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INDEX TO INSIDE PAGES

R.C.N. New Ice-Breaker.....	2	Public Health Research.....	5
Trans-Canada Highway.....	2	Hydro-Electric Progress.....	5
Polish Securities.....	2	Canal Traffic.....	5
RCAF Reviews 1948.....	3	Pacific Science Conference.....	6
Histories For His Majesty.....	4	Training Cruises.....	7
Aviation Safety Standards.....	4	Royal Canadian Navy - 1948.....	7
Reply From Mr. Shertok.....	4	Canadian Army - 1948.....	7
Securities Transactions.....	4-5	Commission On Transportation.....	8
Employment Up.....	5	Mr. Pierce's Appointment.....	8

WEEK'S EVENTS IN REVIEW

RECOGNITION OF ISRAEL: The Secretary of State for External Affairs made the following announcement on December 24:

The Canadian Government has today (December 24) informed the provisional government of Israel that the Canadian Government recognizes de facto the State of Israel in Palestine and that it also recognizes de facto the authority of the provisional government of Israel.

The State of Israel was proclaimed on May 15, 1948. During the seven months that have elapsed, the State of Israel has, in the opinion of the Canadian Government, given satisfactory proof that it complies with the essential conditions of statehood. These essential conditions are generally recognized to be external independence and effective internal government within a reasonably well-defined territory.

The provisional government of Israel has been informed that the recognition given by

Canada is accorded in the knowledge that the boundaries of the new State have not as yet been precisely defined, and in the hope that it may be possible to settle these and all other outstanding questions in the spirit of the resolution adopted by the General Assembly of the United Nations on December 11, 1948.

The following is the text of the message of December 24, 1948, from the Secretary of State for External Affairs to Mr. Moshe Shertok, Foreign Secretary of the Provisional Government of Israel:

"I have the honour to inform you, on behalf of the Government of Canada, that Canada recognizes de facto the State of Israel in Palestine, and that it also recognizes de facto the authority of the Provisional Government of Israel, of which you are a member. This recognition is accorded in the knowledge that the boundaries of the new State have not as yet been precisely defin-

EXTERNAL AFFAIRS

The attention of readers is drawn to EXTERNAL AFFAIRS, a bulletin of the Department of External Affairs. Hitherto produced for limited circulation, it is now being printed for general distribution on a subscription basis, at ONE DOLLAR (\$1) per year of 12 issues, post free. Orders

should be addressed to The King's Printer, Ottawa, Canada.

EXTERNAL AFFAIRS, issued monthly in French and English, provides reference material on Canada's external relations and reports on the current work and activities of the Department.

(C.W.B. December 31, 1948)

RCAF REVIEWS 1948 WITH SATISFACTION

R.C.N. NEW ICE-BREAKER: A contract for building the R.C.N.'s new ice-breaker has been placed with Marine Industries Ltd. of Sorel, P.Q., has been announced by the Minister of National Defence, Mr. Claxton. This is the first contract placed for new ship construction for the Navy since the war.

The announcement was made after consultation with the Hon. Humphrey Mitchell, Minister of Labour and the Hon. Lionel Chevrier, Minister of Transport, who had the advice of the Canadian Maritime Commission. The contract was actually let by the Canadian Commercial Corporation, which operates as purchasing agent for all defence requirements.

Maritime Industries Ltd. is the firm which last year completed building the large train and cargo ferry, "Abegweit", which operates between Cape Tormentine, N.B. and Charlottetown, P.E.I. The "Abegweit" is especially fitted to break through the ice which chokes Northumberland Straits in winter-time.

"The new icebreaker", Mr. Claxton stated, "will be of great value in facilitating the work of the Canadian Navy in northern waters, and will add to Canada's ice-fighting resources. It will be available, provided operational requirements permit, for use in emergencies generally, and is an important addition to Canada's modern fleet."

The vessel will be built along the lines of ships used by the United States Navy and Coast Guard. She will be 269 feet in length, will have a beam of 269 feet 6 inches and will be propelled by Diesel electric machinery of 10,000 horsepower, giving a speed of 16 knots. Her standard displacement will be 5,400 tons. Approximately 13 officers and 159 men will be required to man her.

