

Denmark alone was four times that of all of our own mainland fishermen last year.

The estimated cost of this program for the current fiscal year, 1972-1973, is in the order of \$2 million. Over 900 commercial fishermen are involved. This announcement is being made now in order to avoid unnecessary expenditures by our fishermen in preparing for the Atlantic salmon fishery in 1972.

SOLDIERS TO CIVILIANS

A 44-year-old career soldier has one of the most unlikely jobs imaginable (in military terms) — helping service people adjust to civilian life.

Major W. Freeman Anderson, a former school-teacher from Viking, Alberta, runs the Civilian Employment Assistance Program which helps servicemen and servicewomen prepare to enter civilian life before retirement from the Armed Forces.

The assistance provided is not restricted to persons reaching compulsory retirement age (CRA), though it was specifically designed for such people.

The program, which is run in co-operation with the Department of Manpower and Immigration, offers counselling, preparation of career resumé's for submission to prospective employers, occupational training and re-training, and information on jobs. When a member of the Armed Forces reaches the age of retirement and is ready to enter the civilian labour force, Canada Manpower steps in to help locate a suitable job.

About 10,000 persons leave the Canadian Forces annually, some 4,000 of them owing to retirement. The rest leave after serving one or two terms, to resume their education or to take on civilian employment.

There are no firm statistics of how successful the program is, though about 3,000 of those retiring take advantage of the program, and at least 1,000 are placed by Canada Manpower. Others find their own employment. The placement of ex-service people by Canada Manpower runs at about 30 per cent, which is better than the 20-to-25 per cent average for non-military people. "All indications are that the program is paying off where it counts — in jobs," Major Anderson declares.

RETIREMENT PLANNING

Retirement cannot be planned overnight; it takes something like five years. Those last five years in the service can be very important, and the final 12 months are the critical period — when the hunting and accepting of a civilian job begins.

Top priority is given to deciding the type of employment for which years of military training and experience have prepared an individual.

Major Anderson points out that many people make

the mistake of deciding where they want to live before looking into the employment prospects, and frequently settle themselves in before actually seeking a job.

The last year should be devoted to finding the job, because in the final year of service all the notice a serviceman has to give is 30 days.

The Canadian Forces spend \$144,000 a year subsidizing post-secondary courses for service people. Those reaching retirement age begin looking to the outside, and choosing a civilian job by taking advantage of the program.

QUALIFICATIONS

One of the major hurdles to be overcome is paralleling military qualifications with civilian qualifications.

The breakthrough has come in the vehicle technicians' trades, in that provinces have agreed to accept military training on a par with their apprenticeship training in this area. A fully-qualified vehicle "tech" can now write the journeyman's examinations without first doing an apprenticeship.

Similarly, Major Anderson has been working with Canada Manpower on a new plan to allow retired service people to go directly from the service into a community college for upgrading of qualifications.

WAR ON ROAD ACCIDENTS

The Federal Government has implemented a program aimed at reducing the number of motor-vehicle accidents.

Its objects are described in the first annual report of the Road and Motor Vehicle Traffic Safety Branch of the Ministry of Transport, tabled recently by Transport Minister Don Jamieson. These include studies and legislation to reduce the severity of traffic injuries, health impairment resulting from the use of vehicles, and property damage occurring on Canadian roads.

A positive approach to these problems is being adopted, including a regulations-enforcement program, and the development of an accident-counter-measures system. At the same time, the Ministry of Transport is initiating a comprehensive study of safety problems and defects in motor vehicles.

The Traffic Safety Branch has uncovered and eliminated potentially-hazardous mechanical defects in cars over recent years, with the help of invited letters from people who have pointed out unsafe components and characteristics. The Minister of Transport asked the public to inform him of any safety problems, and requested the make, model, serial number, year of manufacture, and mileage of the vehicle involved. He urged the public to report all such incidents even though an accident or dangerous situation may not have materialized.