



Bulletin

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CANADA'S POLICY IN NIGERIA

During a debate in the House of Commons on November 27, the Prime Minister outlined as follows the role of the Canadian Government in helping to provide relief to victims of the Nigerian conflict:

...Any armed conflict is terrible. But when events conspire to make children the principal victims, then the horror of all persons turns to revulsion. We should be less than human if we did not attempt to alleviate that suffering. The debate today asks if Government attempts in that respect have been correct; if Canadian policy should be measured by one criterion - contributing or not contributing to a single charitable operation.

Canadians possess no secret formula for concluding wars; they are not gifted with any divine guidance into the rights and wrongs of the arguments of strangers. Canadians do believe, however, that political quarrels cannot be successfully concluded on a battlefield. The complex human relations which must somehow be repaired and restored, the confidence which must be created in the place of fear - these difficult and sensitive tasks cannot be performed in an atmosphere of war. They can only be the product of consultation and negotiation.

Canada has repeated these views again and again to the combatants in this war, and it has expressed publicly its attitude with respect to the supply of arms from outside. We have stated, as well, that we are anxious to do whatever we can to assist in such consultations or negotiations. Just as we made available senior and experienced Canadian military personnel to serve on the international observer team in Nigeria, we are ready to make available talented Canadian diplomats to contribute to the process of peaceful settlement.

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FOLLY OF INTERVENTION

To intervene when not asked, however, would not be an act of courage; it would be an act of stupidity. There are some 30 countries in Africa, south of the Sahara, which have achieved independence since 1957. Every one of these emerged into nationhood following a lengthy and anguished colonial history. No single act would be regarded with more hostility by any of them than the unilateral intervention of a non-African state into their affairs.

I say this, not from sumise, but because it was made very clear on at least two occasions by the Organization of African Unity. They have said that this is an African problem, and that outside interference in this conflict would not be welcome. Certainly, it is presumptuous on our part to think that we, white people who are far away in North America, know more about Africa than the 30-odd countries, the members of the Organization of African Unity, which made the statement.

Because of that, it would be wrong for the Cana-

dian Government to assist the Nigerian Government militarily, but it would be equally wrong for the Canadian Government to assist the rebel régime politically. Each is an act of intervention. Each would be a presumptuous step – an arrogant step, I would say – for a country so distant as Canada.

HOW CANADA CAN HELP

What Canada can do, and what it must do, however, is to attempt to feed the children who will starve to death without help. A starving child prompts an emotional response – and properly so. But that emotion must serve to assist the children, and not the reverse....The nature of man is so perverse that in the past few years there have taken place tragedies of indescribable proportions in several developing countries: the mass slaughters during the partition of India, the atrocities in Algeria, the massacres in Indonesia. Even while the Nigerian war continues, there have been bloody conflicts in the southern Sudan and in Chad. The Canadian Government did not intervene, and is not intervening in these sad situations. No Canadian Government did so, and no Canadian opposition party criticized those decisions, because of the inescapable limitations upon the effective actions which Canada can take.

The Nigerian tragedy does not become different from these others simply because some persons employ superlatives, or repeat accusations of genocide when these allegations have been proved demonstrably incorrect, or relate highly inflated death-rate figures. Nigeria is only different because we know more about it and because it is children who are the principal sufferers.

I suggest that there are several points on which there is no dispute among Honorable Members. We share a common revulsion to the suffering which has been brought about by this war. We share a common desire to aid the victims. We all recognize the fragile and inadequate nature of a night relief airlift which must share a single runway and surrounding air space with competitive arms flights.

DAYLIGHT FLIGHTS

Where we differ is in our judgment of the best means to increase the flow of relief. On the basis of careful evaluations of reports received from qualified observers from many sources, the Government has concluded that the only truly effective way of delivering adequate supplies of relief to Biafra is by way of daylight flights. Not only is a daylight airlift safer but, because of the different flying conditions, many more airplanes could be accommodated in any one day than in any one night. When one adds to these facts the additional fact that the airport would not be used for arms deliveries in the daytime, then the flow of relief would increase severalfold.

These facts, which are indisputable, prompted the Canadian Government to do whatever it could to persuade the parties to permit daylight relief flights

to occur. In making these efforts we attempted to understand and to meet the objections which were raised by one side or the other to the principle of daylight relief flights.