Mr. Claxton indicated that further contracts for fast escort vessels of a greatly improved type possessed of sufficient speed to cope with any known or anticipated requirements of anti-submarine warfare, would be let as soon as plans are laid and appropriate arrangements can be made.

TRANS-CANADA HIGHWAY: The Minister of Mines and Resources, Mr. MacKinnon has announced that since the conclusion of the Conference on the Trans-Canada Highway, he had been in communication with the provincial Ministers concerned. The Provinces are now considering the question of routes within their respective areas and are preparing proposals relating to construction standards and similar matters. When the provincial views on these matters have been clarified and the information forwarded to Ottawa, the federal Government will be in a position to consider the extent of the assistance it should give towards the establishment of the Highway.

TENDERS ACCEPTED: On behalf of the Minister of Finance it was announced December 23 that Ten-

ders had been accepted for the full amount of \$75,000,000 Government of Canada Treasury Bills due March 25th, 1949. The average discount price of the accepted bids was \$99.89728 and the average yield was .412%.

POLISH SECURITIES: Canadians holding Polish securities issued before September 1, 1939, and not overdue on that date, must register them at a Polish consular office before March 15, 1949, otherwise they will become invalid. The regulations of the Polish Government requiring such registration may be found in the Polish Journal of Laws, Number 22, Item 88.

Registration applies to all stocks, bonds, notes and other evidence of indebtedness, except:

- (a) negotiable securities issued by the State;
- (b) documents issued outside Poland;
- (c) coupons;
- (d) bank notes and other documents payable at sight;
- (e) postal savings books payable to the bearer; and
- (f) documents containing a reservation that they may not be cancelled.

Consular offices of the Polish Government in Canada are located at:

985 Sherbrooke Street West,
Montreal, P.Q.
Telephone: Marquette 1217

611 McIntyre Block,
Winnipeg, Manitoba.
Telephone: 9-7793

Particulars required by consular offices are the full name, address, signature, nationality and citizenship of bearer, and his declaration stating from whom and when he obtained the document. The documents themselves should be presented to facilitate registration. Securities lost or destroyed between September 1, 1939, and December 17, 1945, may be registered on the basis of an attestation by the last holder giving an exact description of the lost or destroyed documents, including their serial numbers and other pertinent information.

The regulations also provide a procedure for the invalidation of bearer documents lost, destroyed or stolen between September 1, 1939, and December 17, 1945, if application is made before March 15, 1949. An application for invalidation, which is subject to final determination by competent Polish courts, must be accompanied by a full description of the documents together with proof of possession and loss.

Further information concerning registration of documents and procedure to be taken in the event of their loss will be furnished by Polish consular offices in Canada.

HIGH SPOT - JET FIGHTERS: Officers and men of the RCAF looked back today over 1948 and saw satisfying results of a reorganization and training programme set in motion during the previous two years. The year past resulted in formation of new flying units, both operational and training, as well as setting up of new ground training facilities. Flying time -- a significant factor in assessing actual air activities -- was approximately double that of 1947. Flying time for 1947 was just under 64,000 hours. In 1948 the RCAF rolled up a total of nearly 113,000 hours (based on estimate for month of December, for which figures are not yet obtainable).

Developments within the Service allowed the re-entry of several hundred veteran aircrew during the year, in addition to normal recruiting intakes. These officers are being employed on flying duties.

The previously-imposed recruiting ceiling was lifted during the summer, and at the end of the year, recruiting was proceeding with no actual ceiling limit in effect.

STEADY INCREASE

Recruiting for air and ground crew was carried out through 1948, resulting in a steady increase in strength. Estimated total for the year's end (based on estimate for month of December, for which figures are not yet obtainable) stood at 14,000 in contrast with the 11,660 total of 12 months ago.

The Service distinguished itself in numerous operational performances, highlighted by several spectacular Search and Rescue missions, and by the Record chalked up by the two photo survey squadrons, including discovery of two new islands in Canada's Arctic.

