

TECHNICAL EDUCATION

Technical education above the secondary level is showing tremendous growth in Canada, it is reported in a special statement by the Dominion Bureau of Statistics. Total full-time enrolment in Canadian technical institutes in 1959-60 reached 8,304, an increase of almost 83 per cent for the five-year period from 1954-55 to 1959-60. During the last two years alone, three provinces have inaugurated new programmes at that level and others have extensively expanded theirs.

Technical courses at this level of from one to three years duration require high school graduation, or the equivalent, for entrance. They stress the "whys" rather than the "hows", and they have as their aim employment in a general or specific field at a higher level than that which could be obtained with high school qualifications.

Three provinces (Quebec, Ontario and Alberta) account for nearly all of the full-time enrolment in technical institutes. Quebec leads with 56.5 per cent of the enrolment, Ontario next with 32.6 per cent, followed by Alberta with 7.8 per cent. Other provinces enrol the remaining 3.1 per cent. Enrolment by year in courses is as follows: 1st year, 4,148 students; 2nd year, 2,526; and 3rd year, 1,557. In addition, 73 Quebec students are taking a special 4th year. The engineering and scientific type of technicians outnumber the others 8 to 1.

Prospective graduates for the May-June 1960 period number 2,041, comprising 1,813 of the engineering and scientific-type technicians and 228 others. The electronic, mechanical, metallurgical, and electrical fields account for more than 50 per cent of the number of prospective graduates.

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NEW VARIETIES OF WHEAT

Two new varieties of hard red spring wheat have been developed by the Canada Department of Agriculture and are ready for release to growers in the Prairie Provinces, Mr. Harkness, Minister of Agriculture, announced recently.

The varieties, "Pembina" and "Canthatch", were developed by the Rust Area Project Group centered at the department's Winnipeg research station.

Pembina has excellent milling and baking qualities. It is more resistant to rust and is slightly earlier than Selkirk, the dominant variety in the rust area at present. It is not quite as resistant to lodging as Selkirk. Pembina will be distributed to growers in Manitoba and that part of Saskatchewan east of the Third Meridian.

Canthatch also has good milling and baking qualities. It is similar to Thatcher in all characteristics except that it is more resistant to stem rust. It is susceptible to leaf

rust and therefore not suitable for the rust area. Canthatch will be distributed in the parts of Saskatchewan west of the Third Meridian and east of the Third Meridian but north of Township 30.

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THE EVACUATION PROBLEM

The Prime Minister announced recently that he had written to the Provincial Premiers on the subject of evacuation and shelter policy in civil defence.

The Federal Government's views on the subject were outlined at the Dominion-Provincial Conference on Civil Defence Arrangements, held in Ottawa early in October, and the Minister of National Defence, Mr. Pearkes, said that the views would be reviewed in the light of the discussions at the Conference.

This review has now been carried out and the views of the Government with regard to the problem have been embodied in a statement sent to the Provincial Premiers. In summary, the Federal Government's belief is that civil defence planning should be based on four major principles or features, namely:

- (a) The need to provide for some means of protection against radioactive fallout;
- (b) The voluntary dispersal from major cities of persons not required for essential tasks, to the extent that time may permit;
- (c) Preparations for the reception and care of evacuees in smaller communities and rural areas; and
- (d) Arrangements for removing persons from areas heavily contaminated by fallout.

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PRAISE FOR GANDER

Department of Transport aviation facilities at Gander Airport, Newfoundland, are being highly commended by airline companies and flying personnel.

The airport has found particular favour with operators using the new giant jet-powered trans-Atlantic passenger planes, which are making frequent re-fuelling stops at Gander. The provision of ample terminal facilities, complete electronic aids to navigation and landing, and the availability of a high-speed hydrant re-fuelling system have made it possible for aircraft to land, let their passengers off to "stretch their legs", take on 10,000 gallons of fuel, reload the passengers and be away again within 27 minutes. In instances where the passengers have been kept on board the aircraft, a re-fuelling stop has been completed and the plane airborne again within 16 minutes.

Good snow removal facilities and the operations of the airport's other maintenance services have also won praise from airlines personnel.