CANADIAN INITIATIVE

I related to this House on November 4, 1968, and again two days ago, the Canadian initiative which exacted from the Lagos authorities a guarantee of safety for daylight flights. I am able to reveal, as well, that it was as a result of the visit of my representative to Nigeria in June of this year that the two essential elements of any daylight arrangements were identified and agreed to. These are the identification of the aircraft involved, and the inspection of the cargo.

Canadian efforts since that time have been directed to a means of assisting in this identification and this inspection. We have taken the position that it is not for us to assess whether the military fears of one side or the other are reasonable or responsible. Rather we have sought to produce a formula that would meet those fears, a formula which would assure the Nigerians that relief aircraft were in fact relief aircraft, that relief cargos were in fact relief cargos – in short, a formula that would assure the Biafrans that the aircraft were not disguised bombers or troop-carriers, that food parcels were not tampered with, that daylight flights could not be used as a cover for a hostile military operation.

The negotiations conducted this summer by the International Committee of the Red Cross were based upon these principles.

That is why, I think it is slightly unfair to suggest...that the Red Cross has been bogged down and caught up with outmoded conceptions. This is not the aspect which has deterred the Red Cross from attempting to bring its mercy flights to the Biafrans. That operation stopped...after a Red Cross aircraft was shot down in the middle of the night.

Even though it may have been clearly marked, it was shot down in conditions of poor visibility – *entre chien et loup*. It was following that that the Red Cross stopped flying. It did so not because problems of sovereignty were raised but because it realized, as I think we realized prior to that, that it would be infinitely better to reach agreement to fly by day. The reasons that agreement has not been reached, as I shall show in a moment, are not because of outmoded conceptions of sovereignty but because both parties have been unable to come to an agreement as to the conditions under which the Red Cross could pursue its mercy flights during the daytime. Therefore, it is not a legal technicality. It is a question of whether the Red Cross is permitted to make its mercy flights during the daytime.

CONSULTATION WITH U.S.

When the Ojukwu régime balked at the implementation of the proposed agreement because of fear of military disadvantage, Canada was disappointed but it made

CANADA-GHANA PAIR UNIVERSITIES

An agreement of understanding was signed by Canada and Ghana recently regarding a "twinning" arrangement between the University of Ghana and the University of Western Ontario.

The purpose of the project is to develop a co-operative program of economic research and training at the two universities; to expand research in Ghana and in Canada on problems related to the economic development of West Africa; and to increase Canadian understanding of the economy of Ghana and other West African countries.

Under the terms of the agreement, Canadian professors of economics will teach and do research at the University of Ghana and Ghanaian professors and students will do the same in Canada. The duration of the initial agreement is for five years. This year, three professors of economics from the University of Western Ontario will be working in Ghana, while four Ghanaian students will be doing graduate work in economics at Western University. Canada will pay the foreign-exchange costs of the program, which are expected to be about \$335,000.



The High Commissioner for Canada, Mr. D.B. Hicks, and Dr. A. Kwapong, the Vice-Chancellor of the University of Ghana, sign the agreement at the University of Ghana, on behalf of their respective governments.

CANADA WELCOMES MOONMEN

The first men on the moon, U.S. astronauts Neil Armstrong, Edwin Aldrin and Mike Collins, paid a visit to Canada on December 2 and 3, during which they received from Members of Parliament one of the most rousing welcomes ever given celebrities from abroad. When Prime Minister Trudeau rose to greet the three spacemen and their wives in the House of Commons, Members thumped their desks, decorum was forgotten and occupants of the two packed galleries joined in the enthusiastic ovation.

Mr. Trudeau paid the *Apollo XI* crew the following tribute:

"The venture of these three brave men into the unknown stirred the imagination and the pride of all Canadians. This country is not so old nor so well explored, that either the experience of the frontier or the taste of adventure is forgotten. We are close in time and in space to wilderness. In our blood — or perhaps just in our secret desires — is found the spirit of such as Hudson and Cartier, Palliser and Steffanson. The exploits of our visitors today proved that the age of exploration is not over and we are glad. They proved too that there is new meaning in the heavens, and we are better for it. We are delighted to have with us these courageous men and their equally brave wives."

