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WEEK'S EVENTS IN REVIEW

ROYAL MARRIAGE APPROVED: The Prime Minister announced yesterday that at 12.00 noon (the same hour of the day as His Majesty, the King met members of His Privy Council for the United Kingdom in London), the Hon. Mr. Justice Kerwin, acting as Deputy Governor General, in the unavoidable absence of Viscount Alexander, met with Members of His Majesty's Privy Council for Canada who had been specially summoned, and, on the instructions of His Majesty, conveyed to them the following message, which had been sent this morning by the King to the Governor General:

Buckingham Palace,
31st July, 1947.

Most Immediate
The Governor General of Canada,
Ottawa.

July 31st. I should be glad if you as my personal representative in Canada would convey to my Privy Council for Canada that I have today, in accordance with the provisions of the Royal Marriages Act 1772, declared in Council my formal consent to the marriage of my daughter the Princess Elizabeth to Lieutenant Philip Mountbatten.

George R. I.

Sir Allen Aylesworth and Sir Thomas White as senior Privy Councillors were among these summoned to be present with members of the Cabinet for the special meeting of the Canadian Privy Council.

(It was subsequently announced in London that the Royal wedding will take place in Westminster Abbey, Nov. 20. The Minister of Reconstruction, Mr. Howe, attended the meeting of the United Kingdom Privy Council, on behalf of Canada.)

U.K. WHEAT QUOTA FILLED: The Minister of Trade and Commerce announced last night that the last sales of wheat to complete the quantity clauses of U.K.-Canada wheat agreement for 1946-47 were made within the past few days.

The Acting Minister of Agriculture, Mr. Bertrand, further announced that because of present disappointing crop prospects and delayed harvesting of the hay crop in eastern Canada, subsidy payments on feed grain will be continued until all the ceilings on major animal products are removed.

BUSINESS ACTIVITY: continues at high levels. In all branches of industry, seasonal activity is straining Canadian manpower resources. (P.2)

HIGH SEASONAL ACTIVITY

GENERAL LABOR SHORTAGE: A high level of seasonal activity in all branches of industry is currently straining Canadian manpower resources. The labour surplus, as measured by unplaced applicants, is 22,000 below the lowest point recorded during all of 1946, and 63,000 below the level of one year ago, July 11, 1946. Seasonal activity and the improved material situation chiefly account for this general expansion in production. The general shortage of labour supply will likely grow even more acute during the next few months, since peak employment will not be reached until October. In the meantime students on summer vacation will be an additional source of labour.

There were 112,000 unplaced applicants registered with the National Employment Service at July 10, 1947. This compares with 118,000 at June 12, and 175,000 one year ago. The careful placement of applicants over the past few months has left a labour surplus now composed chiefly of workers only partially-qualified, over-age, physically unfit, or whose skills do not match the vacancies locally available. By sex, there were 79,000 male and 33,000 female unplaced applicants, as against 86,000 and 32,000 respectively one month earlier.

Unfilled vacancies totalled 91,000 at July 10, 1947, as compared with 108,000 at June 12. By sex, there were 57,000 unfilled vacancies for men and 34,000 for women at July 10. Jobs for women still outnumber applicants.

The general competition for qualified labour is reflected in high labour turnover, rising wages, and increased pressure for immigration. In primary industries, particularly mining and logging, the need for labour is most urgent. Inter-regional transfers of workers have helped a great deal. The 4,500 Polish veterans brought from Europe since last fall have eased the farm labour situation considerably, although the supply of seasonal harvest workers is currently below demand.

TRADE MISSION TO SOUTH AFRICA

HEADED BY MR. MACKINNON: Canada is sending a trade mission to South Africa next September, in an effort to stimulate further the close commercial relations between these two units of the British Commonwealth, announces the Minister of Trade and Commerce, Mr. MacKinnon who will head the delegation.

