

The contract was made possible through the Canadian Government's long-term export-financing legislation, which enables exporters of capital goods to obtain credit on a comparable basis with their foreign competitors. This legislation is embodied in Section 21A of the Export Credits Insurance Act, administered by the Export Credits Insurance Corporation.

The Minister of Trade and Commerce, Mr. Hees, expressed satisfaction with the increasing use being made of the financing programme initiated by the Government. It is estimated that the entire transaction will provide up to 850,000 man-hours of work for Canadians, and that a continuing market for replacement parts for up to 20 years may be established.

Mr. Hees said that Canadian firms were now able to compete in the foreign markets of the world in which long-term credits were necessary. Those which could meet competitive prices, quality and delivery requirements might anticipate an increasing volume of export sales. Although financing facilities are provided by the Government, Mr. Hees added, the initiative must come from the exporters themselves. Such orders assist Canadian firms in expanding their operations, provide more business for a number of Canadian industries, and inevitably result in more efficient production and competitive pricing.

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### WOOL STABILIZATION PROGRAMME

Agriculture Minister Alvin Hamilton has announced that the Agricultural Stabilization Board has been authorized to support the price of wool for the period April 1, 1962, to March 31, 1963, at the same level as last year. Support will be by a deficiency payment calculated as the difference between the stabilization price of 60 cents a pound and the average market price a pound f.o.b. Toronto for the basic grades Western Range Choice half-blood staple and Eastern Domestic quarter-blood staple combined.

Producers will receive a direct payment on all wool marketed through registered warehouses, with the exception of rejects.

No payment will be made on total deliveries of less than 20 pounds of eligible wool. Producers delivering small quantities are advised to market their wool in lots of more than 20 pounds, or, if in smaller lots, to market it at one warehouse where the small lots may be added together.

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### COPTERS CHECK OIL POLLUTION

Helicopter patrols will be used as an experiment in the fight against the pollution of Canadian waters by oil-dumping ships, the Department of Transport announced recently. Air patrols will be carried out this summer over the St. Lawrence Seaway and the St. Lawrence River from Kingston to a point seaward of Quebec. These waters are bordered by thousands of summer camps, many natural parks, and miles of beaches.

Considerable quantities of oil are wasted in tank cleaning and other routines aboard oil tankers and oil-burning ships. If this is dumped into Canada's domestic waters, it not only fouls the surface but means certain death to many fish and birds. The Department of Transport is responsible for enforcing the oil-pollution prevention regulations under the Canada Shipping Act, which forbid the dumping of oil or oily waste by ships within 50 miles of the West Coast or 100 miles of Newfoundland.

Officers aboard federal ships and more than 80 Department of Transport steamship inspectors are designated as oil-pollution prevention officers and are constantly on the alert for oil pollution by ships. Moreover, aircraft of the Air-Force, the Navy and the Department itself watch from the air for possible offenders.

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### INDUSTRIAL RESEARCH AID

Canadian industry can now apply for government aid to support new research programmes. To stimulate industrial participation in research and development, the Federal Government is offering the following three incentives: (1) Tax concessions regarding industrial expenditures on research; (2) a Defence - Industrial Research Programme; (3) a national fund for subsidizing new long-term applied research undertaken by industry.

The first means, essentially, that all industrial-research expenditures are now acceptable as legitimate operating costs; hence they are not subject to the usual 50 per cent corporate income tax.

The second incentive is a logical extension of the "Development Sharing Programme" initiated by the Department of Defence Production in 1959, to back up U.S.-Canada "production sharing" agreements. By the same token, development sharing would soon become sterile without a back-up of relatively longer - term applied research. With this goal in mind, the Defence Research Board was authorized to establish a Directorate of Industrial Research (DIR).

### QUALIFICATIONS NEEDED

To qualify for DIR grants or "contracts", a research project must have some bearing on defence; the general idea is for the Government to match the industrial research contractor dollar for dollar. In addition, DIR provides guidance on research and development opportunities, ensures co-ordination of "contract" projects with Defence Research Board and other Canadian research programmes, makes classified information available for the "contractor", and seeks to allocate specific defence problems to Canada. Mr. John L. Orr, Director of DIR, said recently that there had already been a fairly good response from industry in the fields of electronics, geophysics, aeronautics, and defence materials.

The third incentive is, in fact, a complementary effort in non-defence fields to those already operating for defence purposes. This Industrial Research Assistance Programme was announced in the Speech from the Throne on January 18, 1962,

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