

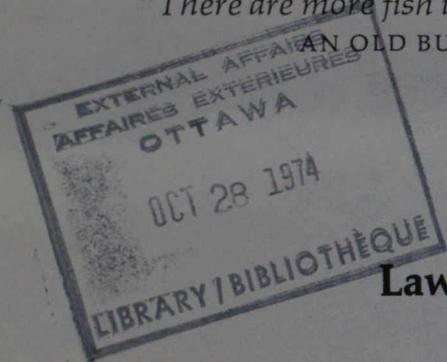
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CANADA

TODAY / D'AUJOURD'HUI

"There are more fish in the sea than ever came out of it."

AN OLD BUT THREATENED ADAGE.



Law and the Sea

THE SEA is enormous. We all live on islands, surrounded by the sea. It is the source of all life — of the oxygen we breathe, the water we drink, the salt we eat. The first life forms were complex molecules of protoplasm, not quite plants, not quite animals, born in the sea. The blood in our veins is salty, and we are homesick the first time we hear the ocean's roar.

Most of the earth's wealth comes from the sea. Oil comes from the bodies of plants and animals buried under the fine-grained sediments of former seas; hundreds of millions of dollars of gold, tens of millions of dollars of silver are dissolved in every cubic mile of sea water, and the bottom of the sea is littered with nodules, the size of potatoes, of manganese, nickel, copper and cobalt.

The sea feeds half of mankind.

Canada is sea-conscious. It is washed by three oceans (one of which is frozen most of the time), the greatest fishing banks in the world are off its east coast, and there are submerged oil fields in adjacent waters. It is concerned that man has no common international law to regulate the use of the sea.

Until very recently it was assumed that the sea was inexhaustible and indestructible. Grotius, the Dutch Jurist, proclaiming the Freedom of the High Seas in 1609, wrote: "... most things become exhausted through promiscuous use ... this is not the case with the sea; it can be exhausted neither by fishing nor by navigation, that is to say, in the two ways in which it can be used." Grotius underestimated man's ingenuity. Now he drills in the sea for oil and gas, he sends out floating factories that reap fish the way a combine reaps a wheat field, and soon he will mine it for minerals. He has destroyed whole species of whales, has spilled oil over thousands of square miles and has dumped DDT and mercury into the oceans and threatened whole ecocycles.

Grotius held that no man, or nation, owned the high seas, that the seas beyond territorial limits were there for whoever had the technology to use them. For Grotius, a Dutchman, it was a natural point of view; it unconsciously favoured the maritime nations — sea-faring nations could catch fish and navigate to distant lands to trade.

Today it is clear that Grotius' simple rule needs drastic revision. This past summer the Third United Nations Conference on the Law of the Sea was held in Caracas, Venezuela, to try to agree on rules that would permit the people of the world to use the sea equitably without destroying it and themselves. In this issue, we report on these deliberations and on Canada's view of the sea.



Christopher Pratt, *Labrador Current*, 1973, 18x18, Collection: R. G. Seaborn.

The Problems We Face and the Efforts to Find Solutions

UNTIL THIS CENTURY the oceans were places to sail on and to fish in. It is now recognized that they can be exploited in new and frightening ways: there are oil and gas to be drilled, minerals to be mined and new efficient ways to catch fish. Everyone agrees on the problems but not on the solutions.

There are three basic viewpoints. Major maritime nations wish the sea to remain as "free" for navigation as possible, coastal nations wish to establish areas of special jurisdiction in the waters

off their coasts, and landlocked nations and those with small continental shelves want the mineral resources of the sea to be "internationalized" to the greatest possible degree. Of course, interests overlap (maritime nations are also coastal) and a nation that fits into one general grouping on one issue may fit into another when a different question comes up. Below we discuss the three kinds of resources of the oceans — petroleum and gas, minerals and seafood — and the conflicting points of view.

