

RAILS FOR MEXICAN RAILROAD

A \$26,875,000 sale of Canadian steel rails and accessories by the Dominion Steel and Coal Corporation, Limited, of Sydney, Nova Scotia, to the National Railways of Mexico was announced recently by Mr. George Hees, the Minister of Trade and Commerce. The company estimates the sale will represent more than four million man-hours of work for Canadians over the next two years. The order was obtained with the backing of the Canadian Government's long-term export-financing facilities, which are administered by the Export Credits Insurance Corporation.

At the signing ceremony on January 10, Mr. Hees commended Dominion Steel and Coal for obtaining this large order. He expressed satisfaction with the increasing use being made by Canadian firms of the Government's financing facilities. With the present sale, he added, over \$100-million worth of capital-equipment export business had been negotiated since the first contract had been signed under the amended Export Credits Insurance Act in August 1961. Foreign buyers, the Minister said, were looking more and more to Canada as a supplier of their capital-equipment requirements, since Canadian industry had proved itself to be competitive in price, quality, deliveries, and credit terms.

SIGNERS

The agreement was signed by Dr. Nicolás Graham Gurría, Chargé d'Affaires of the Mexican Embassy in Ottawa, on behalf of the National Railways of Mexico; by Mr. A.W. Thomas, Vice-President of the Export Credits Insurance Corporation; and by Mr. A.L. Fairley, Jr., President of Dominion Steel and Coal Corporation Limited, and Mr. T.H. McEvoy, Vice-President, Steel Sales, of the Company.

This is the third large order the Dominion Steel and Coal Corporation has received for steel rails and accessories for the National Railways of Mexico, the last having amounted to \$13.5 million in 1961. It is also the second large sale of Canadian railway equipment to Mexico during January. On January 23, an agreement for a \$16.1-million sale of Canadian diesel-electric locomotives to the National Railways of Mexico was made by Montreal Locomotive Works. These sales, too, were made possible by financing facilities provided by the Export Credits Insurance Corporation.

FLOATING FREEZER

The contract for the construction of a 165-foot refrigerated cargo and freezer vessel for Newfoundland waters was announced recently by Fisheries Minister J. Angus MacLean. The vessel, which will cost \$1,415,380, will be built at Lauzon, Quebec. It was designed by Alex C. Campbell and Sons, naval architects, of Pointe-Claire, Quebec.

The new vessel will play a prominent part in the Department's Newfoundland bait-service programme. It will be capable of freezing bait fishes, such as

squid, herring and caplin, in the places where they are caught and will be used to transfer frozen-bait stocks from areas of surplus to areas of deficit. The vessel will transport bait to bait depots and holding units located in some 50 fishing settlements round the coast. When completed, it will replace the "M.V. Arctica", which has given yeoman service to the provinces's fishermen for over 25 years.

CONSTRUCTION

The new vessel, of welded-steel construction and aluminum superstructure, will be strengthened for navigation in ice. It will have a holding capacity of 190 tons and its freezers will be capable of freezing about 15,000 pounds of bait in 18 hours. Modern principles of shipboard freezing will be employed and the bait will be frozen in blocks of uniform weight for storage in cardboard cartons.

A single-screw, diesel-engined craft, the vessel is designed in accordance with the latest requirements of the Canadian Steamship Inspection Service. It is expected to have a cruising speed of 12 knots, and, in addition to its bait-supply services, it will assist other Departmental vessels in the Newfoundland area in patrol duties. When necessary, it will also take part in search and rescue operations.

The replacement of the "M.V. Arctica", probably late in 1963 or early 1964, with this modern refrigerated vessel represents a further step in the Federal Government's programme of extending and modernizing the bait service. Over the past several years, 28 bait-holding units have been added to the original 20 depots taken over at the time of Newfoundland's entry to Confederation, and, in addition, three refrigerated trucks have been put into service to transfer bait between cold storages in those areas where road facilities exist.

CANADA IN BRITISH BOAT SHOW

For the third year in succession, Canadian manufacturers of boats, boating equipment and related products took part in Britain's annual International Boat Show, held at Earls Court, London, from January 2 to 12. Sixteen companies participated in the Canadian exhibit, which was organized by the Department of Trade and Commerce.

Canadian products featured at the Show included complete cruising yachts, runabouts and canoes, as well as unfinished moulded boat hulls and a wide variety of related equipment, from life jackets to marine hardware.

The boats on display incorporated the latest marine designs and reflected the wide variety of materials and methods used in modern boat-building — wood planking, moulded plywood and fibreglass, and aluminum. Several new models of Canadian outboard and inboard motors were exhibited, as well as boat trailers designed for maximum stability and convenience. The exhibit also included a remarkable pre-fabricated, "do-it-yourself" aluminum boat dock easily installed in a matter of minutes by one or two men.