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MR. SIDNEY E. SMITH

Mr. Sidney Earle Smith, the Secretary of State for External Affairs, died suddenly in Ottawa on March 17, 1959. The Prime Minister paid the following tribute to him in the House of Commons on March 18:

"Mr. Speaker, yesterday afternoon tragedy walked with the House of Commons. Today we are speaking in memory of Hon. Sidney Smith, the late Secretary of State for External Affairs, not in his capacity as such but as one who in the short 18 months during which he was a Member of this House, earned the friendship of Members everywhere in the House, and the appreciation of Canadians as a whole for the contribution he made in international affairs on behalf of Canada.

"Mr. Smith came into the House with a reputation fully established as one of the great Canadians of his time. One cannot look into the future with any certainty, but I know the House will agree when I say this: here on the threshold of a new career, had he been spared, the brilliance of his contribution in other walks of life would have been repeated in large measure in this House.

EARLY CAREER

"His life was one of service, beginning in the first war when as a young man in his teens he went overseas and served his king and country in the artillery and subsequently in the Royal Flying Corps. On demobilization he continued his studies, first in his own locality

at his birthplace of Port Hood and at Windsor in his native province of Nova Scotia. In 1921 he was called to the Bar of that province. In the same year he was appointed lecturer at Dalhousie, and soon rose to a professorship. In 1929, after a period as lecturer at Osgoode Hall in Toronto, he became Dean of Law at Dalhousie.

"He was a great university administrator and teacher. His record is enshrined in the hearts of the many thousands of graduates who came under his influence at Dalhousie, Manitoba and Toronto Universities. I believe his greatest and most enduring memorial will be the lives of those who came under his beneficent influence in the course of that relationship, unique in its nature, which at all times existed between him and his student body.

PUBLIC SERVICE

"His was a life of service and devotion. He had an instinctive genius for human relationships. After becoming a Member of the House of Commons and a Minister of the Crown, he visited various parts of the world. Today messages are being received from national and international leaders not only in Canada, in the United Nations and NATO, but in the capitals of the world. All of them confirm the estimate that we formed of him and the respect, admiration and affection felt for one who gave so much to his country. Indeed, his

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loss is being felt throughout the entire free world, to the principles of which he gave unstinting devotion as a happy warrior for peace.

OUTSIDE INTERESTS

"The range of his interests can only be appreciated by those who knew the capacity of his mind and the boundless energy which he possessed. At various times he held the position of President of the National Film Society, the National Council of Adult Education, the National Council of the Y.M.C.A., the National Conference of Canadian Universities, the United Nations Association, the National Council of Canadian Clubs; as well as Chairman of the Canadian Youth Commission and the National Council of the Student Christian Movement. That was the busy life he led. He was able as well to win renown as a distinguished editor and author of learned journals and legal texts. He was a Queen's Counsel in three provinces, a fellow of the Royal Society of Canada, and the recipient of many degrees from leading universities in Canada, the United States and the United Kingdom. He was one of those who had the capacity for work above and beyond the normal limits of endurance. He was one who put the demands of duty at all times before other considerations.

"I speak as the one who communicated with him in the latter part of August 1957, when I asked him whether, in view of his experience and knowledge of international affairs and his relationship with the United Nations Organization, he would consider changing his mode of life and entering the Cabinet. His answer, which was typical of him, was 'If you think I can do something, I shall not fail'. No day was too long, no burden too onerous, and all his tasks were undertaken with a cheerfulness and warm-heartedness that will not be forgotten. He overtaxed his strength.

"It was only a few days ago that I suggested to him that he slow his pace. That was not his nature. His end came suddenly, in a way that most of us would like to pass away, in harness and in the full possession of those attributes and capacities with which he was endowed in such great measure."

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CANADA - U.S. AIR AGREEMENT

The Minister of Transport announced in the House of Commons recently that successful talks had been held between Canadian and United States officials who met in Ottawa on March 12 and 13 to discuss modification of the Bilateral Air Agreement of June 4, 1949, as amended.

The discussions concentrated for the most part on improving present transborder routes in order to provide a better service to the travelling public of both countries. The Delegations expressed the hope that the discussions would be assumed at an early date to review the air traffic requirements of the two countries on a broader basis.