Petroleum and Gas

OIL AND GAS are found both in shallow coastal waters and in the deep sea. In 1958 the United Nations agreed that coastal nations could control the exploitation of non-renewable resources on their own continental shelves. This was good news for some nations. Canada, for example, has an enormous shelf — almost half its land mass is under the sea. Latin American nations also have huge shelves, some reaching out more than 200 miles. There are many resources on and over the shelves, including the salt in the water and the shells on the bottom, but the one of most significance today is, of course, oil. (Natural gas, though an important resource, will remain relatively less exploited until the regulated prices rise enough to make it economically attractive.)

Canada decided that only Canadian-incorporated companies could drill for oil off its coast and those that do must obtain exploration licenses, good for twelve years, and promise to spend specified sums in a specified time. (So far, companies have agreed to spend \$2 billion in the next ten years.) The company finding oil has drilling rights for half the field; the Canadian government has rights to the other half.

Ocean drilling is extremely expensive. The drilling platforms, each the height of a 28-storey building, are ships (though they look like no ships that ever sailed) resting on pontoons eighty feet deep. Each is attended constantly by an auxiliary ship, which circles it hour after hour, day after day, month after month, year after year. The platform is anchored to the bottom by a tube encasing a drill that bores down 500 feet below the ocean floor. The rigs are a marvel and a menace; one in the Gulf of Mexico spilled oil and did millions of dollars in damage in short order. Several others have caught fire.

Many coastal states — the developing countries in particular — wish to claim exclusive sovereign

rights in the management and harvest of all species within a defined zone off their coasts. (A zone of 200 miles was proposed by one group.) This approach goes further than the approaches described above, but it is not necessarily inconsistent with them. In the Canadian view, the establishment of such sovereign rights would not preclude foreign fishing in the area; the coastal states would simply have the right to control the methods used and the extent of operations.

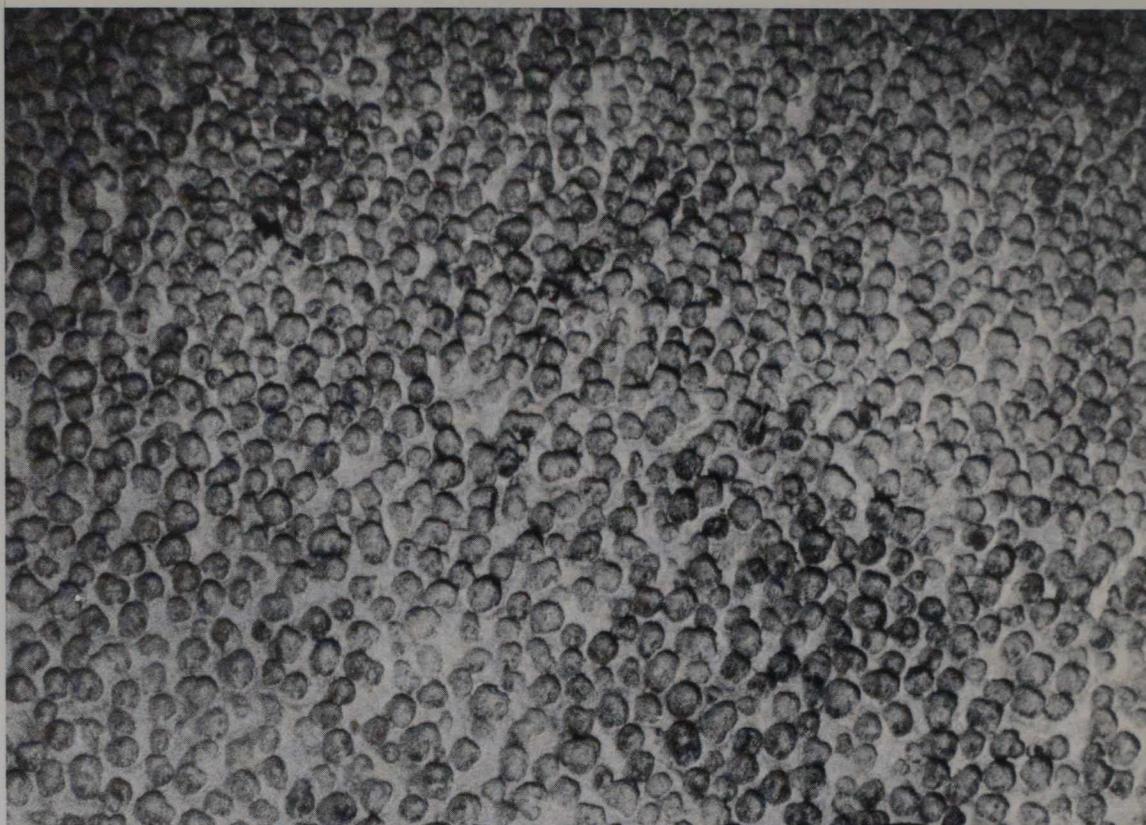
As the oil seekers move into deeper waters, new technical and legal problems arise. When the 1958 Geneva Convention on the Continental Shelf recognized the right of coastal states to exploit their shelves it gave a very elastic definition of shelves. It said the inner edge of a shelf began where the "territorial" waters of a nation ended — which was less than precise since various nations claimed territorial waters extending anywhere from 200 to 300 miles. It offered two methods of fixing the shelf's outer limits: it ended either where the water had a depth of 200 meters or at greater depths where it was technically practicable to extract resources. The loose definition seemed to say that coastal states could extend their areas of interest whenever it became technically feasible.