The Minister will be accompanied by a representative group of Canadian businessmen, including R.C. Berkinshaw, President, Canadian Manufacturers' Association, and Vice-President, Goodyear Tire & Rubber Company of Canada, Limited, Toronto; W.M. Drury, President Canadian Car and Foundry Company, Limited, Montreal; Paul Bienvenu, President, Catelli Food Products, Limited, Montreal; D.R. Moffat, Vice-President of Moffats Limited, Weston,

Ontario, E.E.H. Wright, Vice-President, Welland Vale Manufacturing Company, Limited, St. Catharines, Ontario, and others.

In making his announcement, Mr. MacKinnon explained that an invitation had been received from the Government of the Union of South Africa, where he will confer with government authorities. Arrangements have been made to meet with members of the Chamber of Mines, in Johannesburg, various branches of the Chamber of Commerce and other associations interested in the promotion of trade between Canada and South Africa.

The party will proceed by regular air lines, via New York and Leopoldville, Belgian Congo, to Johannesburg, where it is due on September 20th. The mission will return via Nairobi, Kenya Colony; Khartoum, British Sudan; Cairo, Egypt; Rome, Italy; and Lisbon, Portugal. Official stops will be made at Leopoldville, Cairo, Rome and Lisbon, at each of which Canadian Trade Commissioners are stationed, to discuss trade matters.

Canada is vitally interested in the development of trade with South Africa. Her exports to the Union have increased from \$17,996,959 in 1939 to \$68,632,865 in 1946. Imports from South Africa, on the other hand, have risen from a value of \$3,990,881 in 1939 to a value of \$7,891,625 in 1946. Due to major developments in the basic and secondary industries of South Africa, this market is of increasing importance to Canadian manufacturers.

The announcement of this mission recalls previous ones headed by Mr. MacKinnon to a number of Central and South American countries, when he visited the Caribbean area and Panama in 1940, South America in 1941, and again toured the Central American and some South American countries in 1946. These did much to cement relations between Canada and the Latin American countries concerned, and to furnish their respective peoples with a wider knowledge of conditions in these lands.

Canada signed a trade agreement with the Union of South Africa on August 20, 1932, which went into force on October 13th of that year. The agreement extended a list of preferences previously exchanged without a formal agreement. It was made for a period of five years and thereafter until terminated on six months' notice.

AIR AGREEMENT WITH U.K.: The Department of External Affairs announces that the Government of Canada has concluded an Agreement with the Government of the United Kingdom covering air services between Canada and United Kingdom territories in the West Indies and Caribbean areas.

This Agreement, which is similar in form to other bilateral air Agreements which the Canadian Government has already concluded, makes provision for an exchange of traffic rights between Canada and three United Kingdom colonies - Bermuda, Jamaica and Trinidad. In addition, the Agreement gives Canada the right

to carry traffic between certain of these colonies. For a period of four years starting January 1st, 1947, the United Kingdom has undertaken not to exercise its reciprocal traffic rights under the Agreement.

CONFERENCE ON JAPAN: The Department of External Affairs announces that the Canadian Government had received a communication from the United States Government proposing a conference of representatives of the eleven member nations of the Far Eastern Commission to discuss a peace treaty with Japan. The date tentatively suggested by the United States for such a conference was August 19.

The Canadian Government has replied, welcoming the proposal made by the United States Government for the convening of a conference at an early date, and expressing satisfaction with the provision in the proposal for the eleven Powers primarily interested in the settlement with Japan to participate fully from the beginning in the preparation of the Japanese treaty.

The Canadian reply further indicated that since the Canadian Government had accepted an invitation from the Australian Government to attend a meeting of representatives of Commonwealth Governments in Canberra on August 26 for the purpose of exchanging views informally on the Japanese peace settlement, it would find it difficult to be represented at a conference in the United States on the suggested tentative date of August 19. The hope was expressed that some other early date could be agreed upon that would not conflict with the discussions arranged to take place in Canberra.

INTERNATIONAL TRADE FAIR

100,000 OFFICIAL INVITATIONS: More than four times the space originally estimated has already been applied for by Canadian firms intending to exhibit their products in the first Canadian International Trade Fair, to be held in Toronto May 31 to June 12 next year, according to Canadian Trade Fair authorities. Four hundred and eighty manufacturers and producers from all parts of the world have so far requested reservations for 106,980 square feet of display space for products ranging from hairpins to aeroplanes.

