

their young, have seriously affected waterfowl production in general and the already low canvasback and redhead populations in particular.

"If breeding stock is to be maintained to provide for reasonable come-back when habitat conditions improve, we must make even greater efforts this year to reduce the kill of these two species," Mr. Dinsdale said. He added, however, that hunters would be allowed one canvasback or redhead duck as a "mistake" bird. This provision has been made so that, if one such duck is shot by accident, it will not be discarded by the hunter to avoid the penalty and so be wasted.

IDENTIFICATION PAMPHLETS

To help hunters learn to recognize canvasbacks and redheads, the Canadian Wildlife Service will distribute identification pamphlets on the two species, through provincial game departments, to licence vendors in western Ontario, Manitoba, Saskatchewan and Alberta. Pamphlets will also be supplied to RCMP detachments, Hudson's Bay Company posts, Indian Affairs offices, and post offices. In all, a quarter of a million pamphlets will be distributed. In addition, television spot announcements will remind hunters to pick up pamphlets when they buy their licences.

Mr. Dinsdale asked for the co-operation of fish and game clubs in making the facts sufficiently well known that hunters going into the field this year would be able to recognize male or female canvasback and redhead ducks and would know why they should not be shot. Copies of all press releases on this subject will be sent to clubs in the areas already mentioned.

CANADA BUYS BIG HELICOPTER

Transport Minister Léon Balcer recently accepted a Sikorsky X-62 helicopter purchased by his Department. Thor E. Stephenson, president of Canadian Pratt and Whitney Aircraft, Sikorsky representatives for Canada, delivered the machine to Mr. Balcer at Ottawa Airport.

Slated for supplying and servicing lighthouses on the West Coast, the \$350,000, turbine-powered, amphibious helicopter is fitted with an emergency hoist and sling for rescue operations and has a flight range of 400 miles. It will be based at Prince Rupert, British Columbia and will receive regular maintenance at Vancouver International Airport.

This is the second S-62 brought into Canada. The other is owned by Okanagan Helicopters Ltd. of Vancouver.

MAIN USE

Seating 11 passengers in Spartan comfort, the Transport Department aircraft is really designed to carry up to 1,800 lbs. of small freight and will be used along the British Columbia coast to complement Canadian Marine Service ships in supplying,

servicing and inspecting light stations. Fitted with a special long-range fuel tank and a hoist for lifting external loads, it will also serve in search and rescue operations.

The plane is powered by a General Electric free-turbine engine developing 1,050 shaft horsepower and has retractable wheels permitting it to land either on land or on water under most conditions and within a very limited area.

It will be operated for the district marine agents at Prince Rupert and Victoria by a two-man crew of the Department's Civil Aviation Branch under the jurisdiction of the director of the Vancouver air services region.

The Transport Department has cleared trees, levelled ground and in some cases erected simple platforms for landing pads at the various lighthouses and other departmental installations along the B.C. coast.

OILSEEDS TRADE MISSION

It was announced on August 4 by Mr. George Hees, the Minister of Trade and Commerce, that arrangements had been made for a Canadian Oilseeds Trade Mission to visit Europe in September, in order to determine the current and long-term market possibilities for oilseeds produced in Canada. It was, he said, proposed that members of the mission should familiarize themselves with the requirements of the vegetable oils industry, the measure of competition they might be expected to experience from other exporting countries. It was felt that the establishment of direct contacts with the trade in Europe would stimulate interest in Canada as a source of supply.

The production of oilseeds, as alternatives to wheat, has been encouraged in Western Canada, having increased from 382,000 tons annually over the five year period ending in 1952 to 1,257,000 tons in 1960. The acreage planted to oilseeds last year was four million, as compared with an average of 1.3 million acres in the 1948-52 period. Exports of oilseeds in 1960 had a value of \$69 million. These include rapeseed, flaxseed, soya beans and mustard seed.

ATTRACTING EUROPEAN CUSTOMERS

Mr. Hees said that European buyers, to some of whom Canadian oilseeds had been introduced in 1961 for the first time, might be persuaded to purchase larger quantities on a continuing basis, provided that the Canadian product could be made available on a competitive basis.

In the development of its trade promotion programme, the Department of Trade and Commerce is exploring all avenues that may encourage Canadian producers to consider overseas market opportunities, and to embark on a measure of diversification for their export crops.

The Canadian trade mission will include representatives of producing organizations, traders in