

### CONTROL OF HIDES AND LEATHERS

The following statement was made recently in the House of Commons by Mr. Robert H. Winters, Minister of Trade and Commerce:

I wish to inform the House that, under the powers of the Export and Import Permits Act, General Export Permit EX-2 has been amended effective tomorrow, March 24, deleting hides, skins, leather and leather manufactures from the Schedule to the Permit. This has the effect of requiring individual export permits for all such products of foreign origin exported from Canada to all destinations except the United States.

On March 7, the U.S. Department of Commerce announced that shipments of cattle hides, calf and kip skins and bovine leathers destined anywhere in the world except Canada, would require a validated export licence. On March 11, the U.S. Department of Commerce announced that export quotas had been established for cattle hides, calf and kip skins and bovine leathers, "to provide adequate supplies for domestic needs". As Canada was exempt from the control, no quotas were established for exports to this country. However, U.S. exporters are required to certify that exports to Canada are for consumption in Canada.

In trade with the United States, Canada is a net importer of cattle hides. Our tanners rely heavily on U.S. hides, particularly during the winter months when supplies of suitable Canadian hides are at their lowest. It is important to this Canadian industry to have free access to cattle hide supplies from the United States as well as domestic sources. The action taken to require individual export licensing will permit the Government to control possible diversion of United States supplies through Canada to off-shore destinations and is designed to maintain Canadian access to United States supplies.

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### SAFETY MEASURES FOR ST. LAWRENCE

Plans to establish a permanent traffic-information service along the St. Lawrence Seaway between Montreal and Les Escoumins, Quebec, were announced by Mr. John N. Turner, Minister without Portfolio, at a recent meeting in Montreal called by the Department of Transport to discuss methods of implementing more adequate safety measures for ships using the St. Lawrence Ship Channel.

Mr. Turner, acting on behalf of the Minister of Transport, Mr. J.W. Pickersgill, said that a trial system was in use and that work on developing the permanent phase had been completed. He said he expected the Government to approve the necessary funds in a matter of weeks, which would enable the traffic-information installation to be finished later this summer.

### DILIGENT SAFETY SEARCH

Mr. Turner stated that the Department of Transport had been diligently seeking more appropriate safety measures along the St. Lawrence. In 1961, the Marine

Services of the Department had initiated studies of the river and so far these had emphasized water levels which, until recently, had been the main concern. However, questions had also been answered on a number of specific projects, including the Montreal World Exhibition, the Boucherville Tunnel, the Montreal Harbour Development and the St. Sulpice Dam.

Mr. Turner added that studies on enlarging the Channel should be completed by August, and dredging was already under way for widening the Ship Channel.

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### MINING FLOURISHES

British Columbia's mining industry has established production records in each of the past three years.

Ore concentrating capacity in British Columbia and the Yukon, which doubled in the past five years, will double again by 1970. The present total capacity of 64,000 tons a day will exceed 100,000 tons a day by 1968, and will reach 130,000 tons a day by 1970.

Large-tonnage, low-grade mines with ore reserves in the tens of millions of tons are replacing the traditional small high-grade tunnel mines of the past. This has brought new stability and potential long-term security to the industry. Strong market requirements for base metals will continue to be so in both the short-and long-term future.

These are the main points brought out in the second edition of a report entitled *The Mining Industry of British Columbia and the Yukon*.

The report says that British Columbia and the Yukon are fortunate to lie in one of the world's great mineral belts. An important primary industry for many years, it was only recently that world metal demand and higher prices triggered the present phenomenal growth in the mining industry.

Principal metals being sought are copper and molybdenum, and the greatest new tonnage will be in these. Other metals of importance are silver, lead, zinc, iron and mercury.

### INCREASED EXPLORATION

A significant aspect of the current mining boom is the high level of exploration activity. It is estimated that more than \$30 million has been spent on exploration in British Columbia and the Yukon in the past two years. This compares to about \$10 million for the 10-year period from 1951 to 1961.

Diamond drilling reached an estimated total of one million feet in 1965, compared to roughly half that in 1962. Claim-staking reached an all-time high in 1965.

Modern methods of scientific prospecting and the increased use of helicopters are yielding many new mineral discoveries. Some of these are very large deposits, and show prospects of dwarfing even the famous Sullivan mine at Kimberley.

### GROWTH RATE TO CONTINUE

The report records close relation between mineral consumption and economic growth. In Europe, North