Closing date for applications from foreign exhibitors is September 1st, and until that time there will be no accurate estimate of the number of displays expected from abroad. However substantial numbers of applications are already in from manufacturers in a score of foreign countries, including Borneo, Belgium, Turkey, India, Thailand, Iran, Italy, Germany, France, Holland, China, Switzerland, British West Indies, and Latin-American countries. Substantial representation is also indicated from the United Kingdom, the United States and Australia.

More than 100,000 official invitations to attend the Trade Fair will be distributed in five languages next September to buyers and buying organizations abroad. Further to insure attendance by buyers from all parts of the world, a comprehensive advertising campaign will be directed to them in the leading British and American international magazines, in addition to local publications which will carry the message in approximately fifteen languages in more than 60 different countries.

The assurance of success for the first Canadian International Trade Fair is especially heartening to Canadian manufacturers and producers who, by the summer of 1948, may be looking further afield for markets to maintain and expand production. The fair will come at a time when many of our loans and credits to foreign nations may be approaching exhaustion and Canadian export trade seriously affected by the dollar volume of imports. In this respect the Canadian International Trade Fair will afford all buyers the opportunity of seeing what can be obtained and so create further markets abroad.

During 1946 it was estimated that more than 12,000 buyers from countries abroad paid visits to this country. It may well be that, due to the expanse of Canada, many of them found it practically impossible to cover centres of production during the period of their stay. Subsequently these businessmen did not get a clear picture of the diversity and extent of our productivity.

In 1948 however, Canada invites all buyers to participate in the Canadian International Trade Fair where business connections may be made at one point of contact only.

Further indication of the Fair's success lies in the fact that two-way world trade affects each man and woman in every country - there is a growing consciousness on the part of the average man, through wider knowledge of contemporary affairs, that the International Trade Fair is his own personal concern, for he knows that increased two-way trade means increased prosperity, greater employment, and a higher standard of living for himself and his family.

Sponsored by the Government of Canada, the Canadian International Trade Fair is the first ever to be held on the North American Continent.

WRECK OF S.S. EMPEROR

INQUIRY COURT'S REPORT: The Minister of Transport, Mr. Lionel Chevrier, has announced the findings of the investigation into the stranding and sinking of the s.s. "EMPEROR" in Lake Superior on June 4 last with the loss of 12 lives. The report of the Court of Investigation is signed by Mr. Justice F.E. Barlow of the Supreme Court of Ontario as Commissioner, Captain Angus G. McKay and Captain F.J. Davis as Assessors. The report places the blame for the wreck on James Morrey, the First

Mate, "who did not keep proper watch". In this connection, the report expressed the opinion "that the system which prevailed, which required the First Mate to be in charge of the leading of the ship during the period when he should have been off duty, resulted in his becoming overtired, suffering as he was from loss of sleep". James Morrey was drowned when the vessel sank.

The ill-fated vessel had loaded 10,429 tons of iron ore and had sailed from Port Arthur at 10:55 p.m. on June 3. The Captain was in charge of the watch till midnight when the First Mate, James Morrey relieved him for the midnight until 6 a.m. watch. The evidence indicated that the First Mate was overtired and the report emphasizes the fact that "James Morrey was a man of wide experience on the Great Lakes, that he was most efficient, and that he had an excellent record previous to this unfortunate accident".

RECOMMENDATIONS AND FINDINGS

Recommendations of the Court of Investigation are as follows:-

"1. We recommend that some system be evolved, either by the employing of a Third Mate or otherwise, if feasible, to prevent a Mate or other officer from taking charge of a ship when he is suffering from loss of sleep or is in a state of exhaustion by reason of his duties. We find that the eight-hour day prevails with the engineer room officers and crew but not with the officers in the forward end. We cannot understand why the eight-hour day should not prevail throughout the ship and we would so recommend.

"2. The evidence does not disclose and so far as we know there is no requirement by which a ship is equipped with a system of electrical gongs, throughout the ship, to be used in case of a disaster, such as collision, fire or grounding. We recommend that a regulation be passed requiring all lake vessels to be so equipped.

