



In the Royal Canadian Navy, 1953 was a year of development, fleet expansion, training and travel. Ships of the fleet sailed thousands of miles, in the fulfillment of training and special assignments. Photographs above reflect a small portion of the RCN's activities during the year. (1)—The destroyer HMCS Athabaskan, veteran of the Korean war, which returned to Esquimalt, December 11 to complete her third tour of operations in the Far East. (2)—Training of personnel has been a keynote of the year's program. Two members of a gun crew are seen in action on board HMCS Portage during a training cruise to Bermuda. (3)—The skyline of Manhattan forms the background in this picture of the ship's company of the aircraft carrier HMCS Magnificent at Divine Service during a visit

to New York. (4)—HMCS Algonquin, former destroyer converted and rebuilt as an anti-submarine escort, was commissioned during the year. (5)—An Avenger anti-submarine aircraft about to make a roaring take-off from the flight deck of the Magnificent. (6)—One of the most spectacular sights of the Coronation was the illumination of the fleet following the Naval Review at Spithead. (7)—Personnel of HMCS Quebec give a rousing cheer as the Royal Yacht carrying Queen Elizabeth passes the cruiser during the Naval Review. (8)—The Korean truce was signed last July, but Canadian destroyers still serve in the Far East. The vigilance they are helping to maintain is depicted here by A/B William T. Ross, of Saskatoon, on lookout duty on board the HMCS Crusader.

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New Refinery Nears Completion at Aden

ADEN (AP)—The Anglo-Iranian Oil Company's new refinery at "Little Aden" is nearing completion.

The \$50,000,000 (\$140,000,000) installation will, in a year's time, produce 5,000,000 tons of refined oil a year, company officials said.

The officials explained plans for the refinery were under way before the dispute with Iran in 1951 and the evacuation of the Persian refineries at Abadan. Construction of the refinery, they said, was due to two main factors:

- Aden, where numerous ships put in every year, needs a large amount of marine fuel. At present the fuel is imported from the United Kingdom where Persian gulf oil is refined. The new refinery will cut unnecessary expenditure of carrying the oil all the way from the gulf to Britain and back to Aden.
- Aden, being a British protec-

torate, gave all guarantees for a British investment.

Dutch and British concerns united under the name of "Joint Dredging Co." are in charge of dredging of the new port being built for the refinery.

293 Killed In Traffic Accidents

CHICAGO (AP)—Light by contrast with the appalling slaughter of more recent years, the toll of accidents during the New Year's week-end was still only slightly short of the record for such a three-day period.

During the 78-hour period from 6 p.m. Thursday to midnight Sunday, 293 died in traffic accidents, 39 in fires and 70 in a variety of mishaps, for a total of 402.

The record for a three-day New Year's week-end was set at 424 in 1949-50 and equalled the following year, the record of traffic deaths for such a period, set in 1949-50 is 304.

There appeared little prospect the U.S. National Safety Council's first estimate that 360 would die on the highways and streets during that period would be fulfilled.

New Year's accident records were set in the last two years during four-day week-ends, a 611 total in 1951—300 in 1952.

The 1953 Christmas week-end saw 717 persons die in accidents, 523 in traffic mishaps.

WAR ON WOLVES

PRINCE ALBERT, Sask. (CP)—The biggest winter wolf control program ever attempted by the Saskatchewan game branch will be in full swing by Jan. 1st, around 200 poison bait stations will be set up in the northern part of the province.

Rene Coty, France's New President Unable to Direct Policy of Nation

By HARVEY HUDSON

PARIS (AP)—When Rene Coty moves into the Elysee Palace as France's new president, he will find himself a prisoner of protocol, dedicated to representing the nation without speaking for it.

He must preside over policy-making bodies without openly moving to help make policy. He must spend most of his working hours on political problems, yet be above politics. He must listen to the opinions of every political party, yet refrain from expressing any opinion of his own.

At one time the drafters of the 1946 French constitution consid-

ered abolishing the office. Almost all actual power was concentrated in the National Assembly, the lower house of Parliament.

COULD INFLUENCE EDC

Although the French president cannot direct policy, occasionally his conciliation can give it a nudge.

On the European army question, for example, the president has no say on when it should be called up for ratification, what action should be taken, or how the government should conduct itself. But when the cabinet makes its decision, the president will be chairman of the meeting.

By his summing up of arguments, his suggestions for compromising various views, and possibly by private talks with ministers to list possible means of action, he might have more influence than any individual minister.

PRESIDENT'S DUTIES

Briefly here are the duties of the president:

- To appoint and dismiss premiers.
- The National Assembly may not accept a nomination and, by refusing, leaves it up to the president to name a new man. Last May and June, in 37 days of crisis, President Vincent Auriol had to name five men before Joseph Laniel was accepted.
- To preside over "councils of ministers," the most important type of cabinet meeting.
- Preside over the council of the supreme magistrature, the top policy-making body of the judicial system.

PRESIDES OVER COMMITTEE

- Preside over the committee of national defence.
- Preside over meetings of the high council of the French Union. In addition to being president of the French Republic, Coty will hold the title of president of the French Union.
- Receive all foreign ambassadors when they present their credentials.
- Sign all laws and treaties after they have been approved by Parliament.
- He may send messages to the National Assembly on other subjects, but President Auriol never has.
- He receives and entertains visiting chiefs of state and visits foreign countries on state visits.
- He must make numerous public appearances and lay countless wreaths.

Important Freight Rate Decision Expected Soon

By JOHN LEBLANC
Canadian Press Staff Writer

OTTAWA.—One of the most important freight rate decisions in Canada's history will be delivered by the Board of Transport Commissioners early this year.

An entirely new concept of Canadian rate-setting is at issue. A board decision favoring a railway proposal would add many millions of dollars to Canada's annual freight bill.

Because of its potential effect on the economy, the board has spent months drafting its judgment, due this month and expected to be one of the longest in years. It will embody the results of a special board audit of Canadian Pacific Railway accounts.

CPR PROPOSAL

The CPR is the chief advocate of the proposed new system, which calls for Canada's greatest change in rate-making in a half-century.

At present, the board establishes rate levels from time to time on the basis of the current financial requirements of the CPR, which it designates the "yardstick" line for this purpose.

Now the CPR wants the board to switch to the so-called "rate base and rate of return" method used for some public utilities. This would give it a set annual return on a net investment base, with the railways having permission to hoist or lower rates within that ceiling.

The company has asked the board to designate its investment base as \$1,100,000,000 and allow it a 6½-per-cent yield on that amount. Estimates made by opponents of the proposal, which include all provincial governments except Quebec and Ontario, have been that this would mean a rate-increase potential of up to 30 per cent.

The government-owned Canadian National Railways has taken a neutral stand on the general question of a rate-base system. But it has told the board it will accept a nine-per-cent increase if it should be granted.

SASKATOON (CP)—The latest estimate of Saskatoon's population is 60,000, according to the post office and the city tax collector. The official 1951 census figure was 53,268.

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