago Portugal celebrated the 500th anniversary of the first of their annual fishing expeditions to the Grand Banks in a colourful ceremony at St. John's, Newfoundland. That goes back long before the beginning of our life as a nation. I mention this because these fishing resources are of interest not only to ourselves but to many other countries whose ships have continued their rewarding efforts for so many years.

"The interest of different nations in this subject is also brought into perspective by the size of their annual catch of fish and other sea food. May I give the last figures available, those for 1956, for the first fifteen countries in terms of metric tons. These were the catches in 1956: Japan, 4,763,000; United States, 2,936,000; Continental China, 2,640,000; USSR, 2,617,000; Norway, 2,129,000; Canada, 1,077,000; United Kingdom, 1,050,000; India, 1,012,000; Germany, 771,000; Spain, 749,000; Indonesia, 652,000; Union of South Africa, 555,000; France, 538,000; Iceland, 517,000; Portugal, 471,000. When it is remembered that China has over 600,000,000 people,

the U.S.S.R. over 200,000,000, the United States 170,000,000, and Japan 90,000,000, it will be realized that the Canadian catch for a population of 17,000,000 people does constitute a very important part of their economic life. In fact, it is not without significance that Canada, with a third of the population of the United Kingdom, has a larger annual catch. I have placed these figures before you only to establish the fact that when we speak of our interest in fishing we are discussing something that is of very great practical importance to our people, particularly to those living along our long coastline, who depend so largely upon fishing for their livelihood and sustenance.

"We are also very directly interested in everything related to the navigation of the seas and the freedom of the seas. In 1956, cargoes were loaded on ships in our ports to the total of 50,000,000 tons. I should also mention the new and rapidly expanding means of transportation which will be greatly affected by the decisions here. We have commercial aircraft lines already flying to many parts of the world and rapidly extending their services for passengers and freight. The routes they can follow and the services they can give, as much to the people of other lands as to our own, will depend upon decisions made here in regard to the area over which there is real freedom of the sea because that measures in turn their right to freedom of the air....

FISHING ZONE

"We believe Canada should be able to reserve exclusive fishing rights for its own fishermen within a contiguous zone of 12 miles from the coastal baseline as defined by Articles 5 and 6. We believe that Article 66 should be amended to add the control of fishing to those subjects already covered by Section I. This would seem to be the most satisfactory and most practical way of dealing with this subject because it comes logically under the article relating to a contiguous zone over which control will be exercised rather than any of the articles which deal with fishing on the high seas.

"In seeking exclusive national jurisdiction over fishing within a 12-mile limit from the baseline we are not disregarding the arguments which have been put forward in favour of retaining a 3-mile limit over fishing as well as the territorial sea. We are impressed by the statements which have been made by the distinguished representatives of the United Kingdom and other countries as to the effect of such an extension of national jurisdiction over fishing upon their own fishing in distant waters. We would greatly regret that any decision by this conference might substantially reduce their annual catch. We do hope that

TERRITORIAL SEA

satisfactory alternative arrangements can be made by agreement between the states concerned. In any event, we have imposed a 12-mile fishing limit on our own trawlers since 1911 for the protection of our shore fisheries. Thus within a 12-mile contiguous zone our own fishing trawlers have been denied by law the right to fish for 47 years. It is only natural that we should seek an international law which will impose the same restriction upon trawlers from other countries fishing in the waters off our coasts.

"It is significant that many other countries have already adopted the same contiguous zone for other purposes. It is not merely a question of the area which may be required for conservation. That varies according to local conditions. It may be debatable whether a 12-mile zone is required for most conservation plans. However, it does seem reasonable that a country should have some prior claim upon the stocks of fish heavily concentrated in an area where the local population is dependent on them for their livelihood. Twelve miles may not be scientifically exact. However, it has been sufficiently well established that the International Law Commission recognized it to the extent of declaring that neither contiguous zones nor territorial waters should be extended in any case beyond that distance. Perhaps it may be regarded as a figure of convenience as are many other figures which reasonably interpret a particular requirement just as the 3-mile limit has over so many years.

"We understand the natural desire of less-developed countries which so greatly depend upon the food resources of the sea to exercise the widest possible control over the waters which supply their food, particularly when they have not the financial resources to equip and maintain long range fishing fleets. Fishermen are the same all over the world. It is the small fisherman in Canada, as elsewhere who faces all the dangers to harvest the food from the sea. Community after community depend upon their efforts and their success. It is for them that we seek 12-miles of exclusive fishing rights with the contiguous zone. We are naturally sympathetic to the claims of some of the Latin American countries and others, whose distinguished representatives have explained their own particular fishing problems and the reasons why they have sought control over such wide contiguous zones. But we are inclined to think that in view of the recommendations of the International Law Commission it is most unlikely that there could be agreement upon the approval of anything more than a 12-mile contiguous zone. We do therefore respectfully urge those who seek more to accept the 12-mile zone as the widest area of national control over fishing upon which there is likely to be agreement, except for arrangements in regard to conservation or other special considerations of that kind.