"3. In our opinion, the evidence does not disclose that sufficient life-boat and fire drills were held to familiarize the changing crew with their proper stations and proper duties, in order that the same may be carried out speedily and efficiently. We recommend that life-boat drill and fire drill be held weekly during the summer season and that at least twice during the navigation period, apart from the spring inspection, that life-boat drill and fire drill be held in the presence of and under the supervision of an officer from the Department of Steamboat Inspection.

"4. In view of the submissions made we have given consideration to whether or not wooden life-boats should be used. We are of the opinion that wooden life-boats are far superior to any other."

The evidence submitted before the Court of Investigation showed that the vessel was in a good and seaworthy condition as regards hull, machinery, lifesaving and other equipment. All necessary charts and sailing directions were

on board and in addition, the following equipment in excess of Department of Transport regulations had been installed: gyro compass, echo sounding machine, ship to shore radio telephone and radio direction finder.

The Board of Investigation fully exonerates the Master, Captain Eldon Walkinshaw, and says: "We are of the opinion that under all the circumstances he did everything possible most promptly and efficiently". He sent out a distress signal by radio immediately after the vessel struck, in response of which the United States Coast Guard vessel "Kimball", located nearby, came to render assistance. In this connection, the report says "We cannot commend too highly the action of the captain and crew of the 'Kimball' for the prompt assistance which they rendered". As a result 21 of the crew were saved. Most of those who lost their lives were in the second lifeboat which was being launched and was sucked down when the "EMPEROR" sank.

MILITARY ATTACHE TO CHINA: Canada's new military attache to the Government of China, succeeding Brig. W.N. Bostock, retired, is Lt.-Col. F. Le P. T. Clifford, OBE, of Ottawa and Hamilton, Ontario!

Col. Clifford is a permanent force artillery officer, having joined the Royal Canadian Horse Artillery in 1935 on his graduation from Royal Military College, Kingston. He is also a graduate of Camberley Staff College, England, which he attended in 1942.

FUR BUYERS PROTECTED: Canadian consumers will be protected against misrepresentation when they purchase fur garments under new regulations.

Under their provisions the dealer is required to state in all advertisements, labels or receipts, the kind of fur, as well as its actual origin, and he must indicate if it is second-hand, or whether it has been treated by dyeing, tipping or blending. In this way the buyer will be informed of the true nature of furs ordinarily designated simply by trade names. Since the regulations do not compel the dealer to label furs, but only to furnish the required information when he does, the consumer's protection rests in demanding a written receipt for any fur or fur-trimmed garment that he purchases.

Adopted by Order-in-Council, to become effective August 1, as the first move in the field of consumers' standards, these regulations have been prepared by the Standards Division in consultation with the retail trade, in order to replace certain war-time requirements of the W.P.T.B. Penalties for infraction are provided under the Dominion Trade and Industry Commission Act.

AMBASSADOR TO TURKEY: The Secretary of State for External Affairs announces the appointment of Major General Victor Wentworth Odlum, C.B.,

C.M.G., D.S.O., formerly Canadian Ambassador to China, as Canadian Ambassador Extraordinary and Plenipotentiary in Turkey.

Following a long and distinguished military career, General Odlum has served as High Commissioner for Canada in Australia and as Canadian Ambassador to China.

HORSES FOR B.W.I. POLICE: Fifteen horses of riding type were shipped recently from Montreal for police duty in the British West Indies. This shipment was the result of a letter from the Commissioner of Police for Barbados, requesting the Dominion Department of Agriculture to purchase and ship three horses for police work in that country and a similar request from the Commissioner of Police, Trinidad, B.W.I. for assistance in the purchase and shipment of 12 horses for similar duty in Trinidad.

These shipments have been going on since 1927 and the Department has supplied all the horses used in police duty in these countries since that time.

The type required are riding horses, three to seven years of age, height 14½ to 15½ hands, bays, browns, and chestnuts and weighing 900-1,100 pounds. The preference for a smaller type of horse than is used for this purpose in Canada is the high price of feed in B.W.I., where, it is understood, oats sell for \$8 per 100 lb. bag and hay at six cents a pound.