In 1970 the UN General Assembly put an implied limitation on the expansion: resources from the area beyond coastal jurisdictions are to be the "common heritage of mankind." Landlocked countries, which understandably wish the "common" area to be as broad as possible, would end the coastal jurisdictions forty miles from shore. One group of nations with mixed interests has suggested that there be a 200-mile limit. Canada, a coastal nation with an enormous shelf, claims the entire continental margin — the rise and slope as well as the shelf.

Minerals

AFTER THE FIRST WORLD WAR a German chemist, Fritz Haber, tried to extract gold from sea water to pay the German war debt. His ship, the *Meteor*, equipped with a laboratory and a filtration plant, crossed and re-crossed the Atlantic, sampling

water. Herr Haber found that he would need to fill and empty 200 tanks with water twice daily for a year to extract the \$93 million of gold he estimated to be dissolved in each cubic mile of sea water. The tanks would be 500 feet square



and 5 feet deep; the operation would cost far more than the value of the gold.

Today's scientists are not interested in filtering sea water. They are after nodules — lumps of manganese, nickel, copper and cobalt. Potato-sized and potato-shaped, they lie in layers on the ocean's floor, some in shallow waters, as off Scotland, most apparently in the Pacific at depths of 10,000 to 13,000 feet.

Scientists have known about the nodules for a century, and they now know two ways to harvest them: one, the favoured way, is to suck them up through a vacuum tube; the other is to scoop them up with a continuous-line bucket dredge. An estimated investment of between \$150 and \$250 million would be required to harvest a million tons of nodules in a year, and the harvest would yield an estimated 15 to 30 per cent profit. A number of companies in North America, Europe and Japan are investing in the technology. Science writer M. Radetzki noted recently in the magazine *Cooperation Canada* that "the establishment of oceanography divisions has become something of a status symbol for big firms with ambitions as technological innovators."

The supply of nodules could last practically forever. There is said to be enough copper on the ocean's floor to supply the world at its current levels of usage at least 1,100 years, enough nickel for 23,500 years, enough manganese for 34,800 years, enough cobalt for 260,000 years. The supply renews itself: new nodules add 55,000

tons of copper to the Pacific floor each year.

Most of the nodules lie far beyond the claim of any coastal state and the question of who will reap the harvest is unresolved. Only the industrialized nations now have the money and technology to engage in the exploitation. If the matter were to be decided on the basis of technical ability alone, it would mean that some of the last great unexploited resources on earth would benefit those nations whose wealth is already excessive. The developing nations would not only fail to share the new wealth, but would also be directly damaged by its development, since today they produce some 35 to 40 per cent of the nodule metals and they would lose some or possibly all of their markets. It is generally agreed that the seabed under the deep seas should be supervised by an International Authority, but it is proving difficult to agree on the powers to be given to this body. Developing countries have insisted that all activities in the deep seabed area, including scientific research, should be conducted solely by the Authority, through a subsidiary called the Enterprise. Several well-developed countries have proposed a system of licensing, whereby the Authority would allow contracting states and their nationals to explore and exploit. Canada, believing the delicate issue needed to be compromised, proposed that there be a mixed system whereby the Authority could license exploration and exploitation by contract or do the jobs itself when it had acquired the means to do so.

