

This report indicates that the drop-out rate increased steadily, from 31 per cent for the class of 1954 to 50 per cent for the classes of 1960 and 1961, falling to 46 per cent for the 1963 class.

The figures indicate that the engineering drop-out rate was higher than the comparable rates in certain other university faculties. For the class that graduated in 1959, the estimated drop-out rates were as follows: engineering, 45 per cent; arts and science, 41 per cent; commerce, 32 per cent; law, 29 per cent; agriculture, 25 per cent; forestry, 21 per cent; medicine, 10 per cent and dentistry, 9 per cent.

**RATE BY ACADEMIC YEAR**

In engineering, for the classes of 1954 to 1963, 24 per cent on the average dropped out in the first year, 10 per cent in the second year, 6 per cent in the third year, and 4 per cent in the final year. For five-year engineering courses, the second year was considered as the starting year in order to permit comparisons with four-year courses.

In addition to giving statistics on drop-out rates, the report also presents an analysis of the various influences causing students to drop out of university and examines the relations between the drop-out and student potential.

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**NEW RCAF TRANSPORTS**

The Minister of National Defence, Mr. Paul Hellyer, recently announced that a decision had been reached to purchase 16 C-130 "E" ("Hercules") long-range transport planes for the Royal Canadian Air Force. Delivery will start late this year, and is expected to be completed by autumn of 1965. The "E" is the advanced version of the "Hercules". The full programme cost, including spares, ground-handling equipment and other support items, is estimated at \$55 million.

Since the Canadian requirement for this aircraft is not sufficiently large to permit economic production in Canada, they will be procured by the Department of Defence Production from the Georgia Division of the Lockheed Aircraft Corporation through the United States Department of Defence. Suitable arrangements will be worked out within the framework of the Canada-United States Production-Sharing Programme, whereby this and other Canadian procurements falling in the same category will be offset by U.S. defence purchases in Canada.

The aircraft will be flown by Air Transport squadrons now based at RCAF Station Namao, near Edmonton, Alberta, and RCAF Station Downsview, near Toronto, Ontario, as well as at the Operational Training Unit located at RCAF Station Trenton, Ontario.

C-130 "B" transports now actively engaged in the United Nations airlift operation to Cyprus will be transferred from 435 Squadron at Namao to 408 Squadron, now at Rockcliffe, Ontario, but scheduled to move to Rivers, Manitoba, this month. With 408 Squadron, this earlier version of the "Hercules" will

be used for long-range reconnaissance and army training roles.

The major differences between the "B" and "E" versions of the "Hercules" are increased range and load-carrying capability. The latter can carry 10,000 more pounds of payload than the former, with 1,000 miles further range.

**MOST VERSATILE PLANE**

Considered one of the most versatile aircraft in the world, the "Hercules" is capable of performing a wide variety of missions, including heavy cargo and troop transport, trans-oceanic and Arctic supply operations, "paratropping", and reconnaissance. It is a "rear-loader", which means that it can be loaded and unloaded quickly with a minimum of handling equipment, and can "offload" parachute troops and supplies in flight. Its STOL (Short Take Off and Landing) capability allows the "Hercules" to use short, rough fields, making it ideal for army support operations.

The "Hercules" is used extensively by the U.S. Air Force, Navy, Marine Corps and Coast Guard. In addition, it is being flown by the Air Forces of Australia, Indonesia, Pakistan and Iran, and is on order for New Zealand.

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**POLYMER ANNUAL REPORT**

Record sales of \$97,460,000 were posted by Polymer Corporation Limited and subsidiary companies in 1963, a 12 percent increase over last year's previous record of \$87,022,000. This was the highlight of the company's annual report for 1963, which was tabled recently in the House of Commons by Mr. C.M. Drury, the Minister of Industry.

The report also showed a net profit after taxes of \$9,138,000. Dividends in the amount of \$3,250,000 were paid into the Consolidated Revenue Fund, reflecting an increase in the annual rate commencing in the fourth quarter of the year. Total rubber production again set a new record level of 436 million pounds.

**HIGH EXPORT LEVEL**

Mr. Drury expressed pleasure with Polymer's continued successful performance and commented favourably on the high level of export business which the company had been able to achieve. The ability of Polymer Corporation to market its products throughout the world in the face of strong competition, was, he said, a fine example of Canadian enterprise and management.

The Minister further expressed his confidence in the ability of Polymer to take advantage of the changes that lay ahead in the rubber industry. He pointed out that Polymer's active research and development programme was directed toward opening the way to new products and processes. This research effort, coupled with effective planning, should enable the company to retain its strong position as a major world supplier of high-quality synthetic rubber.

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