High spot of the year to many was the appearance in the skies of the de Havilland Vampires, the RCAF's first operational jet fighters. First of the Vampires arrived in Canada from the United Kingdom late in 1947, and were assembled, test flown, and demonstrated by February. Delivery of the first groups to Auxiliary Fighter Squadrons followed soon after.

The past year saw an acceleration in development work on the twin-engine long-range jet fighter being produced for the RCAF by A.V. Roe, in Toronto. Rapid progress was also made on the engine for this plane. Successful bench tests were held of the first model of the engine, a prototype model to test design. Delivery was completed during 1948 of the big Canadian-built four-engine North Star transports, 23 of which are in operation. In addition to purchase of new aircraft, an extensive programme of reconditioning and converting existing aircraft was continued. One single order covered 209 aircraft at a cost of more than

ten million dollars, and there were many others.

Construction crews were busy at Rivers, Man., and Summerside, P.E.I., where hard surfacing and extension of runways was carried out, to permit operation of heavy aircraft from these two stations. Work was also done on existing buildings at Greenwood, N.S., Edmonton, Aylmer, Ont., Camp Borden, Ont., and numerous other stations, reconditioning and modernizing wartime barracks and other units. Plans were made during the year for extension of facilities at several wartime stations being reactivated, including Mont Joli and Bagotville in Quebec, and Chatham, N.B.

An important step was formation at the new St. Hubert (P.Q.) Operational Training Unit of 410 Fighter Squadron, the first of two jet interceptor squadrons for the Regular RCAF, to be based in Eastern Canada. Under command of Squadron Leader R.A. Kipp, DSO, DFC, famed wartime fighter ace, the squadron began operational training at the St. Hubert OTU December 1. Plans call for the squadron to move to its home base at Mont Joli, P.Q., on completion of its St. Hubert training phase. Formation of the second interceptor squadron, it was announced, will follow in 1949.

ST. HUBERT OTU

The St. Hubert OTU itself marks an important step towards filling in the framework of the peacetime RCAF. The school is to carry on with its long-term training aspects when the special squadron training ends, taking in classes of "new" aircrew fresh from basic flying schools, converting them to jet aircraft, and instructing them in interceptor air defence operations. Flying at the OTU is done on Vampires.

Addition of two more Auxiliary Squadrons during 1948 brought the total to 10, the two latest being in Calgary and London. Those previously activated include Montreal (2), Toronto, Hamilton, Winnipeg, Saskatoon, Edmonton, and Vancouver. Of these, five are equipped with the Vampires, and conversion to jet planes by Auxiliary pilots was carried out during the year, in addition to normal training activities. Announced late in the year was a special one-year training programme for aircrew members of the Auxiliary. Under this plan, selected Auxiliary members are given a year's training at the RCAF's Flying Training School, Centralia, Ont., after which they receive their pilot wings and a commission. They will then return to civilian life and carry on with further training at the Auxiliary Squadron to which they belonged. A similar plan for ground-crew members of Auxiliary Squadrons is being explored.

LOUISBOURG BOOKLET: A new booklet dealing with the Fortress of Louisbourg National Historic Park in Nova Scotia, has just been issued under the authority of the Minister of Mines and Resources, Mr. MacKinnon. The text, which was prepared by Miss Katharine McLennan, Honorary Curator of the Park Museum, describes the history of Louisbourg, French stronghold on Cape Breton Island.

The story of Louisbourg is that of the early struggles for supremacy of the North American continent. The fort was erected more than two and one-quarter centuries ago, by the French, who named it in honour of Louis XIV. Captured by the British in 1745, it was later returned to the French in exchange for Madras, India. Its fall to British arms in 1758 was a prelude to the capture of Quebec the following year and resulted in the ultimate transfer of Canada to British rule. In 1760 the Fortress was demolished on orders from the British Government. The ruins of Fort Louisbourg are regarded as among the most important historical remains on this continent. In 1941 the area, covering approximately 340 acres, became one of Canada's National Historic Parks. A fine museum housing a wealth of historic material attracts thousands of visitors each year.

HISTORIES FOR HIS MAJESTY: The Canadian Government is sending specially bound copies of the official Army and RCAF histories to His Majesty the King. The volumes are being sent at his Majesty's own request.

