

known reserves of ilmenite in the world, has been proceeding since 1950. A 28-mile railway connects the mine with Havre St. Pierre, and from there the ore is transported to Sorel, where it is smelted in electric furnaces, yielding a titanium-rich slag and pig iron.

TRANSPORTATION LINK

With the opening of the Seaway this year, the St. Lawrence River becomes an even more important transportation link for the North Shore and the mining projects in the interior. Lacking railway connections with other centres, and with the road along the shore completed only as far as Baie Comeau (though it is now being pushed through to Sept Iles), the area depends on the river for transportation to the outside world, particularly for such bulk commodities as iron ore, aluminum and newsprint. Aircraft have, of course, played an important role in exploration and development. The opening up of the mines at Knob Lake, for instance, and the building of the railway north involved an airlift operation of impressive proportions.

The prospect of large-scale shipments of iron ore from Ungava-Labrador was one of the major considerations in the decision to build the Seaway. As production increases the Seaway will provide an economical and efficient shipping route to the Great Lakes ports while, in turn, the tolls from iron ore will contribute substantially to paying for the Seaway. It is, of course, too soon to say how the costs of shipping ore via the Seaway will compare with those of other routes--to U.S. Atlantic ports and then by rail inland, or by rail from the trans-shipment point at Contrecoeur near Montreal. It is expected, however, that a large share of the iron ore will move through the Seaway.

Not only the westward movement of iron ore through the Seaway is exciting attention, but also the prospective development of the North Shore as a trans-shipment point for grain moving overseas. A small beginning is the large grain elevator being built at Baie Comeau, where grain brought down from the head of the Great Lakes will be transferred to ocean-going vessels.

YEAR-ROUND SHIPPING

The prospect of a rapid growth in shipments from North Shore ports, much of it in bulk commodities requiring extensive storage facilities, has led to a rising interest in year-round shipping. At present, shipping is chiefly confined to eight months of the year, though newsprint has been shipped from Baie Comeau as late as February, and small supply-ships have been operating from Quebec City to the North Shore ports during the past two winters.

More extensive plans for winter shipment with the aid of ice-breakers and aerial ice-patrols are under investigation. The ports can

probably be kept open during the winter without too much trouble; although vast patches of thin, floating ice usually cover much of the Gulf, there are large areas of open water especially near the North Shore. However, in the late winter, the Cabot Strait is often choked up for a time with pack ice coming down from the Labrador coast. Despite the difficulties of winter shipping, it seems clear that as the volume of bulk commodities increases measures necessary to lengthen the shipping season will be taken.

At Sept Iles the need for winter shipping will become greater as the Wabush Lake projects come into operation. At present, mining stops during the winter months at Knob Lake, mainly because the ore freezes in transit and cannot be removed from the freight cars. Freezing is not, however, expected to be a problem with the concentrate from Wabush Lake; in fact, at Port Cartier the proposed plans include year-round shipments of concentrate.

* * * *

INDUSTRIAL EMPLOYMENT INDEX

Canada's industrial employment index rose 3.1 per cent between April and May this year to 119.3 (1949=100) from 115.7 and was 0.5 per cent above last year's May index of 118.7, the Dominion Bureau of Statistics reports. Weekly wages and salaries averaged \$73.93, up from \$73.26 a month earlier and \$70.76 a year ago. Composite payroll index reached 206.1 in May, 4 per cent above the April figure and 5 per cent greater than the May 1958 figure.

All industrial divisions and all provinces recorded increased employment between April and May, seasonal influences being the main factors in most of these changes. Employment in manufacturing rose a little more than seasonally, while the increase in highways, bridges and street construction was somewhat smaller than usual.

Provincial employment indexes for May were as follows: Newfoundland, 117.6 (107.2 in April); Prince Edward Island, 127.4 (108.7); Nova Scotia, 95.9 (94.0); New Brunswick, 97.4 (91.2); Quebec, 117.5 (113.7); Ontario, 121.1 (118.5); Manitoba, 111.5 (107.6); Saskatchewan, 132.9 (124.0); Alberta, 153.9 (146.2); and British Columbia, 117.6 (114.5).

Industrial indexes for May were: forestry (chiefly logging), 61.2 (42.6 in April); mining, 123.3 (120.6); manufacturing, 111.5 (109.5); durable goods manufacturing, 117.7 (114.9); non-durable goods manufacturing, 106.3 (104.8); construction, 131.6 (120.1); transportation, storage and communication, 116.0 (112.3); public utility operation, 139.7 (135.8); trade, 133.1 (131.5); finance, insurance and real estate, 151.8 (151.5); and service (mainly hotels, restaurants, laundries, dry cleaning plants, business and recreational services), 138.4 (134.5).