Living Resources

[SUCH AS FISH AND BIVALVES]

THE TALE OF THE FISHERIES is less concerned with the need for exploitation than with the need for conservation. The fishing crisis is already here and the need for rules is acute. Dr. A. W. H. Needler, Canada's Deputy Representative who helped set up the Caracas Conference, has noted that modern distant-water factory fleets now fish with such concentrated fury that old fishing grounds are depleted in a single season. The fleets deplete and move on, endangering the coastal fisheries that depend on resources close at hand to survive.

There are four kinds of seafood involved:

Sedentary species: "organisms which at the harvestable stage either are immobile . . . or are unable to move except in constant physical contact with the seabed." It was agreed in Geneva in 1958 that coastal states have "exclusive, sovereign," rights over the oysters, crabs, mussels, lobsters, clams and other sedentary species on their continental shelves.

Anadromous species: fish such as salmon, which are born in lakes or rivers and which go to sea for a time before returning to their birthplaces to spawn. Canada has proposed that the state in which they were born should have the sole responsibility for protecting them and the exclusive right to catch them.

Coastal species: free-swimming fish inhabiting the nutrient-rich areas next to the coast. Since this species depends on the coastal land for food, Canada has proposed that the coastal states should control their management but should have only a "preferential" right in their exploitation.

Wide-ranging pelagic species: tuna and whales and other creatures that travel far and wide. Canada has proposed that these should become an international responsibility.

E. J. Hughes, RCA, *Beach at Savary Island, BC*, 1952, 20x24, National Gallery of Canada.



Pollution

THE POSITIVE PROBLEMS of the sea involve the division of wealth, the negative ones the protection of life. Pollution is the most immediate problem and oil pollution is the most significant. Most spills occur when tankers collide or run aground. Today any vessel carrying any cargo, flying any flag, may sail anywhere on the "high" seas, and it has the right of "innocent passage" through territorial waters. (Until recently, territorial waters were those within three miles of a coast, the distance a seventeenth-century cannon ball could be shot; in recent years Canada and most other nations have extended the distance to twelve miles.)

A ship is, up to a point, under the sole jurisdiction of the state whose flag it flies but the connection is often a tenuous one; shipowners avoiding high taxes or restrictive labour and safety regulations often register vessels in nations which have lax maritime laws and low maritime taxes. When a ship collides or runs aground and spills its oil the responsibility of the flag state may be abruptly disclaimed and the nearest coastal state is left to clean up the mess. When the tanker

Arrow, registered in Liberia, ran aground in Chedabucto Bay, Nova Scotia, in February, 1970, it dumped millions of gallons of oil, killed some 4,800 birds and coated beaches with oil a hundred miles away. It cost Canada \$3,100,000 to clean it up partially. The *Arrow* was a small, old-fashioned tanker. Modern super-tankers need seven miles to stop and carry enough oil to pollute an entire coastline.

A less conspicuous form of pollution is caused by the increasing presence of mercury (though no one knows where it is coming from) and man-made chemicals such as DDT. It is difficult to even guess the damage these could do to sea life.

Canada believes that stringent appropriate international standards must be set to minimize marine pollution. It believes that in waters beyond the jurisdiction of coastal states, the flag state should have the authority and be responsible for enforcing such standards. It also believes that coastal states should be empowered to prescribe and enforce necessary anti-pollution standards even beyond the internationally agreed upon rules in all its areas of jurisdiction.

