

America, and Japan, unprecedented levels of industrial activity have been attained in the past 15 years. There is every indication that this growth will continue.

As a result, short-term market requirements for base metals are strong, and are likely to remain so. Japan and the United States are the principal markets for B.C. metals.

#### MANY NEW MINES

In British Columbia and the Yukon, the result of this demand has been spectacular. New mines have come into existence at an unprecedented rate, and capital expenditures approaching \$200 million are committed for the next few years. These include such projects as Granduc (copper), \$85 million; Falconbridge's Wesfob mine (iron), \$25 million; Kennecott's B.C. molybdenum mine, \$20 million; Granby's Granisle mine, (copper), \$12 million; and Western Mines (copper, zinc, silver), \$10 million.

Five new copper mines have come into production since 1960, and eight more are expected in the next five years. Total copper concentrating capacity has reached 18,000 tons a day, and should exceed 40,000 tons a day by 1970.

Molybdenum, the "Cinderella" metal of the British Columbia mining industry, has come from a standing start only three years ago. It is expected that British Columbia will be producing 13 per cent of the world's molybdenum by 1968.

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#### EMPLOYMENT FIGURES

Employment increased by an estimated 32,000, between January and February, to 6,766,000. In the past three years, there has been very little change in employment during this period. The labour force increased by 29,000 to 7,122,000 during the month. Unemployment, at 356,000, was virtually unchanged from January.

Since last spring the labour force has grown rapidly. The rate of increase in the male labour force has been considerably greater than at any time in recent years. The year-over-year increase in the male labour force, averaged over the last three months, was 128,000; the average annual increase for the last ten years was 72,000. The number of women in the labour force averaged 126,000 higher than a year earlier, compared with an average annual increase of 81,000 during the last decade.

Employment in February was estimated at 6,766,000, an increase of 306,000, or 4.7 per cent over the figure for a year earlier; unemployment was down 41,000. The labour force, at 7,122,000, was 265,000, or 3.9 percent higher than the figure for a year earlier.

#### EMPLOYMENT

The employment advance between January and February was mainly in manufacturing. In all other industries, employment was maintained at about the

same level. The construction industry was very active for the season, reflecting continuing strength to both residential and non-residential construction.

Compared to a year earlier, total employment was up 306,000, or 4.7 per cent. Non-farm employment increased by 350,000, or 5.9 per cent. Service and construction continued to show the largest gains. Farm employment in February was estimated at 469,000, down 44,000 from the figure for February 1965. Employment was noticeably higher than it was a year ago in all regions. The gains ranged from 3.5 per cent in the Prairie region to 7.2 per cent in the Atlantic region.

#### UNEMPLOYMENT

Unemployment remained virtually unchanged between January and February; changes in the past three years were also relatively small. The February estimate was 41,000, lower than the figure for a year earlier.

Of the total unemployed in February, 300,000 were men and 56,000 were women. Some 276,000, or three-quarters of the total, had been unemployed for less than four months. The remaining 800,000 had been unemployed for four months or more.

Unemployment in February represented 5.0 per cent of the labour force, compared to 5.8 per cent in February 1965, and 7.0 per cent in February 1964. Unemployment rates were lower than the figure for a year ago in all regions. Seasonally adjusted, the February 1966 unemployment rate was 3.5 per cent.

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#### HIGHWAY SAFETY GRANTS

It was announced recently by the Minister of National Health and Welfare, Mr. Allan J. MacEachen, that federal grants of \$40,000 to the Canadian Highway Safety Council and \$25,000 to the Traffic Injury Research Foundation had been approved. The Minister said that the grant to the Canadian Highway Safety Council represented an increase of \$15,000.

"A great deal of time and large sums of money have, in recent years, been directed towards medical research, which have resulted in rapid strides being made in overcoming many diseases once thought incurable," the Minister stated. "In this age of over-increasing mechanization and high-speed travel, the time has come to devote increased attention to the seriousness of highway traffic problems and to the research required to cope with such problems effectively."

Mr. MacEachen said that by providing an increased grant to the Canadian Highway Safety Council and by awarding, for the first time, a grant to assist the work of the Traffic Injury Research Foundation, the Government is tangibly showing its concern about the tragic toll of death and disability resulting each year from needless accidents on Canadian highways.

"It is to be hoped", he added, "that business and industry will follow the Government's lead in providing the necessary financial assistance required by these organizations to further their splendid programmes."