These horses were purchased in the vicinity of Brampton and Ailsa Craig, Ontario, where horse breeding stations which receive assistance from the Dominion Department of Agriculture have been maintained for the last 25 years.

HILLS, LAKES NAMED FOR WAR DEAD: Hills and creeks in the Cypress Hills district of Saskatchewan, previously nameless, have now been named for three Canadian servicemen who lost their lives in World War II.

Unique in Canadian war memorials, Moorhead Creek, Wilde Hills and Underdahl Creek have all been named in memory of Army heroes who grew up in and loved the region which now bears their names.

Moorhead Creek is named for Cpl. Donald Richard Moorhead, of Maple Creek, Sask., killed in action D-Day, June 6, 1944, in the initial assault on the Normandy beaches; and Underdahl Creek for Pte. George Thomas Underdahl, also of Maple Creek, who died August 19, 1942, of wounds received at Dieppe. The Wilde Hills will forever bear mute testimony to the sacrifice paid by Sgt. Allen Wilde, Regina, Sask., killed in a motorcycle accident while serving overseas with the Regina Rifles.

Saskatchewan is not the only province to perpetuate the memory of war heroes in geography. The Geographic Board of Canada recently approved the naming of 25 northern Manitoba Lakes for servicemen who lost their lives in World War II.

ROYAL CANADIAN REGIMENT PLANS MUSEUM: The Royal Canadian Regiment, senior permanent force infantry unit in the Canadian Army, has announced its plans for the organization of a regimental museum at Brockville, Ont., and an appeal is being made to the public for items that commemorate the historic and heroic achievements of the regiment since its inception more than 60 years ago.

Capt. A. Condy, officer-in-charge of the museum, feels certain that the venture will meet with success and that many old letters, pictures, obsolete uniforms, etc., will be forthcoming from former members of the regiment and their families.

The history of the Royal Canadian Regiment lends itself admirably to the project.

In 1885, the unit, then known as the Infantry School Corps, received its baptism of fire in the famed Northwest Rebellion. Thirteen years later it supplied the majority of the personnel of the permanent force formation which accomplished the memorable march over the Teslin Trail into the Yukon, and in 1899 and 1900, a Special Service Battalion of the regiment fought with distinction in South Africa. In 1902, when the regiment was in England attending the Coronation ceremonies of King Edward VII, its name was changed to its present form.

In both World Wars the Royal Canadian Regiment fought heroically and materially contributed to victory. The museum will keep for posterity many existing records of these engagements.

AIRCREW FOR H.M.C.S. MAGNIFICENT: Aircrew and maintenance personnel of the Royal Canadian Navy's 803 and 825 Squadrons who will man the planes of H.M.C.S. "Magnificent" when she is commissioned, will begin conversion-training in the new Seafury and Firefly IV aircraft in mid-August at the Royal Naval Air Station at Eglinton in Northern Ireland.

The two squadrons which have been with H.M.C.S. "Warrior" since her commissioning will sail for the United Kingdom in the 18,000 ton carrier on August 2nd, and will disembark on arrival to begin training in their new aircraft.

ATLANTIC COAST FISHERIES

INDUSTRY ADJUSTS ITSELF: Fishery statistics for the first six months of 1947 indicate that the industry on the Atlantic coast is definitely adjusting its production and processing program to meet current market requirements, says the Dominion Bureau of Statistics.

The industry enjoyed strong markets for all its products throughout the war years, but as the fisheries of the United Kingdom and north-western European countries recovered, the European demand has declined, except for certain relief requirements. Markets for frozen fish products have weakened, not only because

of the reduced overseas demand, but also due to competition from Newfoundland and Iceland in the United States market.

Since the demand for the canned and salted forms of fish remain relatively strong both in the normal export markets and for relief purposes, a considerable diversion of production from frozen into cans and salt is evident in the figures for the first six months of 1947. Landings of cod, the principal Atlantic coast species, amounted to 74,178,000 pounds as compared with 121,758,000 pounds in the same period of 1946. Landings of all species of fish on both coasts amounted to 409 million pounds with a landed value of \$17.7 million compared with 434 million pounds valued at \$22.6 million in the first six months of 1946. The major decline in landed value has occurred on the Atlantic coast where the value of the cod and lobster catches was sharply below that of last year. Unfavourable weather conditions were mainly responsible for the reduced lobster catch. The major Pacific coast fisheries, with the exception of halibut, have not yet come to the season of main production.