EXCHANGE OF GIFTS

On Parliament Hill, the astronauts presented the Prime Minister with a replica of a small disc they had left on the moon in July, inscribed with messages from 73 nations. After lunch with the Prime Minister,

Armstrong, Aldrin and Collins were presented with Eskimo prints and copies of a book on Eskimo art.

The visitors went next to the National Research Council for a press conference, after which, at a Government House reception, they gave Governor-General Roland Michener a signed photo of their landing on the moon.

Next day, in Montreal, following a press conference and a huge reception outside the Queen Elizabeth Hotel, they visited the site of Expo 67 and Man and His World. Colonel Armstrong, who paid tribute to the workers from Longueuil who had built the legs of *Apollo XI*, jokingly said that the first feet to touch the moon "weren't American, they were Canadian". "Well at least," he continued, "we can say *Apollo XI* reached the moon with strong Canadian support — and we thank you for that."

GREY-T DAY FOR OTTAWA

Rough Riders (Ottawa) met Roughriders (Saskatchewan) in the annual East-West football battle for the Grey Cup waged in Montreal Sunday, November 30.

The Ottawans, eastern champions, knocked off the Prairie pigskin pack by a 29-11 score, capturing the Canadian championship trophy for the second straight year. More than 33,000 fans shivered in Montreal's Autostade as the Frank Clair-coached Ottawa team overcame an early deficit to win going away.

Ignoring the field's icy condition, Prime Minister Trudeau, who performed the ceremonial kick-off,

booted the ball 28 yards downfield, bettering his 1968 performance by a considerable margin. "Il a gagné ses épaulettes."

Russ Jackson of Ottawa, who will now concentrate on his duties as a high-school vice-principal, ended a long and brilliant career as a top professional quarterback, and was selected as the game's outstanding player. Earlier in the Cup festivities, he had been named Canada's best gridiron performer.

Some consolation was afforded disappointed supporters of the Regina squad in the selection of Laura Medland of Saskatchewan as "Miss Grey Cup".

SPACE COMMUNICATION MEETING

Mr. Eric Kierans, Minister of Communications, headed the Canadian delegation to the UNESCO Meeting of Inter-Governmental Experts on International Arrangements in the Space Communication Field, which was held in Paris from December 2 to 9. The other members of the delegation were: Mr. Alan Gotlieb, Deputy Minister, Department of Communications; Mr. Jean-Marie Beauchemin, Assistant Deputy Minister of Education, Government of Quebec; Mr. Yvon Côté, Assistant Deputy Minister of Transport and Communications, Government of Quebec; Mr. Laurent Picard, Executive Vice-President of the Canadian Broadcasting Corporation; Mr. R. Marchand, Director of the International Telecommunications Branch, Department of Communications; Mr. E.G. Lee, Deputy Head, Legal Division, Department of External Affairs, and Mr. Spencer Moore, International Relations Office of the Canadian Broadcasting Corporation.

The meeting was called to discuss international arrangements on the use of space communication for the free flow of information. Special attention was given to the collection and dissemination of news, educational broadcasting and cultural and other transmissions. The furthering of satellite television transmissions by ensuring their legal protection against uses not authorized by the originating body was also studied. An assessment was made of the requirements of education, science and culture in the future allocation of frequencies for space communication.

ARCTIC CO-OP TEN YEARS OLD

October marked the tenth anniversary of the founding of the first co-operative in the Northwest Territories at Port Burwell at the windswept entrance to Hudson Strait. The co-operative, named *Kikitaoyak* — the place where land disappears into the sea — was started by about five Eskimo families in October 1959.

The settlement has long been known for its wealth of fish and seals, its high winds and fog.

From 1904 to 1925, Moravian missionaries preached to, taught and traded with the Eskimos of the area. From 1925 until 1939, the Hudson's Bay Company maintained a trading post there; when this closed down, the nearest source of supply for the Burwell Eskimos was 300 miles away at Fort Chimo.

BIRTH OF CO-OPERATIVE

After the Second World War, the federal Department of Northern Affairs suggested to the Eskimos that they form a co-operative in the potentially rich area. The people borrowed \$6,000 to build and stock a small store and to buy equipment for fishing and handicrafts industries. In 1961, a temporary school was opened by the Department and, in 1962, Ray Buffitt, a projects officer, organized fishing and sealing programs. The Eskimo population increased to 95, and a permanent school was built. The loan was repaid, and the fishing operation expanded to include a filleting and freezing plant for cod, char and halibut.