"Now I come to the question of the territorial sea. This would seem to be the most contentious question which will properly come before this conference for debate. At first glance, it might seem that if it is desirable to extend the area of control over fishing, the simplest way would be to extend the territorial sea to whatever distance is required. I submit, however, that the two are not bound together in any way and that very unhappy results could follow the adoption of this apparently simple rule of thumb. As a representative of the Canadian Government said in the General Assembly on December 7, 1956, 'the general extension of the breadth of the territorial sea could have important consequences for the freedom of sea and air navigation'. The same point was raised in the Canadian memorandum to the Secretary-General of the United Nations on September 10, 1957.

"It is important for us to remember that those consequences could impose very serious limitations on the freedom of the sea as well as the flight of commercial aircraft which is becoming an increasingly vital means of communication and trade between all countries of the world. I do hope that in the discussions which take place when Article 3 is before the committee there will be no uncertainty about the fact that exclusive fishing rights can be exercised up to the 12-mile limit whatever the measure of the territorial sea may be below that figure.

"Let us then examine the question of the territorial sea strictly on its own merits. Whatever arguments may be used to support the retention of the 3-mile limit, I would like to say that there are some arguments that I have heard which in our opinion definitely do not apply. First is the suggestion already mentioned that the territorial sea needs to be extended to the same width as the contiguous zone established for the control of fishing. Second is the argument that this is a sign of progress. With every respect for the opinion of those who have expressed this view I do most strongly contend that it would be the very opposite. The extension inwards of the high sea to within 3 miles of the coast has been the most striking evidence of the progressive expansion of the freedom of the seas. If we started to move the area of free navigation farther out from the coasts we would, in fact, be setting the clock back 300 years.

"Canada is a young country, in time of actual development, probably one of the youngest here. We want progress. I think without undue immodesty we may claim to have achieved some substantial measure of progress. Our eyes are on the future. We want the widest possible freedom of the sea for the movement of our ships and the movement of our aircraft which are now flying millions of miles every year in the peaceful carriage of passengers and goods.

HAIL RESEARCH PROJECT

The Department of Transport's Meteorological Branch will again participate in intensive studies on the hail problem in Alberta this summer, it was announced by Andrew Thomson, Director. The project is a continuation of the considerable research carried out with other scientific agencies during the past two summers, he declared.

Commenting on the annual damages of \$20 million in Alberta and \$30 million in Saskatchewan over the last few years, Mr. Thomson said: "The aim of the project is to learn more about the natural processes by which hail forms. The new knowledge we are now gaining is bringing us considerably closer to the day when a scientifically sound opinion can be given on preventive measures to lessen the hail hazards."

Co-operating in the project with the Meteorological Service of Canada are the National Research Council, the Research Council of Alberta and McGill University. Some 15,000 Alberta farmers are taking part in the project by supplying the research team with specific information in an area believed to be unique for its high incidence of hail storms.

USING RADAR WEATHER SCANNER

The principal research tool is a radar weather scanner that has been set up at the R.C.A.F.'s station at Penhold, Alta. During last summer's four-months investigation, hail occurred eight days out of every ten in the 15,000 square mile area under study. Cloud photographs were taken every half minute whenever hail clouds could be observed from Penhold and time-lapse photography has played an important part in analysing the data.

Special equipment has been designed and built at McGill University to correlate various aspects of the study. Dr. R.H. Douglas, the "Met" Service's research specialist in cloud physics has been working closely with Prof. J.S. Marshall's "stormy weather" group in the preparation of the complete report on the 1957 hail program now expected to be available next month.

"It is our intention," explained Mr. Thomson, "to carry on a similar program of investigation of hail storms this coming summer with possible additional studies by means of lighting flash locators and microscopic studies of hailstones. Altogether the project should shed much light on the structure and life cycle of the destructive hail storms occurring across Canada."

DATA AVAILABLE TO ALL

The research project into the basic causes of hail was not to be confused with the large scale commercial hail-suppression operations in the region north and south of Calgary, Mr. Thomson explained. "As in the past two summers all the data collected during the course of

our investigations will be made available to all interested parties. This information will include radar data, related hail observations and other meteorological reports. We're anxious to provide all the answers that meteorological science can give at the present time to the hail problem in Alberta."

Concerning the effectiveness of cloud seeding to suppress hail, the Director of Canada's Meteorological Service stated that results in the Calgary area have been inconclusive to date.

"As is well recognized, evaluation of the effects of cloud seeding of the present type on hail fallout is exceedingly difficult. Development of a means for doing so probably awaits more knowledge of the physical processes. In 1956 the commercial target area seemed to have less hail than would be expected.

"In 1957 the record on hail losses in the suppression area compared with the rest of the province was high enough to suggest that no suppression was effected. However, statistics on hail losses show such great variability from year to year that it is impossible to predict the incidence of hail for a single year in any given area."