The two Delegations agreed to recommend to their respective Governments the following improved services: Canadian carriers may operate between Prince Rupert and Ketchikan; Calgary and Spokane; Winnipeg and/or Kenora, International Falls and Fort William/Port Arthur; Toronto and Buffalo; and an extension of the Halifax-Boston route to New York. United States carriers may operate between Ketchikan and Prince Rupert; Spokane and Calgary; Great Falls and Calgary in replacement for Lethbridge on the existing Great Falls-Edmonton route; Minot and Regina; Duluth/Superior, Fort William/Port Arthur and Hancock/Houghton; and Buffalo and Toronto. It was also agreed that a United States carrier might serve Portland, Maine, as an intermediate stop on the existing route between Boston and Montreal; and that Winnipeg might be served on present turn-around flights between Minneapolis/St. Paul and Edmonton.

This Agreement will be put into effect, when approved by each Government, by an exchange of diplomatic notes.

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MR. MACMILLAN'S VISIT

The Rt. Honourable Harold Macmillan, the Prime Minister of Great Britain, accompanied by the Rt. Honourable Selwyn Lloyd, the British Foreign Secretary, arrived in Ottawa early on the morning of March 18 for a one-day visit. Mr. J.G. Diefenbaker, the Prime Minister of Canada and Mr. Norman Robertson, the Under-Secretary of State for External Affairs, were at the Airport.

Mr. Macmillan called on the Prime Minister in the morning. Mr. Howard Green, the Minister of Public Works was also present. At noon Mr. Macmillan met members of the Cabinet. In the afternoon talks were resumed between the two Prime Ministers, when Mr. Green and other officials were present.

Mr. Macmillan and his party left Ottawa by air on the morning of March 19 for Washington.

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AUSTRALIAN HIGH COMMISSIONER

The newly-appointed High Commissioner for Australia, Major General Sir Walter Cawthorn, C.B., C.I.E., C.B.E., made his first call on the Prime Minister of Canada, Mr. John G. Diefenbaker, on March 13. The High Commissioner, who was accompanied by Mr. F.T. Homer, First Secretary of his Office, was introduced by the Chief of Protocol, Mr. H.F. Feaver.

Sir Walter Cawthorn was born in Melbourne in 1896. He held several senior posts in the Indian army, in which he served until 1947, and was a member of the Indian Delegation to the United Nations Conference at San Francisco in 1945. From 1948 to 1951, he served with the Pakistan army as Deputy Chief of Staff. Prior to his appointment to Ottawa, he was High Commissioner for Australia to Pakistan.

INTERNATIONAL ECONOMIC CO-OPERATION

In his last major speech as Secretary of State for External Affairs, Mr. Sidney E. Smith, said that it is of vital importance that the common economic problems of the free world be solved successfully and harmoniously, so that under-developed countries may realize that the free way of life was much better than the totalitarian.

Speaking at the 208th annual meeting of the Halifax Board of Trade on March 16, 1959, Mr. Smith said that the free nations must either work together in the field of international economic relations, or accept the fact that they may well perish together.

Mr. Smith said in part:

"When one considers that one out of every five Canadians is dependent on export trade for his livelihood, the crucial importance of our external trade becomes starkly apparent. It is of these external economic relations that I intend mainly to speak tonight and, in particular, about the role of Government in the fostering of harmonious international relations. Notwithstanding the fact that Canada has a free enterprise economy and indulges in the minimum of state trading, governmental responsibilities have grown tremendously during the past few decades -- grown, in fact, in direct ratio to the ever-expanding network of international economic and trade regulatory machinery. The governmental role has grown, too, as a consequence of its exclusive responsibility for international aid programmes -- of which I will say more later in my address.

"But to deal first with trade -- the general objective, of course, of the Government's economic policies is to facilitate and foster trade both by seeking to overcome obstacles which may arise from time to time, and also by striving to create an international atmosphere which will help to expand trade on a world-wide basis. In the pursuit of this objective, it is of prime and increasing importance today to have an intimate knowledge of the policies and intentions of governments, since international trade is more and more being conducted or markedly influenced by governments. We also find ourselves participating in regular and close exchanges with our principal trading partners. We find economic matters arising more and more in many of the United Nations activities in which we are participating. Indeed, the means and methods of international economic co-operation have been multiplied out of all recognition over the past twenty years, and this is not just a sort of international Parkinson's Law in operation (although that seems to be a phenomenon present in some degree wherever governments are involved!), but rather a response to the urgent need to bring about a more rational distribution of the world's economic resources

to meet the demands of steeply rising populations seeking ever higher standards of living. It is upon a wise use of the international economic machinery that has developed, that much of our hope of achieving a saner and more prosperous world will depend.