To-day, no able-bodied person in Burwell is on relief — children are attending a permanent school, and families are making regular payments on three-bedroom serviced houses.

During the past ten years, 36 co-operatives and three credit unions have been established throughout the North. In 1968, 28 northern co-operatives reported a business turnover of more than \$2.3 million. They employed full or part-time, 170 people who received \$356,113 in wages and salaries. They have accumulated about \$950,000 of their own capital and contributed over \$600,000 to the local economy.

VEHICLE TOURS OF EXPO 67 SITE

More than 200 groups have rented vehicles for guided tours of the Man and His World, formerly the Expo 67, site since the program began on September 27. The plan was instituted in response to requests from individuals and groups to visit the exhibition grounds even after its official close. There were many requests from visitors to Montreal who had missed both Expo 67 and Man and His World 1968 and 1969, as well as from convention delegates.

Visitors make the one-hour tour of the exhibition in their own cars or in rented buses and the charge is \$5 a vehicle, regardless of size. Each car or bus is accompanied by a guide or hostess.

Among the groups visiting have been officials of the Wisconsin Transit Authority, architecture students from Detroit, delegates to a medical conference in Montreal, officers of the Canadian National Defence Forces and delegates to an International Air Transport Association conference.

Many visitors were in Montreal on business. Some have come from as far away as Australia, California and Japan and represent some 20 countries in all.

TOUCH OF NELSON

Admiral Lord Nelson's christening mug is now the proud possession of the wardroom of HMCS *York*.

The money for its purchase (\$3,000) was raised by donations from *York's* officers, members of various naval veterans' associations, the Naval Officers' Associations of Canada, numerous reserve units, and interested persons in private and public life.



Nelson's christening mug.

The display case for the mug was designed by members of the Royal Ontario Museum, whose Director of Display, Mr. John Anthony, used a section of the original oak planking of HMS *Victory* as a base for the mug. The planking and an original copper bolt, the latter flattened to serve as a name-plate, were contributed by HMS *Victory's* commanding officer, Lieutenant-Commander W.E. Pearce, RN.

The project began last December when Captain T.C. Turner, HMCS *York's* commanding officer, made a transatlantic telephone call to Mr. Hugh Maclear, who had offered the mug for public sale in London. Mr. Maclear, whose son is Michael Maclear, an overseas correspondent for the Canadian Broadcasting Corporation, explained that the mug had come into his family's possession through a marriage with the McGraw family. Sir George McGraw had been a surgeon to Lord Nelson, and had served in HMS *Victory* at Trafalgar.

Arrangements were made with Mr. David Bull, curator of the Nelson silverware collection of Lloyd's of London, to authenticate and purchase the mug, which has hall marks indicating it was made in 1732 or 1733.

Legal papers have now been drawn to pass the mug to the Royal Canadian Military Institute, and thereafter to the Royal Ontario Museum.

CANADIAN EXHIBITION AT THE LOUVRE

The inauguration on November 28 at the Cabinet des dessins du Louvre in Paris of an Exhibition of drawings of European masters selected from the collection owned by Canada's National Gallery was attended by Mr. Paul Beaulieu, the Canadian Ambassador to France, representing the Canadian Government, and the representative of the Minister of Cultural Affairs of France, as well as Miss Jean Sutherland Boggs, Director of the National Gallery and Mr. Maurice Serrulaz, curator of the Cabinet des dessins du Louvre. This exhibition, entitled "From Raphaël to Picasso", was organized by the National Gallery and the Musée du Louvre, with the assistance of the Department of External Affairs under the aegis of the Franco-Canadian cultural agreement.

This important display, the first of its kind ever held in the Cabinet des dessins du Louvre, consists of some 106 drawings of European masters from the fifteenth century to the present day. The Paris exhibition, which follows showings at the Colnaghi Gallery in London and the Uffizi in Florence, is intended as a tribute to Miss Kathleen Fenwick, who retired recently as curator of prints and drawings at the National Gallery and who participated in the inauguration. During her career with the National Gallery she was responsible for the acquisition of a particularly rich and important collection of prints and drawings.

COST OF HEALTH SERVICES

The federal-provincial conference of ministers of health met recently in Ottawa to consider the report of the committee on costs of health services authorized by the ministers at their last meeting, in November 1968.

