

There may be other private institutes and research centres in Britain that are reflecting on the possibility of becoming part of a university, with the accompanying measurable benefit of government grants, but the UGC seems not anxious to encourage such unions at present, when funds are so limited. There are several architectural schools, for example, at present attached to local authority art colleges, which would dearly love to become university departments. The Leeds school is particularly keen on the idea, but has not so far had much joy from the UGC. When there is not enough money in the kitty to pay for expansion in existing university departments, it is natural that there is reluctance on the part of the UGC to take on extra establishments. When the choice lies between paying fees that would have come from other sources for existing students, and providing money for additional students, the UGC's policy is understandable.

### Canadian Research Flourishes

THE National Research Council of Canada has spent five times more on scholarships and research in the universities in the past ten years than in the previous forty years of its existence. According to the council's annual report, the sum spent on Canadian universities has risen even in this past decade from \$10.5 million in 1962 to more than \$35.5 million last year. Nearly half of this sum is spent on grants and equipment, and the report estimates that, on the average, each professor received \$6,400 for equipment last year, a thousand dollars more than two years ago. Expenditure on university research is expected to continue to increase.

In 1966, the council established post-industrial experience research fellowships of \$6,000, to allow engineers and scientists in industry a year for research in government or university laboratories. The scheme is to run for a trial period of two years, five fellows being elected in each year. This year, to celebrate its own golden jubilee and the centenary of Canadian confederation, the council has decided to set up a new group of scholarships. These will be awarded to graduates for research leading to doctorates in universities other than those from which they obtained their first degrees. It is hoped by this means to foster cultural exchange between the different regions of Canada, in the spirit of the centennial year.

### Homeless Doctors

SINCE the University of St Andrews became independent of Dundee University in October this year, it has been impossible for St Andrews medical students to do their clinical training. Most have continued to go to Dundee for this purpose.

On December 19, however, the university announced that a link-up had been established between St Andrews and the University of Manchester. From 1973 onwards, preclinical students at St Andrews will go to do their clinical training in hospitals in Manchester, at the United Manchester Hospitals, and also at Withington Hospital, which is being developed into a full teaching hospital. Students at St Andrews will study for three years in the faculty of science on an extended preclinical course leading to a BSc degree, before going to Manchester.

A number of medical schools were approached in the hope of finding accommodation and several were willing to take a few students. The agreement with Manchester, on the other hand, will take the whole output of premedical students. According to Professor A. E. Ritchie at St Andrews, the liaison committee which will operate the scheme will probably be made up of Professor A. C. P. Campbell, Dr F. B. Beswick and Mr A. R. Anscombe representing Manchester, and Professor G. R. Tristram, Professor A. E. Ritchie and Professor R. Walmsley representing St Andrews.

### Training Manpower

LAST week the Ministry of Labour announced a new scheme for the training of craft apprentices in the development areas. The scheme extends the range of training grants already made under the levy and grants system introduced by the Industrial Training Act of 1964. The new grants are of two distinct types; one will provide capital grants towards the cost of providing places for training off the job, and the other will reward employers who take on additional trainees for on-the-job training.

The capital grants, the ministry explains, are intended to encourage the provision of places for training off the job. The ministry will agree with the training boards a standard capital cost for providing the premises and equipment for the training. The employers who provide the new premises will get a grant worth 60 per cent of the cost of providing the places. If the employer can increase the number of training places without building new premises, the grant will be 60 per cent of the costs incurred. Grants of similar scale will be given in industries where there is as yet no recognized form of training. The *per capita* grant is intended for industries where training is normally done on, rather than off, the job. Employers who make more places available for trainees will be entitled to grants equal to £100 for each additional trainee.

So far, the industrial training boards cover industries which employ over 10 million people, a figure which will soon be increased to 15 million when new boards, already announced, come into operation. Next year the ministry estimates that some £120 million will be distributed to individual firms as training grants. The ministry is keen to make the schemes known to more firms, and has produced a pamphlet—*Assistance with Industrial Training in the Development Areas* (HMSO)—which explains them.

### British Aircraft

THE British Government is now the dominant force in British aviation. There is nothing new in this, of course, but the point has been hammered home with particular emphasis in recent months. First there was the decision to build London's third airport at Stansted, then the apparent dithering over the Concorde, finally the announcement that British Aircraft Corporation would not be allowed to build the BAC 2-11. All these are important commercial decisions, but only in the last is it easy to see why the Government acted as it did. Although BAC wanted to build the 2-11, and British European Airways wanted to fly it, nobody wanted to pay for it. According to Mr Crosland, the President of the Board of Trade, it would have cost £120 million