

TRADE COMMISSIONER TO ALASKA

Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce, has announced that a trade commissioner has been assigned to the Canadian Consulate General in Seattle with special responsibilities for the State of Alaska, which is part of the territory served by that office. This move was made because of the increased trade possibilities opened up by the oil boom in Alaska.

Mr. R.J. Archambault, the new appointee, will explore growing trade opportunities for Canadian goods and services, including engineering services, oil field equipment, pipeline construction supplies, residential and industrial construction, portable housing, road construction equipment and supplies. He will also help Canadian exporters develop sales of consumer goods such as clothing and processed foods, for which opportunities exist in the expanding Alaska market.

CANADIAN PROFESSIONALS RETURN

Canada's much-bewailed "brain drain" may not be as bad as many people think — and, may, indeed, according to Manpower and Immigration Minister Allan J. MacEachen, be a "brain gain". Speaking recently to a joint meeting of the Engineering Institute of Canada and the Association of Professional Engineers of Ontario in London, Ontario, Mr. MacEachen said that surveys made by his department indicated that from four to seven of every eight highly-qualified Canadians employed in the United States might be returning to Canada after one or two years. Because homecoming Canadians were not segregated in immigration figures, the repatriates had not previously shown up, the Minister stated, but their existence was revealed in the special studies made by his department.

"We are continuing our studies," Mr. MacEachen said. "It is difficult to get adequate information; but the indications are that a great many more highly-qualified Canadians come back than was suspected. Furthermore, they come back with the benefit of experience in advanced American methods and they make this experience and know-how available in Canada."

CONTINENTAL LABOR MARKET

The market in professional and scientific manpower is a continental one, according to Mr. MacEachen. There is a continuous circulation between Canada and the United States, and in some respects Canada has in recent years been at least breaking even — in the migration, for example, of U.S. teaching professionals to Canada, which now exceeds the traffic in the other direction. Canada is importing as many economists from the States as it is supplying.

Increased educational opportunities in Canada, coupled with social unrest in the United States, have

led to a significant increase in the number of Americans coming to Canada and Canadians returning home.

For the first half of the Sixties, the number of Canadians moving south was about 50,000 annually. The present flow is about 50 per cent of that figure, almost equalling the flow of immigrants coming to Canada from the United States.

OPPORTUNITY NEEDED

The way to keep qualified graduates in Canada, according to Mr. MacEachen, was to provide them with professional opportunities. "If we wish to keep qualified Canadians, we shall have to make it possible for them to use their talents," the Minister told his London audience. "We shall have to maintain a level of economic expansion capable of absorbing graduates in the sciences and professions and of giving them the kind of challenges they have been trained to meet."

He predicted that the demand for qualified scientific and professional personnel in Canada would continue to increase.

CAR CHECK CAMPAIGN

How many Canadian cars are rejected in compulsory and periodic motor-vehicle inspections? What are the major defects found in these inspections?

The Canada Safety Council, which supports such inspections for all provinces, provides figures indicating the answers to these questions during its spring car-check campaign.

Nova Scotia, now in its third year of compulsory inspections for all cars, reports that the main items needing repairs were lights, exhausts and brakes. This province also reports that its compulsory system has had a salutary effect on the upkeep of cars. The rejection ratio on first inspection in 1968 was 47 per cent, which dropped to 39 per cent in 1969 over the same January-September period.

The rejection rate for commercial vehicles, which came under the legislation only in 1969, was 42 per cent over the same period, but this is expected to improve on the same basis as the ratio for passenger cars.

Vancouver, which has had car checks for 30 years, reports a rejection ratio on first inspection of 29.8 per cent in the first six months of 1969. Over the years, defective headlights have been by far the biggest defect, followed by brakes, steering, stoplights and the exhaust system.

In Victoria, 55.6 per cent of the passenger vehicles inspected between July 1, 1968, to February 28, 1969, were rejected on inspection, compared to 51.9 per cent of the commercial vehicles. Of those rejected, 68.8 per cent had defective headlights, 14.3 had defective steering mechanisms, 12.3 had defective exhaust-muffler systems and 10.1 per cent defective brakes.