The urgent concern arises from factors detailed in the report such as a steady rise of more than 10 per cent annually in health care costs and of 14 per cent in hospital service costs. The report states:

"The cost of health services has risen so rapidly in Canada in recent years that three alternatives are now imminent.

The standards of health care now available can be reduced, or;

Taxes, premiums of deterrent fees can be raised even higher, or;

Ways must be found to restrain the growth of cost increases through better operation of the health service structure now in existence, and serious consideration must be given to a future major revamping of the entire system."

CANADA'S SYSTEM AMONG THE BEST

It notes also that Canada's health system is, through a combination of individual dedication, public desire, and government action, one of the best in the world.

The costs committee was headed by Dr. John N. Crawford, recently retired Deputy Minister of National Health, and included deputy ministers and other senior officials of all the provincial health departments.

Its seven task forces dealt with (1) *Hospital Services*: utilization; operational efficiency; salaries and wages; beds and facilities; (2) *Health Services*: methods of delivery of medical care; price of medical care; cost of public health services.

Members of the task forces were leaders in the health professions chosen from universities, hospitals, professional associations, and government.

The federal Health Minister, Mr. John Munro, who chaired the conference, recently remarked that the wide-ranging report required important decisions by governments and by the health professions. He proposed that it be regarded as a progress report and that the study group be retained to make further recommendations on implementation.

Mr. Munro also noted the considerable achievement of the task forces and the co-ordinating committee since their formation early this year. The three volumes of their report run to nearly 1,000 printed pages and cover areas of health services never before surveyed in Canada.

Recommendations of the report are submitted under 16 headings, as follows: Co-ordinated Government Planning; Regionalization; Utilization; Planning Hospital Facilities; Teaching Facilities; Operational Efficiency; Financial Incentives and Analysis; Manpower Utilization; Patient Care Classification; Standards of Patient Care; Ambulatory Services; Home Care; Health Care Administration; Fee Schedules; Mass Screening; and Education.

AERIAL MAPPING LOAN TO KENYA

Kenya and Canada recently concluded an agreement providing for a loan of \$500,000 (Cdn) to be made to Kenya for the purpose of the aerial mapping of a large area of the southern part of the country. The agreement was signed on behalf of Kenya by the Minister for Finance, the Honorable J.S. Gichuru, and on behalf of the Canadian Government by the High Commissioner for Canada, Mr. J. Murray Cook.

The loan is to be interest-free, and has been offered for a period of 50 years, including a grace period of ten years. These very "soft" terms are designed to minimize the burden of repayment for Kenya.

Canada has allocated through the Canadian International Development Agency \$3 million in development-loan funds to be drawn upon by Kenya for specific projects; and the aerial-mapping loan agreement is the first of such projects. The Canadian program of assistance to Kenya has in the past concentrated on the provision of teachers and experts to Kenya and the training of Kenyan personnel in Canada, and this element of Canadian assistance has

now reached a level of about \$2 million a year. Canadian grant assistance to capital projects in Kenya since 1964 has totalled some \$1,200,000.

The mapping project is to be carried out by a consortium of experienced Canadian companies led by General Photogrammetric Services of Ottawa and including Spartan Air Services, also of Ottawa, and EcElhannoy Surveying and Engineering of Vancouver. The consortium will photograph an area of about 11,500 square miles bounded by a line extending from near Machakos west to a point south of Narok, then south to the Tanzania border, along the border to a point near Oloitokitok, east to Tsavo and the main Nairobi-Mombasa road, north then west to Sultan Hamud, and finally north to Machakos. It is expected that the aerial photography will be carried out during January, February and March 1970. The photographs will be sent to Canada, where maps will be compiled from them. The maps will be sent to the Survey of Kenya for printing and distribution. A photographic mosaic of the mapped area will be provided for the use of the Ministry of Agriculture and other interested ministries.

FILM WILL TELL AECL STORY

Students in Germany will learn about the accomplishments of Atomic Energy of Canada Limited in the field of radiation and radioisotopes through the widespread distribution of a condensed version of the AECL film *Isotopes in Action*.

The film explains what radioisotopes are, and how they are produced, and shows many of the uses to which they can be put in medicine, industry and agriculture.