INTERNATIONAL ORGANIZATIONS

"Let us glance briefly at some of the more important international arrangements to which Canada is a party. On the widest plane we have the General Agreement on Tariffs and Trade -- better known as the GATT -- which commits its signatories to the most liberal (with a small "l") of trading policies -- that is, to expanding trade and economic development on a worldwide scale by means of the lowering of tariffs and the removal of restrictive barriers. The significance of GATT lies in the fact that its 37 member states between them conduct some 80 per cent of the world's trade, and the reductions and bindings of tariff levels regulated under the Agreement affect some 50 per cent of the trade of the signatories. The Agreement has provided the apparatus by which four rounds of general tariff negotiations have taken place at which substantial reductions and bindings have been effected. This is a most significant contribution to the freeing of world trade.

"Of a global nature, there is the wide range of machinery and institutions set up under United Nations auspices for the harmonization of international standards and for the expansion of co-operation at the technical level. They include the Food and Agricultural Organization, the World Meteorological Organization, the International Civil Aviation Organization, (with its headquarters in Montreal), the World Bank and International Monetary Fund, to mention only a few. Canada is an active participant in them all. We have also supported efforts both within and outside the United Nations framework to devise solutions to problems of commodity trade. Thus Canada is a member of all the existing international commodity agreements on wheat, sugar and tin, and participates in the work of a number of study groups in other commodities. The value of this commodity by commodity approach, which attempts to consider and to ameliorate the conditions of trade in terms of the problems peculiar to each commodity, was reiterated at the Commonwealth Economic Conference as a means of mitigating the abrupt and short-term fluctuations in world commodity prices....

CANADIAN-U.S. TRADE RELATIONS

"Governmental participation in multilateral organizations and conferences of the kinds which I have been describing can do no more than create the framework within which freer international trade can develop. They require

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vigorous follow-up action by private business interests and by governments to develop trade opportunities and to exercise constant vigilance to ensure that misunderstandings and obstacles do not arise in our dealings with individual countries. Nowhere is this more true than of our trade relations with the United States which play such an important role in the economic well-being of Canada. The founding in 1957 of the Canadian-American Committee, with which some of you, I know, are connected, has done much to facilitate the frank and friendly examination of Canadian and American problems by private individuals and businessmen. At the Cabinet level, the Joint United States-Canadian Committee on Trade and Economic Affairs, the last meeting of which was held in Ottawa early in January, permits the kind of consultation which is essential to the understanding of our manifold mutual problems.

"Admittedly there is still room for more effective co-operation and frank consultation at both private and government levels. Consultation, it should be noted, is not an end in itself but a means of eliminating harmful conflict in our trade relations. To succeed, it must include a reasonable expectation that policies complained of will be modified or ameliorated. Consultation for its own sake or to obscure the absence of constructive mutual accommodation could be not only futile but harmful to the good relations between our two countries.

"Less than a week ago President Eisenhower announced that a system of mandatory controls was being imposed on imports to the United States of crude oil and its principal derivatives. The justification for this action was said to be the security interests of the United States, but it is the Canadian Government's firm, and we are convinced reasonable, contention that there can be no justification on security or on any other grounds for the application of such controls to Canadian oil. Indeed, continental security requires that a more rational use be made of such continental resources as these and the Canadian Government is determined to persist in its efforts to secure unimpeded access of Canadian oil to the markets of the United States. The President has expressed the hope that in the course of further conversations agreement can be reached which will take fully into account the interests of Canada and other oil producing states. We sincerely hope that his expectations are fulfilled, for the Canadian Government is bound to use all means at its disposal to safeguard vital Canadian interests.

"What I have said would apply with equal force to the sharing of defence production contracts required to fulfill the continental defence partnership into which we have entered with the United States. It is of the utmost importance that the highly proficient research and development skills and techniques which

have been developed in Canada be preserved and expanded and that Canadian materials, finished products and component parts be used in the common defence effort. This participation by Canada can be justified on political, economic and military grounds. A strong Canada means a strong partner in our continental defence. It is sometimes discouraging to learn that these problems which are of such vital concern to Canada are most imperfectly understood by large sections of the American business community. Indeed, there is often a total unawareness of their existence. To you, as businessmen, I say that we must be persistent in our efforts to gain recognition of our rights and interests when working out practical relationships with our good neighbours to the south.

