

fact in recent months there has been a great increase in prospecting activity, particularly along the border between southwest Alaska and the Yukon.

The present regulations impose a hardship upon the prospector and are likely to limit his endeavours. Obviously payloads and ore seams are not governed by international boundaries, and in the course of his operations a prospector frequently finds it necessary to cross from the Yukon Territory into Alaska, perhaps going back and forth two, three or four times during the season. When customs posts are far apart and the terrain is exceedingly difficult it is hard, if not almost impossible, to arrange a clearance each time a prospector may wish to cross the border.

I refer to the customs post at White Pass summit, which existed a number of years ago. That has since been withdrawn and is now located at Carcross which is some 50 or 60 miles further from the border, thus making it a little more difficult for these prospectors who may be working in the area which you might roughly describe as from the summit of White Pass, Log Cabin, lake Bennett, and swinging north to the Haines cutoff.

There is a big area there in which prospectors are active. Any time they wish to cross the border they have to report to the customs office at Carcross. In a similar way, proceeding north and westward in the Kootenay areas there is an immense area in which prospecting has been going on for a number of years and these prospectors cannot cross the border. I believe the nearest customs post is at Snag creek, which is a subpost for the customs post at White Pass summit, which in turn is some 200 miles from the border.

I would ask the minister to consult with his colleague the Minister of National Revenue, whom I am pleased to see is here today, as to whether it might be possible to issue some blanket permit which would cover a season and would enable prospectors to cross back and forth between the territory of Alaska and the Yukon, and allow those who are operating on the border to be supplied during a limited period of time. I know that would leave itself open to some objections, but at the same time it would be a great convenience to those men who carry out important development work in that area.

There is one other point connected with the co-ordination of these services, and that is the difficulty which is experienced by travellers entering the Yukon by the Alaska highway from north and west. The nearest post for immigration and customs, I understand, is at Snag creek, which is about 100 miles from

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the border. At a joint meeting of the north-west development committee of the joint Canada and United States chamber of commerce held in Washington last April a resolution was approved, I believe for the second or third year in succession, urging that either joint or adjacent immigration and customs offices be established at or much closer to the border than the offices which are now in existence.

I would urge the minister to consider, in consultation with his colleagues, whether something can be done to assist the development of this great territory by enabling prospectors to move more freely across the international border, and also to establish a more convenient port of entry on the Alaska highway.

Section agreed to.

On section 7—*Minister may formulate plans.*

Mr. Macdonnell: I would like to ask a question on section 7. In a way it is a question on wording, but I think there may be a point of substance. Section 5 deals with the duties, powers and functions of the new department, and explains that it covers all matters over which the parliament of Canada has jurisdiction not by law assigned to any other department, etc., and makes it quite clear what jurisdiction the department holds. I have no question relating to that. But section 7 says this:

The minister may formulate plans for the conservation and development of the resources of Canada . . .

That is all; not all the natural resources set out in section 5. And section 7 continues: . . . and for research with respect thereto . . .

And so on. My question is this. Let us assume that the resources of navigable waters are under consideration which, I understand, would come under the Department of Transport. This, therefore, says the new department is to have full responsibility for formulating plans for the conservation and development of the resources of Canada without limitation. I wonder if that was really intended. If I construe the meaning correctly it is extraordinarily broad, and I would ask the minister if that is clearly what is intended.

Mr. Lesage: The minister may formulate plans, but if my hon. friend will keep on reading the section he will see that it continues:

—with the authority of the governor in council and in co-operation with other departments, branches and agencies of the government of Canada, provide for carrying out such plans.