Permission to make a 15-minute version of the film was sought by the Institute für Film und Bild, a West German organization responsible for producing or acquiring and distributing films, slides and other visual aids to all German schools.

SEAWAY TRAFFIC

St. Lawrence Seaway traffic during the 1969 season has been adversely affected by a combination of declining wheat shipments and sharply reduced iron-ore tonnage resulting from extended labor stoppages at Labrador iron-ore mines. In addition, the upbound trend of manufactured iron and steel movements which characterized the 1968 season of navigation has been altered significantly, reducing total tonnage of this commodity by more than 20 per cent.

Total cargo traffic through the Montreal-Lake Ontario Section as of the end of August amounted to 20.7 million tons, down 25 per cent from 1968. Although downbound coal shipments increased in the Welland Section, total tonnage was down 10.7 per cent to 28.8 million tons.

PARIS EDUCATION CONFERENCE

Canada was represented at the Second Session of the Conference of French-Speaking Ministers of Education, which took place in Paris earlier this month.

The delegation, which was led by Mr. Jean-Marie Morin, Quebec Minister of State for Education, included representatives of Quebec, New Brunswick, Ontario, Manitoba, as well as federal foreign affairs advisers.

YOUNG STAMP DESIGNERS CONTEST

A Christmas stamp design project, aimed at an estimated 6 million Canadian children under the age of 13, was launched by the Canada Post Office on November 19. Canadian children are invited to contribute drawings on the theme "What Christmas Means to Me", which will be used to produce distinctive stamp designs.

Departments of education in all provinces are co-operating in the project, which will coincide with International Education Year (1970).

The Canada Post Office customarily issues two special stamps to mark the Christmas season; these stamps are usually designed by professional artists. Several designs by children will be used for Christmas 1970.

The young artists may submit their designs up till January 15. Selection will be made initially on a provincial basis and, subsequently, at the national level.

Provincial panels, including directors of art galleries, artists, art educators, and members of the Advisory Committee on Stamp Design, will help in the first selection of designs and, when final selections on the national level have been made by the Advisory Committee, the Canada Post Office will invite the successful entrants (with a parent or guardian) to Ottawa, where they will view the stamps produced from their drawings. Later, with the aid of the galleries, touring exhibitions of the drawings and designs submitted will be organized for the public.

PROBLEMS OF GRAIN HANDLING

A less costly and more efficient system of transporting and storing grain was proposed by Mr. Otto E. Lang, the Minister responsible for the Canadian Wheat Board, in an address to the annual meeting of the Alberta Wheat Pool in Calgary earlier this month.

Mr. Lang, who also warned that farmers may have to reduce their wheat acreages, emphasized the fact that the sales effort of the Canadian Wheat Board had maintained Canada's share of the world market in the face of stiff international competition.

Mr. Lang said that the block system of transportation would be extended to all delivery areas by the opening of navigation next spring. This system,

which was tested this year, will permit a substantial saving in railway equipment required to move a given amount of grain and is a more reliable means of programming the movement of grain from the country to terminal elevators.

The Government has a responsibility to ensure that Western farmers are accurately informed of the sales prospects before the critical time for decisions on spring planting so that the sales opportunity can be met with the lowest possible expense.

"In many cases, it may be that a clear understanding of the market opportunities for the coming year would lead farmers to the conclusion that they should not invest their revenues from sales in further production," Mr. Lang said. He suggested that farmers might "reduce their inventory by the amount of sales and thus put themselves in a more liquid position, with more of their revenues remaining free to provide a reasonable living income for the year".

COST REDUCTION

A means of reducing storage and handling costs that requires urgent attention is the reduction of the number of country elevators from the existing 5,000 at some 2,000 delivery points across the Prairies. "The grain industry requires a total transportation and storage and handling system that has the capacity to meet very large exports in some years without being unreasonably expensive to carry during years of lower export sales," Mr. Lang said.

Canada's share of the world wheat market, he continued, had held up amazingly well in spite of a decrease in the total world trade of wheat. Canada's exports dropped about 10 per cent in the 1968-69 crop year compared to those of 1967-68. At the same time, exports from the United States dropped by nearly a third, while Australia showed a decline of some 25 per cent.

Mr. Lang reiterated his own support and that of the Government for the Canadian Wheat Board, and said he would make sure the Board was not called on to administer or be heavily involved in any agricultural program that did not materially assist it in performing its selling function.