The set comprises seven volumes and includes copies of "The Canadian Army, 1939-45"; "The RCAF Overseas", and "The Canadian Army at War".

Title pages bear the inscription: "Presented to His Majesty the King on behalf of His Majesty's Government in Canada".

AVIATION SAFETY STANDARDS: Safety standards for the operation of aircraft on scheduled international services have been adopted by the Council of the International Civil Aviation Organization, Dr. Albert Roper, Secretary General, announced at Montreal on December 28. The operating standards are the sixth set of standards adopted for international civil aviation.

The first five sets included personnel licensing, aeronautical maps and charts, rules of the air, dimensional practices in air-ground communications, and meteorological codes. They were adopted by the Council last April and will come into effect at various dates during 1949. The aircraft operation standards will be effective on January 1, 1950, unless they are disapproved by May 15 next by a majority of the Contracting States of the Organization. The standards are drafted with a view to incorporation into the national regulations of ICAO's 51 Contracting States.

ICAO standards and recommended practices

foster air safety in two ways: by producing world-wide uniformity of air navigation services and procedures, so that aircrews of one nationality may be familiar with other countries' methods and regulations, and by ensuring that each nation's aviation practices are maintained at a high stand of quality.

Authority for the establishment of the standards comes from the Convention on International Civil Aviation, concluded at Chicago in 1944. The ICAO Council adoption of a standard gives it status as an annex to this Convention.

A state which finds itself unable to comply with any of the provisions of an approved annex must notify ICAO so that other Contracting States can be warned of the divergency.

REPLY FROM MR. SHERTOK: The Secretary of State for External Affairs announced on December 27 that a reply had been received to the message sent on December 24, 1948, to Mr. Moshe Shertok, Foreign Secretary of the Provisional Government of Israel.

The text of Mr. Shertok's reply is as follows:

"I have the honour to acknowledge receipt of your cable of 24th December and to convey to Your Excellency on behalf of the Provisional Government of Israel an expression of deep appreciation of the de facto recognition by the Canadian Government and the hope of the early establishment of formal relations between Canada and Israel. The Provisional Government of Israel is anxious for the rapid restoration of peace and the settlement of all outstanding questions either directly or through the good offices of the Conciliation Commission appointed under the General Assembly resolution of December 11, 1948, and regards this active recognition by Canada as an important contribution towards this end."

SECURITIES TRANSACTIONS: Transactions in securities between Canada and other countries in October totalled \$35,500,000, a decrease of 11 per cent from the September figure, but a rise of 19 per cent over October last year, according to the Bureau of Statistics. Both sales and purchases were lower than in September and the purchase balance fell from \$900,000 to \$500,000.

Transactions with all countries in the first 10 months of 1948 resulted in net purchases of \$18,800,000 as against net purchases of \$12,300,000 in the same period of 1947 and net sales of \$132,400,000 in the first 10 months of 1946. Purchases of Dominion bonds and United States stocks were the most important types of transactions in 1948.

In trade with the United States in October, sales and purchases each decreased from the preceding month by approximately the same amount. Hence there was no appreciable change

in the net outflow of funds, which was \$900,000 in October and \$800,000 in September.

Transactions with the United Kingdom in October produced a sales balance for the first time in seven years. The balance, amounting to \$400,000 was due to net sales of bonds issued by the federal and provincial governments and Canadian corporations. Stock transactions resulted in a small purchase balance which had little effect upon the total trade between Canada and the United Kingdom.

The total volume of trade with other countries was the same as that for September, sales and purchases each totalling \$400,000.

EMPLOYMENT UP: Employment in leading establishments in the main industrial divisions showed continued though slight improvement at November 1. As a result, the index number, on the base 1926=100, rose to a new high figure of 203.5, according to preliminary figures released by the Bureau of Statistics. The gain in employment was accompanied by increases in payrolls and average weekly earnings, both of which were also at new peak levels.