No significant changes took place in the prices of fishery products during June, although the index of wholesale prices declined a further eight points, while the index of prices of all foods increased by four points.

The sharp reduction in freezings of cod fillets in 1947 has tended to keep cold storage holdings of all fish at lower levels compared with those of 1946. At July 1, 1947, stocks of all kinds of frozen fish amounted to 35.5 million pounds compared with 34.1 million pounds at the same date in 1946.

POULTRY FOR U.K. DISCONTINUED: Purchase of dressed poultry in Canada by the British Ministry of Food is being temporarily discontinued pending settlement of Britain's import program, says the Department of Agriculture. The Special Products Board is now nearing completion of its purchases of 12½ million pounds under the British agreement.

Until the British position is clarified, export permits for poultry to other countries will be issued freely. Such permits have been restricted in the past in view of the Canadian agreement to supply poultry to the United Kingdom.

U.K. AIR CADETS' TOUR: Top crews of the RCAF from Transport squadrons based at Rockcliffe, Winnipeg, and Edmonton commenced a Canadian tour July 29 from Dorval airport near Montreal carrying 46 British Air Training cadets.

The cadets, the equivalent of the Royal Canadian Air Cadets, are visiting Canada on an exchange basis, and will be conducted by an RCAF party and members of the Air Cadet League of Canada. Officer in charge of the Tour is Wing Commander W.F.M. Newson, DSO, DFC and bar, Air Cadet Liaison Officer of AFHQ, Ottawa.

INTERNATIONAL PEACE PARK: Two cairns, erected near the International Boundary between Waterton Lakes National Park in Alberta and Glacier National Park in Montana, will be unveiled at a dedication ceremony at Waterton Park townsite tomorrow, August 2, according to a statement issued by the Minister of Mines and Resources, Mr. J.A. Glen. The cairns, one on the Canadian side and the other on the United States side of the boundary, are on the Chief Mountain Highway linking the two parks.

The erection of these cairns is the result of thoughtful suggestions and efficient efforts by Rotary International. It was Rotary International that originally sponsored the action which resulted in legislation being passed in 1932 by the Parliament of Canada and the United States Congress establishing the Waterton-Glacier International Peace Park. The erection of these cairns is a further step in commemorating the understanding and goodwill which have so long prevailed between the peoples and the governments of the two great democracies. For more than 130 years unbroken peace, has existed along the unfortified boundary line

of over 3,000 miles between Canada and the United States, furnishing to the world an unequalled example of international amity.

Besides uniting two parks, the establishment of the Waterton-Glacier International Peace Park links the national park systems of Canada and the United States - areas which are playing an increasingly important part in the lives of the peoples of this continent. The United States national park system is, of course, the older having had its inception around a camp fire in the wilds of Wyoming back in 1870. The idea was first translated into action two years later with the establishment of Yellowstone National Park. Canada followed the example of her neighbor to the south in 1895 when the first national park was established around the hot mineral springs at Banff, Alberta. Since then the national park system of Canada has grown to 25 separate units comprising a total area of 29,660 square miles. This chain of national play-grounds and places of historic interest extends from the Atlantic coast in the east, to Selkirk mountains in the west, and is represented in every province.

Those taking part in the dedication ceremony on August 2, will include Senator W.A. Buchanan, representing the Government of Canada; Ernest T. Eaton, Governor of Montana; Lieut. Governor Bowen of Alberta; Venerable Archdeacon S.H. Middleton, Chairman of the Waterton-Glacier International Peace Park Committee; Tom J. Davis, Past President Rotary International; L.C. Merriam, Regional Director of the United States National Park Service; J.W. Emmert, Superintendent of Glacier National Park; and H.A. deVeber, J.A. Hutchison; J.A. Wood, the Superintendents of Waterton Lakes, Banff and Jasper National Parks in Alberta.

BY AIR FROM U.K.: The movement of British immigrants to Ontario, largest mass movement of immigrants by air, opens tomorrow, Aug. 2.