CANADA'S POLICY IN NIGERIA

(Continued from P. 2)

no public entreaties or complaints. We thought that the Biafran fears were unfortunate and, indeed, that they were unjustified, but we nevertheless attempted to meet them. We consulted with United States officials, and in particular with Ambassador Clyde Ferguson, who is President Nixon's relief co-ordinator, and whose exhaustive trips into the area and discussions abroad have made him probably the most knowledgeable and qualified person in the world on this question. A formula of assurances was devised which we sincerely thought met every one of the Biafran military objections.

The Government was shocked when that offer of assurances was turned down out-of-hand by Colonel Ojukwu. It was even more shocked when Canadian officials were informed by Biafran representatives that military assurances were not enough; that military disadvantage was not the main reason for Biafran rejection of daylight flights; that desire for political advantage was the reason.

I have been asked to spell out the Biafran demands in these respects. I have been reluctant to do so because this would be a breach of the normal rules which regulate discussions of that sort. I shall only add that Canada was asked for an assurance of a political character, and of a nature so extreme that no government could accede to it and still make any claim to non-intervention and non-support of the political aims of one side or the other. Those persons who have repeated so often their contention that Canada as an impartial country could play a mediator role would, I am sure, be the first to object to Canada placing itself in such a position.

CANAIRELIEF

The resolution before the House urges the Government to support Canairelief. The Government recognizes the courage of the pilots and crews of the joint church-aid aircraft, and regrets that they are forced to risk their lives every night in order to carry out the task they have assumed. From my place, in this House I have urged Canadians to support the efforts of Canairelief through generous financial contributions....

It is also a matter of record that Canairelief qualifies under United States laws as a carrier of United States foreign aid, for freight payments.... Those freight payments will continue so long as Canairelief carries cargoes of preponderantly U.S. origin. In the result, Canairelief, a private Canadian charitable organization, is employed as a cargo airline, engaged in the carriage of U.S. goods to Biafra, and is receiving payment for that task. I say this not critically but as an explanation of the position in which Canairelief finds itself. I say it also as a refutation of the totally baseless charge...that... "the United States is likely to withdraw its support of Canairelief because the Canadian Government will not support its own citizens". There is absolutely no foundation in fact for that allegation....

The Canadian Government has not granted any support hitherto to Canairelief, for two reasons. The first is that our contributions were made to the

International Red Cross, which at that time was the only agency flying relief to both sides in the conflict. Supporting the Red Cross was consistent with our aim of impartiality in the war. The Red Cross amassed a proud record: 2,030 flights, carrying over 23,000 tons of relief supplies.

Our second reason stems from the argument I made a few moments ago: that in our view all Government efforts should now be focused on daylight flights.

It will be remembered that Canairelief commenced its operations as complementary to the Government-assisted Red Cross flights. It was correctly recognized that there were limits to the Government's freedom of action - limits expressed not just by the Nigerian Government but by more than 30 African governments in the OAU - and that there was a role to be played by a private Canadian organization. The Canadian Government welcomed that initiative.

I have said many times that, if Canadians, private organizations, and, I hope, Members of the Opposition and on this side of the House, want to help Canairelief, it is an act of which we shall certainly approve. I have said that many times.

I think that what the Government, as a Government, cannot do, private citizens can do and have done. For the Government's part, while assisting the Red Cross we were, at the same time, pressing for daylight flights. Now that the Red Cross is no longer flying, it is all the more imperative that some massive relief operation get under way.

The Government readily admits, and has said so before, that it faces a question which demands continual and urgent examination - whether to take steps, such as assisting Canairelief, which are likely to be objected to by the Nigerian Government, or to take steps, such as dropping food by air in daylight, which are again likely to be objected to by the Biafrans. I recognize that this could be interpreted as a decision involving a value judgment about which side in the war is at fault. I hope we shall not be forced into such a judgment but instead reach only a decision as to which is the most effective way of alleviating the suffering.

I suggest that this attitude on the part of the Government and these persistent endeavors cannot in any circumstances be described as indifference, as partisanship or as stubbornness. We are doing what we think is right and what the overwhelming majority of African leaders tell us is right....

The Canadian Weekly Bulletin extends to all its readers
best wishes for the holiday season
and the new year

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