Canada already has applied such standards in its Arctic region. The Arctic ice pack has been described as the most significant surface area of the globe for it controls the temperature of much of the northern hemisphere. Its continued existence in unspoiled form is vital to all mankind. If there were an oil spill in the Arctic the oil would spread immediately beneath ice many feet thick and it would congeal and block the breathing holes of sea mammals. It would destroy the primary source of food for Eskimos and carnivorous wildlife throughout areas of thousands of square miles and it would foul and destroy the

only known nesting places of several species of wild birds. In 1970 Canada passed the Arctic Waters Pollution Prevention Act. It requires that ships navigating the Arctic meet high standards of design and construction, that they be manned by qualified officers and men and that their owners be financially responsible for cleaning up any damage to the environment.

Anyone wishing further information on Canada's views on the Law of the Sea may write to the Legal Operations Division, Department of External Affairs, Lester B. Pearson Building, Ottawa, Ontario K1A 0G2, Canada.

Maritime Cooperation

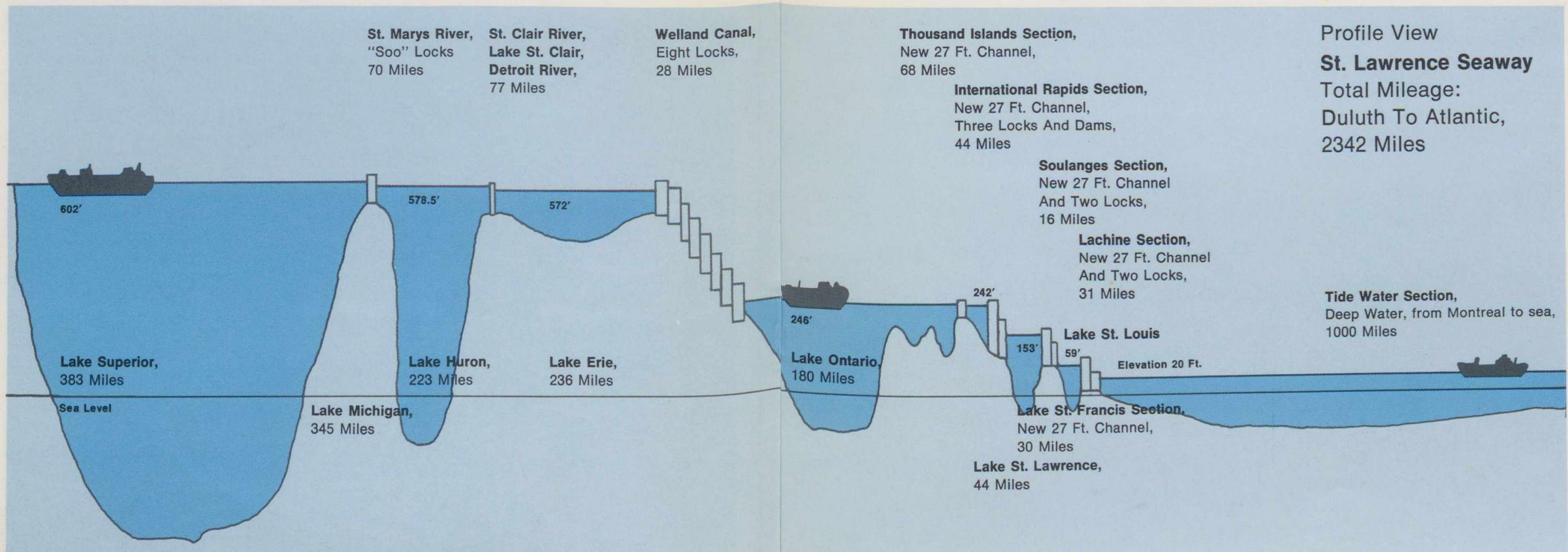
[A BORDERLINE CASE]

IT IS REASONABLE to assume that cooperative nations can share the seas. The United States and Canada have shared international waters for years.

There are 2,342 miles of natural waterways between the Atlantic Ocean and the Great Lakes and man has been improving them for almost a century and a half. In 1829 the first schooners moved across the border from Lake Ontario to Lake Erie through the Welland Canal.