The fractional rise in the advance index number of employment at November 1 as compared with the first of October was accompanied by an increase of 0.8 per cent in the index number of weekly salaries and wages. The latest figure of payrolls was the highest in the period for which data are available. The advance figure of average weekly earnings in the eight major industrial groups stood at \$42.12, exceeding the previous maximum of \$41.80 at October 1, and that of \$37.79 indicated at November 1, 1947.

PUBLIC HEALTH RESEARCH: Contamination of rural water supplies, the effectiveness of various products used in washing restaurant dishes and studies of neurotropic viruses are among the projects being financed with money from the federal Government grants for public health research, the Minister of National Health and Welfare, Mr. Martin, has announced.

Largest single grant has been made to extend research now being carried on by Dr. Andrew J. Rhodes, research assistant at the Connaught Medical Research Laboratories, Toronto, who is investigating neurotropic viruses. These are thought to have some relationship to the development of poliomyelitis. Dr. Rhodes, who is also Associate Professor of virus infections at the University of Toronto's School of Hygiene is also being assisted in his research by a grant of \$10,000 per year from the Canadian Life Insurance Officers Association. The federal grant will enable his laboratory to work to its full capacity.

A grant has been made for studies of a serious problem in rural areas -- pollution of water supplies in wells where there is no obvious source of contamination. Radioactive isotopes will likely be used as "tracers" in

this project, and it is hoped to extend the investigation to include pollution of streams," said Mr. Martin.

Radioactive isotopes from the National Research Council will be also used as "tracers" in an effort to find out the effectiveness of various detergents used in dish washing in restaurants. This project is being carried out by the Saskatchewan Department of Public Health. A somewhat similar study is being undertaken under the direction of Dr. P. J. Maloney at the University of Toronto's School of Hygiene, where research is being made into methods employed to test the bacterial contamination of food utensils. The Toronto researchers will also study the effectiveness of various detergents, particularly quaternary ammonium and other cationic compounds.

In Manitoba, Mr. Martin said, the provincial Bureau of Public Health Engineering and the University of Manitoba's Engineering Department are to study rural domestic septic tank operations.

Under the National Health Plan \$100,000 was set aside this year for public health research. Unlike the other grants it is not divided on a provincial basis, but each project is submitted to the Dominion Council of Health which recommends appropriate action of the Minister of National Health and Welfare.

HYDRO-ELECTRIC PROGRESS: The annual review of activities in hydro-electric construction and distribution, as issued for 1948, by the Minister of Mines and Resources, Mr. MacKinnon, outlines briefly the various projects comprising the great program of construction completed in 1948, now underway, or planned.

Hydro-electric construction was very active during 1948, over 400,000 h.p. being added to the generating capacity of the country to bring the total hydraulic installation to nearly 11,000,000 h.p. The increases in capacity, involving 278,700 h.p. in eleven new plants and 161,395 h.p. in extensions to eight existing stations, are well distributed across Canada. Many developments also are in various stages of active construction, while others are planned or are under investigation; it is estimated that over 2,000,000 h.p. will be added to productive capacity during the next few years.

During the year, power consumption continued to grow in practically all sections of the country, the demand for primary power being about ten per cent higher than in 1947. The completion of some of the larger plants now under construction will be necessary before essential reserve capacity becomes available.

CANAL TRAFFIC: Freight traffic was heavier on the Sault Ste. Marie and Welland Ship canals in November but was somewhat lighter on the St. Lawrence system.

PACIFIC SCIENCE CONFERENCE: Canada will be represented by a strong delegation of scientists at the Seventh Pacific Science Congress, which is to be held under the auspices of the Royal Society of New Zealand by the Pacific Science Association, 2-23 February, 1949, it was announced December 22 by the National Research Council at Ottawa.

Head of the delegation from Canada will be Dr. G.M. Shrum, of the University of British Columbia, Vancouver, B.C. Deputy head of the Canadian delegation and responsible for the selection of the scientific papers to be presented by the delegates is Dr. W.H. Cook, Director of the Division of Applied Biology, National Research Council, Ottawa.

Pacific Science Congresses have for their purpose two main objects: (a) To initiate and promote co-operation in the study of scientific problems relating to the Pacific region, more particularly those affecting the well-being of Pacific peoples; (b) To strengthen the bonds of peace among Pacific peoples by promoting a feeling of brotherhood among the scientists of all Pacific countries.

