

## SASKATCHEWAN RESOURCES DEVELOPMENT

The year 1956 was a good one as far as natural resources development in Saskatchewan was concerned, and 1957 is expected to be even better, Natural Resources Minister A.G. Kuziak said recently. Mr. Kuziak pointed particularly to developments in the forest industry, fishing, northern roads and tourism.

Referring to forestry, he pointed out that industrially there was the promise of a pulp mill at Prince Albert; a plant was being built at Saskatoon to utilize timber from the Macdowall area; and a blockboard plant was slated for construction in the Hudson Bay region. He said 1957 would see some of these plants under construction, and some brought to the actual operational stage, bringing new jobs for thousands of workers and boosting forest production value by "several million dollars".

## MAJOR ROADWORK

On transportation, Mr. Kuziak noted that the largest northern road project ever undertaken by the resources department, the Buffalo

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**SEAWAY MEETING:** The Hon. Lionel Chevrier, President of The St. Lawrence Seaway Authority, heads the Authority Group who will attend a meeting with the Saint Lawrence Seaway Development Corporation of the United States at Washington, D.C., March 7 and 8.

The meeting will consider matters of common interest, namely: The co-ordination of work on the high level highway bridge over the South Channel of the St. Lawrence River in the International Section; the co-ordination of dredging in the North and South channels of the St. Lawrence in the same section; the dimensions of ships which will use the Seaway locks, and the tolls to be charged on ships using the new waterway.

The existing bridge over the South Channel in the International Section is to be removed to allow head room for vessels. By virtue of an agreement between the two entities, the Canadian Authority is building the substructure of the new bridge and the American Corporation is building the superstructure. Contracts have been awarded in both cases and work has begun on the substructure.

In July 1956 the two entities agreed upon the subdivision of the dredging in the North and South channels at Cornwall Island. This work is opposite the City of Cornwall, Ontario, on the North side of the island, and seven miles downstream from Massena, N.Y., on the south side. This is the largest amount of dredging that has to be done for navigation purposes in a specific area. The International Boundary line runs down the South Channel; hence it is important that the parts of the work adjacent the boundary should be co-ordinated.

Narrows road in the northwest, was within a few miles of that settlement, and major construction would be completed in 1957. The Lynn Lake-Reindeer Lake road, in northeastern Saskatchewan, had been built to truck haul standard, improving fisheries in that region, and opening the area to larger-scale mineral exploration. In addition, considerable reconnaissance and planning had been done on other projected northern roads, specifically in regions north of La Ronge and west of Amisk Lake.

## FISH MARKETS IMPROVE

All phases of the fishing industry--commercial, angling and mink ranching--prospered in 1956, he said. Fish quality and markets improved, sales of angling licences continued to climb, and the mink-ranching industry in the northwest expanded rapidly. In addition, despite lower fur prices, the province's wild fur industry had "a moderately good year."

**CALLING CEYLON:** Direct telephonic communication between Canada and Ceylon has been inaugurated by a conversation between the Right Hon. C.D. Howe, Minister of Trade and Commerce, and the Hon. C.A.S. Marikkar, Ceylon's Minister of Posts, Broadcasting and Information. The introduction was provided by Mr. James J. Hurley, Canadian High Commissioner to Ceylon, speaking from Colombo.

Reference was made by Mr. Howe to the visit to Ottawa last November of the Hon. S.W.R.D. Bandaranaike, Prime Minister of Ceylon, during which they had an opportunity of discussing the trade relations between their respective countries. Mr. Howe also said that, as a result of Canada's participation in the Colombo Plan, many people in this country had come to learn much more about Ceylon, its kindly people, its physical attractions, its cultural development and its natural resources.

Mr. Howe expressed a hope that, as a result of the appointment of a Canadian trade commissioner in Ceylon early this year, and the re-establishment of a trade office there, it would be possible to develop closer commercial relations between these two countries. Canadian imports from Ceylon in 1955 had a value of \$15.6 millions, whereas Canadian exports to Ceylon in the same period had a value of only \$2.7 millions. Somewhat more than half of Canadian exports to Ceylon are financed under the Colombo Plan. Commercial exports to Ceylon in 1955 amounted, therefore, to only about \$1.3 million. Mr. Howe expressed the hope that commercial exports to Ceylon will be built up. He remarked favourably upon the further relaxations in dollar import restrictions which were introduced in Ceylon last year.