In 1959 the present St. Lawrence Seaway was

completed, linking 56 ports and opening the heart of North America to ships from all major maritime nations. It is operated by three agencies, two American, one Canadian. The largest, Canada's St. Lawrence Seaway Authority, operates five locks on the lower St. Lawrence, the Welland Canal and the Canadian lock at Sault Ste. Marie, Ontario. The St. Lawrence Seaway Development Corporation of the United States manages the Wiley-Dondero Canal and the Snell and Eisen-



lower Locks. The United States Army Corps of Engineers operates the four big locks at Sault Ste. Marie, Michigan. The locks are in effect a giant stairway that lifts vessels from the Atlantic

Ocean, past the falls below Montreal, from Lake Ontario to Lake Erie and, eventually, from Lake Huron into Lake Superior. The maximum lifts range from six feet at the Iroquois lock on the

lower St. Lawrence River to 120 feet up the Niagara escarpment at the twinned flight locks of the Welland Canal at St. Catharine's. The locks close down for overhaul in the depths of winter

(though the close-down period has been getting shorter).

The system handles well over 53 million tons of traffic a year and collects toll revenues of over

Emily Carr, *Sea and Sky*, c. 1935, 23x35, Collection: Dr. and Mrs. W. H. Clarke.



\$20 million. Over 2,000 people are involved in the Seaway, including ship captains, lockmasters, radiomen, riggers, computer operators, scuba divers and lift bridge operators. They guide ocean-going ships and "lakers," including some 730 feet long, through the canals and locks using space-age technology, computers, television and radar. Television cameras watch each ship in passage and if one moves toward the wrong lock the monitor picks up the error and the captain is

promptly re-directed on his way. At any given moment traffic controllers in St. Lambert or St. Catharines can receive instantaneous messages from computer banks telling them the location of any ship in the Seaway.

Further information on the St. Lawrence Seaway is available from The St. Lawrence Seaway Authority, Place de Ville Tower "C," 330 Sparks Street, Ottawa, Ontario K1R 7R9, Canada.

"This is still a little country that doesn't exist."

CHARLIE McCORMICK, DEPUTY MANAGER OF ANTICOSTI ISLAND.

Change Comes to Paradise

IT IS PARADISE ENOW. A huge island — as large as one of Canada's provinces, Prince Edward Island — located 360 miles northeast of Quebec City at the mouth of the St. Lawrence.

It has 237 people, 82 wooden buildings, many Swiss chalet-style cottages dating back to the turn of the century and renting for \$25 a month, and the Jupiter River, one of the best salmon streams in the world, where visitors can stay at a luxurious lodge and catch their fill for as little as \$1800 a week. It has thirteen other rivers and eight lakes that are also crowded with fish, the spectacular Vaureal Falls and vast forests of spruce and balsam, alive with Virginia whitetails, mule deer, elk, moose and beaver and open valleys heavy with wild strawberries and raspberries. It has nice children. "They have the fewest complexes of any place I've seen," Rita Viau, a nun and the resident nurse, has said. "They are also the healthiest."

Its name is Anticosti and it has a singular history.

Henri Menier, of the French chocolate manufacturing dynasty, bought it in 1895 and proceeded to make it into a private kingdom. He brought in a French doctor to provide free medical care and he had a French count, Georges-Martin Zede, as his proconsul. He owned everything — homes, halls, forests, deer, fish, strawberries, the bakery, the school, the church and the lobster pots. The residents were restricted to Port-Menier, the village at the southwestern tip of the island, and they were expected to doff their caps when M. Menier went by. Those who broke his rules could, by another rule, be expelled from the island.

Menier hoped to build a loyal community of 100,000 souls but he failed, though he did lay down 28 miles of railway track. In 1926 his surviving brother, Gaston, sold the island to a group of paper companies who continued the

system of benevolent control and selectively logged the trees. Few people were allowed to bring autos on the island before the 1960's but the company took care of the people during the Depression when logging was suspended. "They looked after the people," Charlie McCormick, the island's leading resident said. "After all they bought them, along with the land, from Menier."

The island is as full of folk tales as the forests are of deer. Louis Gamache, a notorious smuggler in the first half of the nineteenth century, would lure ships on rocks with misleading flares and pillage their cargoes. An accomplished ventriloquist, he convinced visiting officials that he was in league with the devil. The island was a ship's graveyard even before Gamache. When the ship *Granicus* went aground at the eastern end of the island in 1828, its survivors swam ashore. They were found the next spring, 46 crewmen and a woman passenger, dead and dismembered. The 47th crew member lay dead in a hammock, having died of indigestion.