FORMER CONGRESSES

Congresses have been held in Honolulu, 1920; Australia, 1923; Japan, 1926; Java, 1929; Canada (Victoria and Vancouver), 1933; United States (California), 1939. It had been intended to hold the Seventh Congress in the Philippines in 1941 or 1942 but this of course was impossible and the series had to be discontinued until more favourable conditions prevailed. New Zealand has now invited the Pacific Science Association to hold its Seventh Congress in that country in February 1949.

The Seventh Congress is being organized in ten Divisions: 1. Geology and Geophysics; 2. Meteorology, 3. Oceanography and Marine Biology, 4. Zoology, 5. Botany, 6. Soil Resources, Forestry and Agriculture, 7. Anthropology, 8. Public Health and Nutrition, 9. Social Sciences, and 10. Organization of Research. Plans are being made for symposia in each Division on broad general subjects as well as for papers on more specific themes.

Members of Canada's delegation will present papers on Canadian subjects pertaining to the work of each of the ten Divisions. About eighty Canadian papers are being prepared.

While all members of the Canadian delegation are being sponsored by the federal Government as official delegates, their traveling expenses are being met from various sources that are interested in being represented, and in some instances delegates are paying their own way.

Those who have been appointed to be members of the Canadian delegation to the Seventh Pacific Science Congress in New Zealand are:

Head of the Delegation:

Dr. G.M. Shrum, Head of the Department of Physics, University of British Columbia, Vancouver, B.C., and a member of the National Research Council of Canada.

Deputy Head of the Delegation:

Dr. W.H. Cook, Director of the Division of Applied Biology, National Research Council of Canada, Ottawa, Ont.

Other Members of the Delegation:

Dr. E.S. Archibald, Director, Dominion Experimental Farms Service, Department of Agriculture, Ottawa, Ont.

Dr. T.W.M. Cameron, Director of the Institute of Parasitology, McGill University, Macdonald College, P.Q.

Dr. Neal M. Carter, Director, Pacific Fisheries Experimental Station, Fisheries Research Board of Canada, Vancouver, B.C.

Dr. W.A. Clemens, Head of the Department of Zoology, University of British Columbia, Vancouver, B.C.; and a member of the Fisheries Research Board of Canada.

Dr. W.E. Cockfield, Geological Survey of Canada, Department of Mines and Resources, Vancouver, B.C.

Dr. Pierre Dansereau, Biogeographical Service, University of Montreal, Montreal, P.Q.

Dr. R.E. Foerster, Director of the Biological Station of the Fisheries Research Board of Canada, Nanaimo, B.C.

Dr. E.A. Hodgson, Assistant Dominion Astronomer, Department of Mines and Resources, Ottawa, Ont.

Dr. W.C. Hooper, Commercial Secretary for Canada, Sydney, Australia.

Dr. D.G. Laird, Professor of Agronomy, University of British Columbia, Vancouver, B.C.

Mr. Andrew Thomson, Chief of the Dominion Meteorological Service, Department of Transport, Toronto, Ont.

Dr. J.P. Tully, Oceanographer in Charge, Pacific Oceanographic Group of the Joint Committee on Oceanography, Pacific Biological Station, Nanaimo, B.C.

Dr. W.E. van Steenburgh, Research Adviser, Science Service, Department of Agriculture, Ottawa, Ont.

TRAINING CRUISES: Two officers and 23 men of the Royal Canadian Navy (Reserve) are to fly from Montreal to Bermuda on December 29 to join three ships of the Royal Navy for three-month training cruises in the Caribbean, South Atlantic and Gulf of Mexico.

The group will be drawn from H.M.C.S. "York", Toronto naval division, H.M.C.S. "Prevost", London, H.M.C.S. "Hunter", Windsor, H.M.C.S. "Carleton", Ottawa, and H.M.C.S. "Scotian", Halifax. Officer in charge will be Lieut. J.E. Trusler, R.C.N. (R) (Retired), of Toronto.

