

Sea Port In North B.C. Not Possible

OTTAWA (CP)—Federal government geographers have exploded the idea that it's possible to build a deep-sea port in northern British Columbia which ships can enter by traveling along a navigable channel across the Alaska panhandle.

Dr. J. D. Ives, director of the geographical branch of the department of mines and technical surveys, said Wednesday in an interview construction of a port at the head of Tarr Inlet, some 1,000 miles north of Vancouver, "is out of the question."

The branch's glaciology section said available records show the terminus of the Grand Pacific Glacier in Tarr Inlet is in Alaska south of the international boundary and not in B.C. The glacier is connected to Melbera Glacier and extends northwest from the head of Tarr Inlet for some 30 miles.

Tourist Trade Unbalanced, Meeting Told

OTTAWA (CP)—The federal provincial tourist conference was told here that Canada still retains some vestiges of its early fur-trading origins as a place to make money to be spent elsewhere.

The comment was made by V. J. Macklin of the tourism and balance of payments section of the Dominion Bureau of Statistics during a discussion of travel statistics.

These statistics show that in 1964 Canadians went on a travel spree and spent substantially more money in the United States and abroad than foreign visitors spent in Canada.

A report presented by J. L. Ramsbottom, chief of travel statistics for the bureau, said that while foreign visitors spent more in Canada this year than in 1963, the rate of acceleration was more pronounced in Canadian spending in other countries.

In 1963 Canada had a favorable tourist trade balance of \$13,800,000. Visitors to Canada spent \$602,000,000 while Canadians spent \$588,000,000 in the U.S. and overseas.

SEES INCREASED SPENDING
Mr. Ramsbottom said current estimates are that visitors to Canada in 1964 will spend more than \$500,000,000, a total of \$48,000,000 from last year.

During the first half of 1964 Canadians spent an estimated \$342,000,000 on travel in the U.S., up by \$50,000,000 from 1963. The first six months of the year normally account for about 50 per cent of spending by foreigners.

"Although there is likely to be a credit balance in the account with the U.S., the debt with overseas countries will probably offset this credit and leave a debit balance in the aggregate with all countries," Mr. Ramsbottom said.

Trucking Firms Facing Demand For Tax In U.S.

TORONTO (CP)—Canadian trucking firms hope the federal government will persuade United States authorities to drop collection of U.S. social security tax from Canadian-based trucking operations in that country, a truck association executive said here.

Marshall Davis, newly elected president of the Automotive Transport Association of Ontario, said many firms would be hit hard if the U.S. persists in a demand for arrears of as much as 10 years against Canadian carriers and their employees.

Most Canadian trucking firms have overlooked paying the tax for years, and it came to light Monday that the U.S. revenue department is calling for retroactive payments. The tax is 3% per cent of income up to \$4,800 a year, payable by both employer and employee.

Mr. Davis said at a press conference held in conjunction with his association's meeting that it could amount to between \$500 and \$700 for some drivers. His own firm—Inter-City Truck Lines Limited of Toronto—had been billed for \$29,000 but was deferring payment in the hope the U.S. will drop the demand.

'67 Cleanup Drive Planned

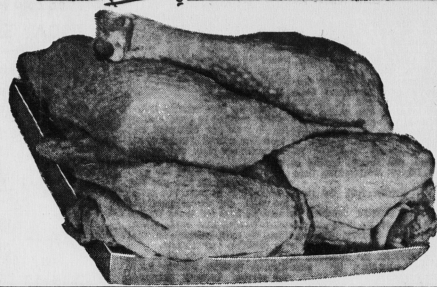
OTTAWA (CP)—The Canadian Tourist Association will launch a concerted campaign next year to persuade Canadians to clean up their country for the 100th anniversary.

N. Murray Brown, association president, told the annual meeting of the federal-provincial tourist conference that "we need a crusade for cleanliness in Canada."

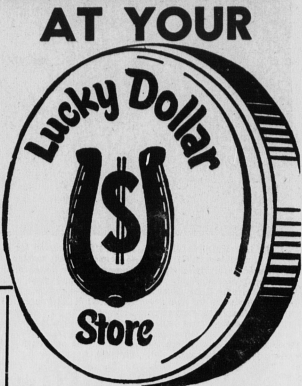
He said the association will ask Canadian business to help it launch a program in 1965 to keep Canada clean and beautiful.

The program would include clean-up and paint-up campaigns, rejuvenation of main streets, pressure on governments to enact legislation to prevent pollution, elimination of stormwater graveyards, restoration of historic monuments and campaigns to persuade the public to be more tidy.

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