This fall the past seems as dead as the crewmen of the *Granicus*. The Quebec government is in the process of buying Anticosti Island from Consolidated Bathurst Ltd. for approximately \$30 million and the island is slipping into the mainstream of Canada. A village storekeeper hopes the provincial government will make the island into a park. Others have suggested large-scale ranching. "We have rich forage," one said. "The deer are as fat as pigeons."

The sea is always changing and always the same. The laws of the sea apply only to men. Some of the pictures in this issue are by Canadian painters, who painted the sea as it is sometimes seen from Canadian shores.

A Measuring of Our Ice

CANADA is bound by three oceans, but one, the Arctic, is its peculiar concern. The Arctic is an ocean of ice, surrounded to a great degree by shores of ice. In the dead of winter its basin is almost covered by ice — part of the Northern Hemisphere's huge Arctic ice pack.

In the summer much of the ice melts, but there remains a great mass, 10 to 20 feet thick, covering 1,800,000 square miles, which never melts.

The future of mankind will be affected by the care given this northern ice, and it is not exactly the same as the ice in our refrigerators.

It is formed from salt water and salt water

freezes at 28.6 degrees F., 3.4 degrees below the point at which fresh water freezes.

It is less brittle than fresh water ice. Little pockets of unfrozen brine within it make it surprisingly elastic — you can bend a thin sheet of sea ice.

Sea ice changes in a year or two, as the brine leaches out, and becomes fresher, harder and more formidable. When it is one year old — having survived a summer's thaw — it is called polar ice and by then it is almost fresh. When polar ice melts in surface pools it is drinkable.

Most of this great mass of ice is in constant



motion. The small part of it nearest land (called fast ice) is stationary, but in the great open stretches of the Arctic and Baffin Bay and Hudson Bay the ice is as restless as the sea below, moving with the winds and currents, following surprisingly constant paths, breaking up — there are always pools and leads of open water — crashing and throwing up great ice ridges, 10 to 20 feet high. This movement and its consequences made man's exploration of the Arctic with sledges and dogs perilous. The ice moved under the explorers, drifting (they could not tell in what direction) and the ridges and open leads prevented them from moving far in a straight line.

Today the Arctic is explored and charted from planes and helicopters. The Canadian Meteorological Service forecasts the movement of ice with great accuracy and it is possible to chart the passage of ships through much of the pack.

But there are new kinds of hazards. Because an oil spill in the Arctic would linger on and have uncalculated effects on its fragile eco-

system, Canada exercises ecological control. There are other factors at work, however, over which no one has control. The northern ice reserve — the ice on the sea and the glaciers on the land — has been melting for a century. It has lost about one per cent of its mass — a trifling percentage which is, nevertheless, the equivalent of all the water contained in all the fresh water lakes in the world. The ice mass has been growing and diminishing since the world began, following laws of which man still has little grasp, but in recent years new elements have entered the unknown equations. Industrialization has changed the geo-chemical composition of the earth's atmosphere. It has been polluted by sulphur, rhodium 102, carbon dioxide and other substances.

Some scientists believe that the increase in carbon dioxide alone could raise the earth's temperature and melt the ice. Many disagree; they believe that the ice reserve is too cold to be affected. But at this point no one knows very much about the Arctic ice.

Below, a ship makes its way slowly through a field of pancake ice. Pancake ice is new ice in nearly circular pieces about 30 cm and 3 m in diameter. The raised rims are formed when the rotating pieces strike against each other. At right is a pair of pingoes in the Mackenzie River Delta in Canada's Northwest Territories. These volcano-shaped cones have a permanent core of solid ice and an outer coating of soil, sometimes with vegetation on it. In 1970, the Canadian scientific ship Hudson found ranges of submerged pingoes in the Beaufort Sea. The discoveries meant that the long-sought Northwest Passage around the top of North America was still blocked for large ships. The submerged pingoes could pierce and rip the bottom of an unsuspecting deep-draft ship the way a kitchen knife can cut a fish.