The ships in which they will make the cruise are the cruiser H.M.S. "Glasgow", the sloop H.M.S. "Snipe" and the frigate H.M.S. "Bigbury Bay".

The "Glasgow" will leave Bermuda January 3 and will call at such points as Rio de Janeiro, Buenos Aires, the Falkland Islands and Trinidad, before returning on April 5. H.M.S. "Snipe" leaves Bermuda on the same date but will follow a different route, among her stopping points being St. Thomas, in the Virgin Islands, the French Island of Martinique, Trinidad, Cayenne, in French Guiana, Paramaribo, the island of Demarara and Kingston, Jamaica.

The "Bigbury Bay" is scheduled to sail January 1 and will call at ports in the West Indies, Central America, Texas, Louisiana and Florida.

ROYAL CANADIAN NAVY - 1948: Cruises to the sub-Arctic and semi-tropics, the largest peacetime reserve training program in R.C.N. history, the commissioning of H.M.C.S. "Magnificent", the naval air station H.M.C.S. "Shearwater", and the Canadian-built Tribal class destroyer, H.M.C.S. "Athabaskan", were among the notable events written into the history of the Royal Canadian Navy in 1948.

A preliminary announcement that a new type of anti-submarine escort vessel was to be constructed in Canadian shipyards was made in November. This craft will possess the speed, manoeuvrability and equipment required to make it capable of dealing with the fast types of submarine.

Also due to be built in Canada is a large, modern icebreaker whose duties, in addition to the ones in which she will normally be employed, will include the servicing of far northern weather stations.

Early in the year, units of the Atlantic and Pacific fleets made their annual spring cruise and met in the Caribbean for intensive manoeuvres and exercises. In September, ships of the R.C.N. for the first time penetrated Hudson Bay. And in mid-October the largest group of Canadian warships to put to sea since the end of the Second World War sailed from Esquimalt on a month-long cruise to Pearl Harbor, in the Hawaiian Islands.

From May to October the R.C.N. engaged in the training of approximately 2,500 officers

and men of the naval reserve, with activities reaching their peak in July and August. Two-week reserve training cruises to such Atlantic points as Bermuda, Boston and Charlottetown, and San Francisco, Seattle and Prince Rupert on the Pacific side, were carried out almost continuously during the five-month period and rolled up an impressive total of more than 60,000 sea miles.

In addition, training was given on fresh water. H.M.C.S. "Portage", an Algerine escort and the largest class of warship capable of navigating the locks, sailed from Halifax to the head of the Lakes in June and provided training facilities for personnel of inland naval divisions until well into August.

CANADIAN ARMY - 1948: The year 1948 was a busy and highly successful one for the Canadian Army.

Important among a number of changes was the switchover of the Princess Patricia's Canadian light Infantry from a straight out-and-out infantry unit to an airborne battalion. Another was the launching of a huge \$30 million nationwide housing project for married members of the Armed Forces. Still another was the unprecedented step-up in winter warfare training for all ranks of the Army, both Active and Reserve.

The "Pats" learned that they had been selected as Canada's first peacetime paratroopers last August when Major-General C.C. Mann, CBE, DSO, flew west to give members of the famed unit the word. They volunteered immediately, almost to a man. Training is in two distinct phases: first in parachute and second in air-transport. At Year's end, many members of the "Pats" have qualified for their wings and others are now undergoing training at Rivers.

Construction of living quarters - mostly at isolated stations - for married members of the Armed Forces and their families was accelerated with two years program being completed in a single year.

For what is possibly the first time in peacetime Canadian Army history, Reserve Force soldiers find themselves training alongside members of the Active Army at a series of winter training camps set up across the country.

At Churchill, the Army has been busy finding ways of making the business of keeping alive in the Arctic easier.

Emphasis has been placed on "cold weather" training of soldiers, both Active and Reserve.

The foregoing, however, are only incidental highlights of a really big year which, among other things saw the opening, for the first time on a tri-service basis, of the Royal Military College at Kingston, Ont., the Royal Roads at Esquimalt, B.C., as the Canadian Joint Services Cadet Colleges; the lowering of the enlistment age to 17 years and lowering of the educational requirement for enlistment, the continued development of co-operative arrangements with Britain and the United States, and a further increase in pay and allowances for almost all ranks of the Army.

ed, and in the hope that it may be possible to settle these and all other outstanding questions in the spirit of the Resolution adopted by the General Assembly of the United Nations on December 11, 1948."