The first plane load will land at Malton airport, near Toronto. Each plane will carry from 38 to 40 persons.

The cost to each passenger will be \$268. Present objective is a movement of 7,000 persons but this, states Mr. Dana Porter Ontario Minister of Planning and Development (the Canadian Press reports) may be increased later.

Mr. Porter added: The Britons planning to move here are without exception, men and women of the finest character, some of whom have previous acquaintance with Ontario. Some have been here with the British Commonwealth Air Training Plan, and they know what they are coming to.

The following statement clarifying the situation as it affects air traffic rights in Canada was issued by the Federal Department of Reconstruction and Supply, July 25:

In order to avoid any misapprehension with regard to the position of the federal government in the immigration arrangements proposed by the Premier of Ontario, Reconstruction Minister Howe today issued a statement in order to clarify the situation as it affects air traffic rights in Canada.

Premier Drew has already announced that arrangements have been completed with a United States non-scheduled air carrier to move immigrants from the United Kingdom who wish to take up residence in Ontario.

Inasmuch as the Air Transport Board is the competent authority in Canada granting traffic rights, Mr. Howe stated that as far as he could ascertain, no formal official application for landing rights in Canada has been received from the United States carrier which had been given the contract to transport the immigrants. The Minister stated that officials of the United States carrier had had informal discussions with officers of the Trans-Canada Air Lines, who subsequently brought the matter to his attention.

Mr. Howe said that it was his understanding that the Ontario government and the United States carrier had an arrangement which would provide the individual immigrants air passage to be paid for by the immigrant, and the Ontario government would underwrite the movement on the basis of a guaranteed amount per flight.

The Minister pointed out that the arrangement appeared to be very much the same as a regularly scheduled air service, with individual passengers buying individual tickets through a regular travel agency and flights operating on a regular basis.

At the present time Canada is bound by a bilateral civil aviation agreement with the United Kingdom under which the Trans-Canada Air Lines and British Overseas Airways Corporation, but no other regular scheduled car-

riers, have been authorized to carry traffic both ways between Canada and the United Kingdom. Both these carriers charge fares in accordance with rates set by the International Air Transport Association which, with the approval of all governments concerned, has established a standard rate structure for the North Atlantic which the scheduled airlines follow. The fare which would be charged the individual immigrant going by the United States carrier would be considerably out of line with the minimum set for regular operators on the North Atlantic.

Mr. Howe stated therefore, that to grant rights to an additional air carrier operating on what was in effect a regular scheduled basis between the United Kingdom and Canada would be an infringement of the rights of BOAC and TCA under the Canada-U.K. agreement.

He pointed out that this difficulty would not be overcome even though the nature of the proposed operation by the United States carrier should be changed to that of a genuine charter service as distinct from a regular scheduled service.

The Air Transport Board grants licences for international charter operations on a free and reasonable basis in fields where such operations can be useful. The Minister said that it was not the policy of the Board to grant a charter licence where the traffic to be carried by the charter operator would be moving over a route already served by a regular scheduled airline authorized by international agreement to operate into Canada and where the regular scheduled airline or airlines are in a position to carry the traffic. Mr. Howe said that so far as can be ascertained, TCA and BOAC would be in a position to take care of the proposed movement of immigrants from the United Kingdom in which the government of Ontario is interested.

FEDERAL COOPERATION OFFERED

Mr. Howe stated that there had been informal consultations with officials of the U.K. government on these points, and it was discovered that their general attitude towards interpretation of the Canada-United Kingdom Civil Aviation agreement and the rights of BOAC and TCA thereunder is similar to that of Canada. Under the circumstances, he pointed out, it has not been possible for the Canadian government to grant any rights in Canada to the United States carrier in connection with the proposed Ontario movement of immigrants from the United Kingdom. The Minister said too that it was his understanding that the United States carrier had not received any rights from the U.K. government to operate out of the United Kingdom to either Canada or the United States in the same connection.