PHOTO: CANADIAN GOVERNMENT TRAVEL BUREAU



“. . . World fairs do tend to attract good performances and yours was just about the best we had. . . .” KING COLE, PRESIDENT EXPO '74.

An Evergreen Canadian Park is Rooted in Spokane

CANADA'S CONCERN WITH POLLUTION does not stop in the Arctic Ocean. As its contribution to the Expo '74 fair in Spokane, Wash., it rehabilitated a barren one-acre island in the Spokane River. The island had been the site of an industrial laundry and it had been reduced to "rubble and rock." The main thrust of the Canadian project was to restore it with 48 varieties of northwestern evergreens and shrubs. The island, five minutes from downtown Spokane, has been presented to Spokane as a permanent park, the only fair exhibit that will be preserved in its original form. Spokane's Mayor, David Rodgers, decreed that it was Canadian "territory" on August 28, Canada Day at the fair.

It contained the British Columbia pavilion and the outdoor Alberta amphitheatre and a playground of hollow, wooden, imaginary animals with internal sliding boards for the children. During the four-day Canadian Festival in August, a nightly show in the amphitheatre featured the Royal Canadian Mounted Police Musical Ride, *The balloon goes up. Expo '74 opened last summer with Canada's balloon rising proudly in the sky.*

the City of Winnipeg's massed pipes and drums and Princess Patricia's Canadian Light Infantry Band. Folk Singer Angelle Arsenault, from Charlottetown, Prince Edward Island, was Master of Ceremonies and the Feux Follets, Canada's 22-member national dance ensemble, also from Charlottetown, presented historical vignettes depicting life in early Canadian communities. Philippe Cinq-Mars, the manager of the Canadian participation, presented his Theatre de Marionettes throughout the fair summer, with puppet plays stressing environmental themes. In addition to the island shows, the theatre visited orphanages and children's hospitals in the Spokane area.

Marcel Cadieux, Canada's Ambassador to the U.S., unveiled a plaque on the island and praised the fair for "focusing the attention of mankind on the urgent need to balance our national technological progress with sensitivity for the preservation of the planet. . . ." Fair officials said the Canadian island was among the most successful exhibits at the fair.



Report From Caracas

[AMBASSADOR J. A. BEESLEY ANNOUNCES ACCOMPLISHMENTS]

THE Third United Nations Conference on the Law of the Sea concluded its first session in Caracas, Venezuela, on August 29. Three committees of the whole considered various aspects of several complex issues. The first focused on the basic legal principles needed to govern the seabed area beyond the limits of national jurisdiction, the area designated as the "common heritage of mankind" by the 25th U.N. General Assembly in 1970. The second took up traditional issues such as fisheries, continental shelf, high seas, the territorial sea, archipelagoes, straits and islands. Its working papers will be used as the basis for interim consultations and for future negotiations. The third committee composed draft texts of articles dealing with the protection and preservation of the marine environment. It also prepared drafts of general principles for the conduct and promotion of marine scientific research.

Ambassador J. A. Beesley, head of the Canadian delegation, said that, in a sense, the Canadians acted as the "theologians of the Conference" — challenging old dogma.

"We deliberately used mind boggling techniques to open up ideas that were totally foreign to the

traditional thinking. Those of us who have been with the Seabed Committee feel we are on the verge."

No concrete agreements emerged from Caracas, but Canada considers the time well spent. It became widely recognized that any future law of the sea treaty would have to accept the concept of a twelve-mile territorial sea and a 200-mile economic zone in which coastal states would exercise extensive controls over mineral and living resources and responsibility for protection of the marine environment. Canada and the United States co-sponsored separate working papers suggesting a solution along these lines.

Subject to the concurrence of the U.N. General Assembly, the Conference will hold a second substantive session in Geneva, Switzerland, from March 17 to May 10, 1975. A final session will be held in Caracas at a date yet to be determined. Canada will consult with other participating nations before the Geneva session to narrow the differences of opinion.

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