"Our problems as a world trader are not, of course, confined to our relations with the United States, important though they are. One aspect of current economic developments which we follow in Canada with interest, not unmixed with concern, is the creation of the European Economic Community or common market and the various proposals -- none so far successful -- for associating with it, in a less integrated grouping, the United Kingdom and most other countries of Western Europe. Because more than one-quarter of total Canadian exports go to Western Europe, our trading arrangements with that area are of the utmost importance. They are also, I need hardly point out, of fundamental interest and importance to this city through which so much European trade passes. A strong, prosperous and outward-looking Europe would contribute to the expansion of Canadian trade but a restrictive regional trading group would, by contrast, have most serious implications for us....

ECONOMIC AID

"You, as a group, are perforce more concerned with trade than with aid, yet, from the Government's point of view, aid now assumes a most important role in our international economic relations. Many of the so-called underdeveloped countries, particularly in the Far East, have only recently won political independence and are apt to fear that economic assistance may serve as a cloak for political interference. Canada, being a middle power and free of any suspicion of a desire to dominate or control others, is an acceptable donor and we, for our part, have accepted the challenge offered by the extreme poverty and economic under-development of many areas of the world and have striven to help those areas to help themselves. Our post-war financial assistance abroad had, by March 31, 1958, totalled \$4.3 billion. Of this, actual expenditures for economic and technical assistance to underdeveloped countries totalled about \$290 million. The bulk of the remainder went into post-war reconstruction, loans, relief, and subscriptions to international financial

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THE ROYAL YACHT "BRITANNIA"

When the sleek, blue hull of Her Majesty's Yacht "Britannia" cuts through the waters of the St. Lawrence Seaway this summer, she will have already logged over 100,000 miles and sailed most of the sea lanes of the world in the service of the present Royal Family.

But this trip, up the mighty river, through the Great Lakes and deep into the heart of the North American continent, will be the first time, as far as can be determined, that the Yacht has cruised in fresh waters.

From the time the Royal Party boards the ship at Seven Islands, Que., on June 20, until they disembark at Port Arthur and Fort William on July 9, she will have added to her proud record by sailing an indirect route of over 3,000 statute miles through the world's longest inland waterway.

Before the "Britannia" sails for home at the conclusion of the Tour, her return trip from the head of the Lakes and her ports-of-call in the Atlantic Provinces will have seen her cover a total of nearly 7,000 miles in North American waters.

After the Royal Yacht leaves Seven Islands on the evening of Saturday, June 20, she will carry Canada's Queen to Gaspé, Port Alfred on the Saguenay River, Wolfe's Cove at Quebec City, Three Rivers, Montreal, for the official Seaway Opening ceremonies, through the Seaway to Brockville, Kingston and on to Toronto where the Royal Party will disembark on Monday, June 29. At Windsor, on Friday, July 3, the Royal Cruise will continue to Sarnia, Georgian Bay, Chicago, Sault Ste. Marie and the twin cities of Port Arthur and Fort William.

While Her Majesty and the Duke of Edinburgh continue their tour by rail and air, the Yacht will make her return passage through the Seaway and, on Tuesday, July 28, again pick up her Royal passengers at Shediac, N.B., for calls to Charlottetown, P.E.I., and Cape Breton, N.S. The Queen and Prince Philip will leave the ship at Sydney on Friday, July 31, to fly to Halifax. The following day, their official duties completed, they will re-embark on "Britannia" for a restful voyage home.

Launched in April 1953, and commissioned early the following year, "Britannia" has been no mere pleasure craft. She has carried her Royal passengers to the far-off corners of the Commonwealth and on visits of state to friendly nations around the globe.

In 1951 it was decided to replace the 50 year-old "Victoria and Albert" by a new, medium-sized hospital ship which would be used as the Royal Yacht in peacetime. Built by John Brown and Company at its famous Clydebank yards, the ship was especially designed to take long ocean voyages and to be large enough for economical use as a hospital ship, should

the necessity arise. The 412-foot, 5,769-ton "Britannia" is the result.

That she is a well built ship is evident from her successful journeys to far-away ports in all kinds of weather. That she is a practical ship is equally evident when it is considered that she can be quickly converted into a hospital ship with accommodation for 200 patients and that her range without re-fueling is over 2,000 miles at 20 knots.

As well as being a sturdy ship, "Britannia" has an elegance that befits her Royal duties. Her bluebottle blue hull with white upper structure, sharp yacht-like bow and blunt stem is set off by a gleaming gold band below the upper deck. Her buff-coloured funnel and three masts have a smart rake - or backward slant. But it is the interior of the vessel which makes "Britannia" a miniature floating palace. On the shelter deck - the uppermost deck of the super-structure - between the main and mizzen masts, are located the Royal sleeping apartments. From this deck the main staircase runs down to a vestibule around which are grouped the drawing rooms of Her Majesty and the Duke of Edinburgh, the dining room which can accommodate 50 for a State banquet, or serve on occasions as a cinema, and the main drawing room and ante room which extend across the full width of the super-structure.

