

MILITARY INVENTIONS FOR SALE

The Department of National Defence and Computing Devices of Canada Ltd. are co-operating in an effort to sell more than \$30-million worth of Canadian-invented products in Canada and abroad. The inventions, largely in electronic navigation and scientific equipment, have been for the most part the work of members of the Armed Forces and federal civil servants.

These inventions have been licensed to Computing Devices of Canada Ltd. through Canadian Patents and Development Ltd., a Crown company. Royalties on the patents alone have earned the Canadian Government more than \$1 million from this firm over the past 15 years. The money so earned is used in the development of other publicly-owned patents.

The \$1-million figure was reached recently, when J.F. Taylor, president of Computing Devices of Canada Ltd., presented a \$9,000 cheque to Air Marshal C.L. Annis, Royal Canadian Air Force (Retired), general manager of Canadian Patents and Development Ltd., at a brief ceremony attended by Mr. Léo Cadieux, Minister of National Defence.

Mr. Cadieux said that the commercial application of equipment invented by personnel of his Department was indicative of the sizable contributions made by the Armed Forces and federal civil servants to the development of Canadian commerce at home and abroad.

The most successful patented product so far released to Computing Devices has been a navigation device called the Position and Homing Indicator (PHI), a computer-indicator of advanced design for use in high-performance fighter aircraft. The device integrates data from all navigation sensors within the aircraft and presents on one instrument all the information the pilot requires to navigate his aircraft. Sophisticated attachments such as a moving display make the PHI extremely adaptable. The latest modifications to the instrument enable it to compute flight profiles of Vertical/Short take-off and landing aircraft and helicopters, in addition to its primary navigation function. Versions of the PHI are currently in operational service with ten NATO countries in a wide range of aircraft, including the Fiat G-91, the Lockheed F-104, the Canadian CF-104 and the French Dassault *Mirage*.

MARITIME SAFETY ADVISORY COUNCIL

Transport Minister Paul Hellyer recently announced that a Maritime Safety Advisory Council, made up of representatives of government, management and labour in the Canadian commercial shipping industry, would be established in 1968.

The Council will be a permanent body with which the Department of Transport can consult on all matters affecting the safety of ships and their crew members. It will not, however, be responsible for the initiation of marine-safety programmes.

The new body will study and report on the characteristics of Canadian ships now in service and on the probable characteristics of those coming into service in the future, in so far as these are, or may be, related to the qualifications and training required of officers and crew members. The Council will also study and recommend the general nature of the qualification and training programmes for officers and crew members, including basic safety training of ships' personnel, the training of specialists and upgrading and refresher training.

While such matters as certification and training are of immediate interest, the terms of reference of the Council will be broad enough to cover any questions on marine safety that may be referred to it by the Department.

MEMBERS OF COUNCIL

Government membership in the Council will include representatives of the Department of Transport and, as circumstances require, officers of the Department of Manpower and Immigration, the Department of Labour and the Department of Fisheries. Members from the three latter departments will be concerned with matters related to training problems, safe working practices and fishing vessels, respectively.

At present it is proposed to keep the Council small, the national body consisting of representatives of ship-owners, the marine unions and other government departments that may be concerned with the business at hand.

Regional committees are expected to be set up to consider the special problems of the various sectors of the industry. These are to report to, and will be co-ordinated by, the national council, in this way ensuring that full recognition will be given to regional and local problems.

The Department intends to bring together in the new year, the organizations concerned to discuss the structure of the Council and its committees.

EXPORTS UP

Preliminary figures from the Dominion Bureau of Statistics indicate that Canadian exports in October rose 11.8 per cent, to \$1,007,300,000, from \$900,600,000 in October 1966. Exports to Britain rose 15.6 per cent, to \$101,400,000, and to the United States 19.0 per cent, to \$680,100,000. Exports to Commonwealth and "preferred" countries (except Britain) declined 4.5 per cent, to \$43,600,000 and exports to all other countries declined 6.8 per cent, to \$182,100,000. Exports during January to October 1967 rose 11.1 per cent, to \$9,354,900,000, from the total of \$8,423,800,000 in the same period last year. Exports to Britain rose 2.9 per cent, to \$969,600,000; to other Commonwealth and preferred countries, 20 per cent, to \$547,100,000; to the United States, 17.7 per cent, to \$5,955,700,000. Exports to all other countries during the ten-month period declined 4.2 per cent, to \$1,882,600,000.