AUSTRIAN AMBASSADOR

Dr. Kurt Waldheim has presented his Letter of Credence as Austria's first Ambassador to Canada.

Dr. Waldheim, who was born in 1918 and has served in Paris and New York as well as in various capacities in the Austrian Foreign Ministry, was appointed Minister to Canada in 1956. Canada's Mission in Vienna became an Embassy late in 1956 and the Austrian Government have reciprocated by raising their Mission in Ottawa from Legation to Embassy and appointing Dr. Waldheim as the new Austrian Ambassador.

NEW POSTAGE STAMP

Mr. William Hamilton, Postmaster General, has announced details of a new design postage stamp to be issued on May 8, 1958. The new stamp will commemorate the centennial celebration this year of the Province of British Columbia.

The stamp will illustrate a placer miner panning gold on the bank of a mountain stream. It was the gold rush of 1858 which opened up a large part of what is now British Columbia to the explorer and pioneer, and which gave great impetus to the establishment of the province.

The new postage stamp was designed by Mr. Jack Harman, of Vancouver, B.C. It is of large size, horizontal format, green in colour and of the 5 cent denomination. The stamps are now being printed by the Canadian Bank Note Company, Ottawa, Ontario.

(Continued on P.6)

FISHING ZONES AND TERRITORIAL WATERS

(Continued from P. 4)

We want the same freedom for all nations to bring their trade to our shores and to the shores of all lands. It is not only the road of prosperity. It is the road to peace.

Now I come to the suggestion that every state should be free by its own declaration to determine that the territorial sea adjacent to its coast may be anywhere from 3 to 12 miles. Nothing is said about the distinction between a contiguous zone covering fishing and other important matters of that kind and the measurement of the territorial sea which carries with it entirely different consequences. I hope that every delegate here, and particularly the delegates from states with limited coastlines and perhaps no coastlines at all, whose main interest would seem to be to assure the widest possible freedom of the sea, will consider carefully the distinction between full control over fishing in a contiguous zone, and also the other important rights which can be embraced in such a clearly defined zone, without at the same time placing the territorial sea upon the same basis and making it subject to some variable rule such as has been suggested. However sincere the purpose may be, however convincing the arguments may have seemed, I do urge the most careful consideration of what the adoption of this proposal would mean. The

HEAVY SPENDING

A record total of \$362,000,000 was spent by tourists in Canada during 1957, an increase of 7.4 per cent over the 1956 total of \$337,000,000, it is announced by the Dominion Bureau of Statistics. For the seventh straight year Canadians travelling in other countries spent more than foreign tourists spend in Canada--a record \$523,000,000.

The increase in Canadian travellers' spendings abroad was 5 per cent above the 1956 figure of \$498,000,000.

Foreign travellers without automobiles accounted for most of the increase in Canada's tourist income. Such travellers put out \$15,000,000 more than they did in 1956.

On the other hand, Canadians using their automobiles in the United States accounted for the increased Canadian outlay on travel in that country.

While purchases declared under the \$100 customs-exemption privilege for Canadians returning from the U.S. totalled \$74,000,000 a gain of \$1,000,000, the expenditure was not as high a proportion of total outlay as usual.

acceptance by this conference of the doctrine that any state may at any time according to its own passing whim establish a zone for any purpose of 3 to 12 miles from the baseline along its coast would result in nothing short of legalized anarchy. It would not be law. It would be chaos. We came here to make law, not to destroy it. Let no one underestimate the seriousness of the situation if such casual juggling of territorial boundaries were cloaked with the sanctity of international law. Unfortunately past experience has demonstrated only too clearly that uncertainty of that kind is not conducive to peace.

"If only we examine the facts carefully, I believe we will all find that we are not very far apart and that we can agree upon a generally acceptable law of the sea. It is my earnest hope that after careful consideration the great majority of the delegates at this conference will reach agreement in regard to exact figures for the measurement of the contiguous zone and territorial sea. With profound respect for the opinions of representatives of countries much more populous than our own and not forgetting our comparative youth as a nation, we still do hope you may find merit in our proposal that there be a 12-mile contiguous zone in which there is complete national control over fishing and freedom of the seas up to 3 miles from the accepted baselines...."

They amounted to 18 per cent of the 1957 total, as against 19 per cent in both 1955 and 1956.

WAR MUSEUM TRANSFERRED

The Canadian War Museum will be transferred from the Public Archives to the Human History Branch, National Museum of Canada, on April 1.

The change in administrative responsibility for the War Museum was first announced in January 1957 when the National Museum was divided into two branches of the Department of Northern Affairs and National Resources - the Natural History Branch and the Human History Branch. At that time, it was announced that the War Museum would become part of the Human History Branch in 1958.

The Canadian War Museum contains 20,000 military relics of the Fenian Raids, the Riel Rebellion, the Boer War, the First and Second Great Wars, and the Korean War. It developed from the Military Museum established in Ottawa in 1880. Since the museum opened, it has received 1,438,310 visitors; in 1957, an attendance record was set when 117,421 persons visited the museum.