

youth into the volunteer sector. Employment will be provided for 2,100 students at a cost of \$5.7 million. The Department of National Defence will continue to make a concentrated effort to recruit additional native youth for its Cadet Training Program. Three programs sponsored by the Department of Indian and Northern Affairs — Native Summer Employment, Northern, and the Indian High School — are directed at native youth.

Other federal departments providing student employment and activities include the Public Service Commission; Health and Welfare Canada; Agriculture Canada; Revenue; Canada Customs and Excise; Energy, Mines and Resources; Department of Consumer and Corporate Affairs.

### Export charges raised for crude and heavy fuel oils

The Minister of Energy, Mines and Resources, Donald S. Macdonald, announced in February changes in the charges on exports of Canadian crude oils and equivalent hydrocarbons effective March 1, and an increase of 75 cents to \$2.75 a barrel in the charge on licensed exports of heavy oil, effective February 1.

The new levels for crude oils and condensate per barrel compare as follows with those now in effect:

#### Crude oils

Lloydminster-type streams — \$4.40, increased from \$4.10; designated crude oils heavier than 28° API (other than Lloydminster) — \$5, increased from \$4.70; other crude oils — \$5.50, increased from \$5.20; condensate — \$5.20, no change.

Mr. Macdonald explained that the increase of 30 cents a barrel in the charges for crude oils reflected changes that have been occurring in international crude oil and tanker freight markets over recent weeks and also the weakening of the Canadian dollar in terms of United States currency. He pointed out that the increase in the charge for light crude oils was the first that has occurred since the current level became effective in June 1974.

The Minister said that the increase was not being applied in the case of condensate at this time; production of

condensate is necessarily at a maximum during the period of peak winter demand for natural gas, when seasonal refinery demand for light liquid fractions is at a minimum.

The levels of export charge on motor gasoline and middle distillates remained unchanged for the month of February at \$1 and \$2 a barrel respectively.

### Cuba's central bank president visits

At the invitation of the Secretary of State for External Affairs, Allan J. MacEachen, the President of the National Bank of Cuba (Cuba's central bank) Minister Raul Leon, spent a few days in Ottawa in mid-February. Before his arrival in the capital Mr. Leon spent a week in Montreal and Toronto talking to officials of private banks. His calls concentrated on the government sector concerned with Canadian-Cuban trade and financial relations.

This was Mr. Leon's second visit to Canada; he came in 1972 in his capacity of First Vice-Minister of Foreign Trade.

Mr. Leon was accompanied by Mr. Enrique Ubieta and Mr. Raul Amado Blanco, Directors of the National Bank of Cuba, and by Mr. Juan Peris, a Deputy Director.

### Contribution to United Nations drug-control fund

A contribution of \$200,000 was given to United Nations Secretary-General Kurt Waldheim recently as part of Canada's ongoing support of the UN Fund for Drug-Abuse Control. The cheque was presented by Canada's Ambassador and Permanent Representative to the United Nations, Dr. Saul F. Rae.

Canada committed \$600,000 to the Fund last year for three years, of which \$200,000 has already been paid. The present contribution is for the fiscal year 1974-75, and the final installment will be remitted in the fiscal year 1975-76.

The Government believes that Canada's national program can benefit from strengthened international control measures, education programs which reduce the demand for illicit drugs, and from reduction of the cultivation of the opium poppy.

### Urban Transportation Development Corporation of Canada

Canada's provinces have been asked to join with the Federal Government to form the Urban Transportation Development Corporation of Canada, Alastair Gillespie, Minister of Industry, Trade and Commerce, announced last month.

The proposed organization would work to develop urban transportation equipment and related systems and co-ordinate relevant manufacturing and marketing, Mr. Gillespie said.

"I am pleased that we can now make this announcement after several months of negotiations with Ontario and consultations with other provinces," he said. "After my meeting with the Honourable Claude Bennett of Ontario, discussions with the Honourable Fred Peacock, Industry Minister of Alberta, and a further meeting of officials this week, we have agreed that the Ontario Transportation Development Corporation would form the nucleus of the proposed corporation."

The OTDC has already attracted a staff of 47 and is pursuing several promising development schemes of major interest both in Canada and elsewhere.

The need for such a national effort is apparent by the fact that in 1970 Canada's spending on transportation was more than \$15 billion — some one-sixth of the gross national product. It is estimated that between 1973 and 1990 at least \$5 billion will be spent in Canada on urban transportation systems.

Canadian industry has the capability to develop and make much of the equipment required for any transit system, including the most advanced technology now available. Canadian companies now manufacture wheeled suspension systems, vehicle bodies, braking and signal systems and many other components.

These activities, however, should be correlated to help open up markets for Canadian firms. If the potential domestic and export markets reach the expected levels, annual sales of transportation equipment would eventually exceed \$650 million a year and provide continuing employment for skilled and unskilled workers, Mr. Gillespie said.

A strong national organization would be able to adapt the design of trans-