

In producing 26 million highway-safety stamps, the Post Office is co-operating with the CHSC to impress on the public the need for an equal awareness of dangers to drivers, passengers, and pedestrians.

COMMODITY IMPORTS

Canada's commodity imports in September 1965 were valued at \$724,998,000, an increase of 17.6 per cent from the September 1964 total of \$616,347,000. This placed the value in the January-September period at \$6,188,702,000, compared to \$5,521,768,000 in the first nine months of the preceding year, an advance of 12.1 per cent. Most of the gain in September was in volume as that index (1948=100) climbed by 15.9 per cent from a year earlier, to 251.9 from 217.3, while the price index rose 1.5 per cent to 131.9 from 130.0.

LEADING SOURCES

Import values were up from the preceding year in both September and January-September for nine of the ten leading countries; imports from Venezuela were smaller in value in both periods. The nine countries delivering more to Canada in the month and the cumulative period were the United States, Britain, Japan, the Federal Republic of Germany, France, Italy, Belgium and Luxembourg, Sweden and the Netherlands.

Among the ten principal commodities imported, values were higher than a year earlier both in September and January-September for industrial machinery, motor-vehicle parts (except engines), aircraft and parts, tractors and parts, passenger automobiles, broadwoven fabrics (all textiles), farm machinery and parts (except tractors), non-ferrous metals and alloys, and communication and related equipment. Values were smaller in both periods for crude petroleum.

NEW UTILITY AIRCRAFT

A new Canadian aircraft, developed by a Canadian company with the assistance of the National Research Council, is expected to find a world market as a utility freighter for operations in bush country. The single-engine 3,000-pound economy plane, designed to carry payloads of just over 1,000 pounds, is the first light-weight freighter aircraft to be built in Canada since the Second World War. It was developed by Found Brothers Aviation Limited, of Rexdale, Ontario, and the National Aeronautical Establishment of NRC proved its structural integrity and recommended modifications in the design.

STURDY AND ECONOMICAL

This reliable, rugged, "no-frills" freighter aircraft, costing \$21,650, fills a large gap in the Canadian aircraft industry. Until its development, aircraft of this size had to be imported from the United States.

The plane is ideally suited for operation in

rugged country such as the Canadian North, having a short take-off, steep climb, steep approach and short landing, a cruising speed of 129 miles an hour on floats and a range of 820 miles. Its Lycoming power-plant develops 250 horsepower.

UNIQUE STRUCTURAL FEATURE

The aircraft - known as the *FBA-2C* - is noticeably different from almost every other of similar configuration. It has no wing struts, which are usually used to brace the wing and give its added strength.

It was decided to eliminate the need for wing struts since they are an obstruction to all loading operations. This was done by designing all the required wing strength into the wing structure itself.

Mr. F.R. Thurston, Director of NAE, said that the aid given to the Found company is a typical example of the type of assistance which is made available to Canadian industry by NRC. "NAE is happy to have been able to play a role in the development of this aircraft and the creation of a Canadian business operation that might otherwise not be in existence," he explained.

AIR AMBULANCE

As well as being an economical freighter, the new aircraft will be valuable in evacuating injured or sick persons from remote areas of the Canadian North. Persons on stretchers can be lifted with ease into the cabin which is large enough to accommodate dog teams.

HERRING FISHERY POTENTIAL

A new awareness by the fishing industry of the potential of Canada's Atlantic herring resource, conjoined with a rapidly expanding market for herring meal, herring oil and herring as food for human consumption has prompted the Federal-Provincial Atlantic Fisheries Committee to sponsor a Canadian Atlantic Herring Fishery Conference, to be held in May in Fredericton, New Brunswick. The conference is designed to attract the operators of herring-fishing vessels and processing plants, biologists and technologists specializing in the behaviour, finding and capture of herring and those concerned with the processing of the species, as well as economists, marketing specialists, and provincial and federal government officials.

The main objective of the conference is to assess the potential of the herring fishery in Canada and, with millions of dollars already invested or earmarked for investment in this sector of the industry, to help in its orderly development.

PAPERS PRESENTED

A number of papers are being prepared by scientists and technologists, provincial and federal fisheries authorities, fishing companies and high-line fishing skippers. These will form the basis for discussion by those attending the conference. The subjects will include the herring resources of the northwest Atlantic, current Canadian developments in the