Another flight of the fine, wide staircase leads down to the main deck and to the cabins of the Royal Household and guests.

The Royal quarters include a special section for Prince Charles and his sister, Princess Anne. These apartments were, in fact, the first to be used officially as the Prince and Princess made the maiden voyage of the "Britannia" to Tobruk, North Africa, to meet their parents returning from their Commonwealth tour in 1954.

The furnishings of the Royal suites are in keeping with their function. Her Majesty and the Duke of Edinburgh took a personal interest in their selection and in the interior decoration of the cabins. Included in the furniture are some fine old pieces taken from the "Victoria and Albert".

Among the many modern innovations on the "Britannia" is a link for ship-to-shore telephone communication on which speech can be "scrambled" for security purposes if required.

Part of the extensive sun deck has been strengthened to embark and operate a helicopter which could be used for a variety of purposes, including the carrying of despatches to and from the Queen when she is on board.

Other features of her design, regarded as essential for a hospital ship, are stabilizers which can cut down a 20-degree roll to a mere six degrees, a complete air-conditioning system and unusually large laundry facilities.

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Since "Britannia"'s first official voyage to Tobruk in 1954, she has had few idle moments. At one time or another she has transported members of the Royal Family to or from Norway, Denmark, Holland, Australia, South Africa, New Zealand, The West Indies, Corsica, Sardinia, Mauritius, Zanzibar, Tanganyika, Seychelles Islands, Ceylon, Malaya, New Guinea, Falkland Islands, Portugal and other distant ports. Her one previous trip to Canada was in the summer of 1954 to pick up the Duke of Edinburgh following his visit to this country to open the British Empire Games in Vancouver.

This spring "Britannia" is adding more mileage to her log as she transports Prince Philip during a portion of his long tour of Commonwealth countries in the Far East. Before she returns to England, the Royal Yacht will have visited Burma, Sarawak, Brunei, North Borneo, Hong Kong, Solomon Islands, Gilbert and Ellice Islands, Christmas Island and the Bahamas. On her arrival home she will undergo a refit before sailing for Canada in June.

The crew of the "Britannia" numbers about 20 officers and 250 men. Every member is a volunteer, hand-picked for good conduct and suitability. Perhaps the proudest among the ship's company, when the "Britannia" reaches Canada, will be the 2 officers and 15 ratings of the Royal Canadian Navy who were honoured by being included in her complement.

INTERNATIONAL ECONOMIC CO-OPERATION
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institutions, such as the International Bank and Monetary Fund, which play a major part in the creation of the financial climate necessary to the healthy employment of the world's capital resources.

"The huge resources which we and other Western nations have devoted as aid to the less-developed countries can be justified on humanitarian grounds alone. You, as businessmen, will agree that it can equally be justified in commercial terms in that it will provide the initial stimulus which will start the self-generating process by which these nations can in turn become our customers and

trading partners. There is, too, the consideration that when Canada makes a contribution of this kind, it is more often than not in the form of Canadian goods and services which these countries need and for which they have asked. It is our belief that a programme which is thus based on a mutuality of interest between Canada and our friends in the underdeveloped countries is best calculated to advance our common objectives....

"There is, however, a third reason underlying international aid today which is directly related to the cold war now being relentlessly waged between East and West. I cannot leave the twin subjects of trade and aid which have been my main theme this evening without referring, however briefly, to the challenge that we are facing from the Soviet Union on both counts.

"In recent years the Soviet Union and its communist partners have launched a trade offensive which is calculated to capture markets in all parts of the world almost without regard to considerations of cost or profit. They have also, from time to time, disrupted the world's commodity markets -- tin and aluminum are two examples -- by releasing supplies at times and in quantities sufficient to create or intensify serious falls in prices. Offers of economic assistance, too, have been and are made on terms which it is difficult or even impossible for the free economies of the West to meet. In actual fact, of course, the countries of the West have done very much more to help the economically underdeveloped countries of the world than has the Soviet Union and its allies and satellites. But this certainly does not mean that we can afford to be complacent about it. We must never lose sight of the need to work with the less fortunate peoples of the world and to help them in their long struggle to free themselves from want and fear. Abraham Lincoln said in another context that his country could not endure "half slave and half free". Our civilization cannot endure when more than half of mankind still lacks the means to free itself from the servitude of grinding poverty...."