

Mr. Bindemagel went to Uganda in 1964 to help Mr. Martin, and eventually took over the project.

The game-cropping scheme has been operating in the Acholi district of Uganda for two and a half years, removing the annual surplus of buffalo and antelope and managing the game herds on a sustained yield basis. To help make it as efficient as possible, the Canadian Government has provided four three-ton, four-wheel drive trucks to be used in the hunting.

The programme has made a significant contribution to the local meat supply, and has also provided revenue for the Uganda Government.

WILDERNESS TUNNELS

At a cost of \$85 million, reports Canadian Industries Limited, a major copper-mining project involving the construction of nearly 12 miles of tunnel through otherwise impassable country is under way in northern British Columbia near the Alaska border. Three glaciers, one 1,875 feet deep, and mountain ridges as high as 7,000 feet, blanketed by a yearly 800-inch snowfall form the terrain through which the tunnel is being bored by the Granduc Operating Company.

Since tunnelling began in July 1965, more than four miles have been covered by three shifts working continuously. Progress has averaged from 55 to 65 feet a day, and, when conditions permit, as much as 80 feet a day. Installation of a method unique in Canada, the "Jacobs sliding floor", has speeded rock removal after drilling and blasting by permitting the switching of cars at the work face.

Granduc Mines, which is expected to be in operation in 1969, will probably realize 7,000 tons of copper daily.

COMMODITY EXPORTS

Canadian commodity exports were down 6.3 per cent in September, to \$852,100,000 from \$909,300,000 in September 1966. During the cumulative period,

however, they rose 11 per cent to \$8,349,200,000 from \$7,523,200,000.

Exports to the United States were up 10.3 per cent during the month, to \$571 million from \$517,600,000 last year, while exports to Britain, other Commonwealth and preferential-rate countries and other countries were down. Purchases by Britain dropped 8.2 per cent to \$87,600,000 from \$95,400,999, other Commonwealth and preferential-rate countries, 22.6 per cent to \$34,800,600 from \$45 million and other countries 36.9 per cent to \$158,600,000 from \$251,300,000.

During the cumulative period, exports to the United States increased 17.6 per cent to \$5,275,800,000 from \$4,487,600,000. Purchases by Britain were up 1.6 per cent to \$868,800,000 from \$854,800,000, and other Commonwealth and preferential-rate countries up 22.8 per cent to \$503,700,000 from \$410,100,000. Sales to other countries during the nine-month period were down 3.9 per cent to \$1,700,900,000, this year from \$1,770,700,000 in 1966.

NEW FRONTIERS IN THE LAW OF THE AIR

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Still another problem which may require international air law, is that of integration. There is a growing tendency towards private arrangements for international co-operation. There are pooling arrangements, airline unions and various regional efforts at multilateralism such as the Scandinavian Airlines System and Air Afrique and the proposed Air Union in Europe. The enormous cost of the next generation of aircraft will accelerate the merging process and, in turn, cause further difficulties in the negotiation of traffic rights, particularly if each of these new organizations considers its individual members to be one entity. Many bilateral agreements will become obsolete and require complicated renegotiation. On the brighter side, however, these same joint operational arrangements may well be regarded as useful precedents for future, far-reaching multilateral conventions....