The recognition which Canada has now given to the State of Israel is a separate question from that of Israel's admission to the United Nations. Application for such admission was made recently to the Security Council, by which it must be approved before it can be submitted to the General Assembly, the approval of which is also required. This application was not successful, as only five of the eleven members of the Council supported it. Canada abstained from voting on this occasion because the Canadian Government considered that further time was required to examine the implications of a statement made at the previous meeting of the Council by the representative of the U.S.S.R., who had said:

"In our opinion, the territory of the State of Israel has been determined and delimited by an international instrument, that is, the resolution of the General Assembly of 29th November, 1947, which has not been revoked by anybody, and which remains in force. Not only does that resolution delimit the territory and boundaries of the State of Israel, but the resolution has a map appended to it, which can be consulted at any moment by any member of the Security Council or by anybody else."

The U.S.S.R. representative also used the word "enforcement" in relation to the boundaries referred to in the above resolution. As these boundaries are not now acceptable either to the State of Israel or the neighbouring Arab states, the Canadian representative was anxious not to be put into the position of appearing to accept them in voting for the Israel application. That is why he supported a French resolution for a short postponement of the application, which would not in any event have delayed a final decision, as the Assembly, which would also have to approve the application, does not meet until April 1, 1949. The request for postponement was rejected, and the Canadian representative therefore felt obliged to abstain on the vote on the application, which, of course, can be made again by the State of Israel, if it so desires.

COMMISSION ON TRANSPORTATION: The Office of the Prime Minister announced on December 29 the appointment of a Royal Commission on National Transportation, the following to be Commissioners:

The Honourable W.E.A. Turgeon, K.C., LL.D., a member of the King's Privy Council for Canada, Chairman.

Henry Forbes Angus, Esquire, Professor of Economics, University of British Columbia, Vancouver, B.C. and

Harold Adams Innis, Esquire, Professor of

Political Economy, University of Toronto, Toronto, Ont.

The Commission is instructed, in particular, to:

- "(a) Review and report upon the effect, if any, of economic, geographic or other disadvantages under which certain sections of Canada find themselves in relation to the various transportation services therein, and recommend what measures should be initiated in order that the national transportation policy may best serve the general economic well-being of all Canada;
- "(b) Review the Railway Act with respect to such matters as guidance to the Board in general freight rate revisions, competitive rates, international rates, etc., and recommend such amendments therein as may appear to them to be advisable;
- "(c) Review the capital structure of the Canadian National Railway Company and report on the advisability, (or otherwise), of establishing and maintaining the fixed charges of that Company on a basis comparable to other major railways in North America;
- "(d) Review the present-day accounting methods and statistical procedure of railways in Canada, and report upon the advisability of adopting, (or otherwise), measures conducive to uniformity in such matters, and upon other related problems such as depreciation accounting, the segregation of assets, revenues and other incomes, etc., as between railway and non-railway items;
- "(e) Review and report on the results achieved under the Canadian National-Canadian Pacific Act, 1933, and amendments thereto, making such recommendations as the present situation warrants;
- "(f) Report upon any feature of the Railway Act, (or railway legislation generally) that might advantageously be revised or amended in view of present-day conditions."

The scope of the Commission is not to extend to the performance of functions which, under the Railway Act, are within the exclusive jurisdiction of the Board of Transport Commissioners.

MR. PIERCE'S APPOINTMENT: Mr. S.D. Pierce, Canadian Ambassador to Mexico, has been given leave of absence from the Department of External Affairs, and has been appointed Associate Deputy Minister of Trade and Commerce as and from February 1, 1949, the Office of the Prime Minister announced on December 29.

The Department of Trade and Commerce is charged with the responsibility for procurement for the armed forces which necessarily involves close relations with Canadian industry and with the procurement agencies of the United States Government. Mr. Pierce will be concerned, primarily, with the activities of the Department in this field.