Since the flow of immigration would be in accord with the general immigration policy of the federal government, Mr. Howe stated that the Canadian government did not wish to put

any impediment in the way of the Ontario movement, and the cooperation of the Immigration Branch of the federal government has been offered. In addition, realizing the difficulty that may be caused as a result of the government's inability to grant special traffic rights in Canada to the U. S. carrier for this movement, Trans-Canada Air Lines has offered to the Ontario government its services as a charter carrier for this purpose on terms generally equivalent to those which it is understood would apply in the case of the U. S. carrier. If necessary, Trans-Canada Air Lines would be prepared to make temporary arrangements to sub-contract the work to the United States carrier rather than impede the early commencement of the movement.

Mr. Howe stated further, that the United Kingdom government had been informed of the federal government's attitude in this matter, and had indicated to the United Kingdom government that should this offer to the Ontario government prove acceptable, it is hoped that BOAC would be in a position to cooperate with Trans-Canada Air Lines in the provision of the services required.

TRADE AGREEMENT WITH GREECE: The Department of External Affairs announced today that a commercial modus vivendi between Canada and Greece was completed on July 28 in Ottawa by an exchange of notes between the Canadian Government and the Greek Ambassador to Canada.

The modus vivendi provides for the reciprocal exchange of unconditional most-favoured-nation treatment. This means that the products of each country on importation into the other country will not be subject to customs duties or charges greater than those which apply to any third country. Similarly any concessions which either Canada or Greece may grant in the future to a third country will be automatically extended to the other. Thus imports into Canada from Greece will be subject to the Intermediate tariff and lower rates rather than the General Tariff as heretofore. The tariff treatment which Canada affords to British countries is specifically excepted from the operation of the modus vivendi so that the British Preferential system is not affected by it.

The new arrangement is the first commercial agreement concluded between Canada and Greece by direct negotiation. It will continue in force for a definite period of one year. Following the one year period, it will continue in force until terminated by either country on three months' notice.

POLISH DIPLOMATIC CHANGE: Alfred Fiderkiewicz, Polish Minister to Canada, has been named Minister to Hungary, says a Warsaw announcement.

CROP CONDITIONS: Above-normal temperatures and moisture deficiencies have caused further deterioration in the crops over wide areas of the Prairie Provinces, particularly in Saskatchewan and Alberta, according to the Dominion Bureau of Statistics. Fairly general rains over most of Manitoba have maintained quite satisfactory conditions in that province, but only scattered showers have fallen in Saskatchewan and Alberta. Unless heavy rains are received in the very near future the already large drought areas in these two provinces will expand still further. Extremely hot, dry weather during the past three weeks has largely destroyed the promise of good yields which existed earlier in south-western and west-central Saskatchewan and in much of the eastern half of Alberta. In large portions of north-western and north-central Saskatchewan, and in parts of south-eastern and east-central Alberta, where adverse reports have been received throughout most of the season, deterioration has reached the stage where any substantial recovery cannot be expected.

The first D. B. S. estimate of tree fruit production shows that tree fruit crops are somewhat lighter this year than last, but the berry and grape output is heavier.

ARCTIC DOG DISEASE

CONTROL MEASURES INTRODUCED: Mystery of the baffling Arctic dog disease, deadly to huskies and foxes, seems largely to have been solved, announces the Dominion Department of Agriculture. In a project planned by the Department's Division of Animal Pathology, government Scientists have found that animals which this year died of the disease in the neighbourhood of Baker Lake, Northwest Territories, were affected with rabies.

Slayer of huskies, essential transport power of the Canadian north, and a cyclical reducer of foxes and other furbearing animals, Arctic or Northern dog disease had previously been thought to be a brain fever of foxes transmissible to dogs or the result of food poisoning or of nutritional deficiency. But Dr. Charles A. Mitchell, Dominion Animal Pathologist and director of the Animal Diseases Research Institute, Hull, P. Q., said that the rabies virus is probably the most important cause of dog and fur bearing animal losses in the north.

Control measures have already been introduced in the Canadian north by the Department's Health of Animals Division through Northwest Territories officials and the Royal Canadian Mounted Police.

Through the Royal Canadian Mounted Police heads of trading posts and R. C. M. P. detachments have been warned to take all necessary precautions in handling dogs and fur bearing animals.