

calcium content. Mineral and ore products associated with pre-Cambrian formations on the west coast of Newfoundland include iron, molybdenite, garnet, mica, labradorite, graphite, good sandstones, fluorspar, pyrophyllite, barite, lead, stones—some of which are natural cement rock—copper, zinc, gold, silver and some manganese. Areas of Cambrian rock scattered throughout the east end of the island contain sandstones, slate, manganese, limestones—some of which are natural cement rock—and some phosphate.

Newfoundland's strategic position as an air base on the shortest route from North America to Europe was recognized early in the war and led to the construction of the large airfields at Gander and Torbay on the island, and at Goose on the Labrador. Athwart the shortest sea and air route between North America and Europe, Newfoundland holds a unique position in transatlantic transport, and one which will increase in importance. The United States Government established air bases at Argentia on Placentia Bay, and at Stephenville on the southwest coast. Gander airport is located in the middle of the island. It is equipped to service the largest transatlantic planes, and has become one of the most important international airfields. It was the acquisition of the great Gander airport that gave Canada the bargaining power which enabled our representatives to acquire for Trans-Canada Airlines the profitable New York-Montreal run, which hitherto they had been unable to secure.

Goose airport in Labrador is an alternative base to Gander, and from a strategical standpoint is without a doubt the most important base on the North American *littoral*. It is notably free of fog, and aircraft when unable to land at Gander because of fog are rerouted via Goose, which is always open.

Coal seams are known to exist in various parts of the island, but have not proved to be commercially exploitable.

The waterpowers of Labrador constitute one of the largest reserves of hydro-electric energy in Canada. The power site at Grand Falls on the Hamilton river has an estimated capacity of some 4,000,000 horsepower; Muskrat Falls, near Goose Bay, also on the Hamilton, has a potential of some 1,000,000 horsepower, and other large power sites exist on other rivers.

One only has to look at the map to realize that Newfoundland, along with Labrador, holds geographically one of the most strategical positions in the world. In the nineteenth century and earlier, when the navy was supreme, England gathered into the British Empire the most strategical naval bases of the world—Gibraltar, Aden, Malta,

the Falkland Islands and many others; but conditions have changed, and air power has superseded naval power in this century.

Two important consequences of the recent war have been the shift of power to North America, and the closer association of the United States and the British Commonwealth for the preservation of peace and security. In the North Atlantic region this means increasing co-operation in defence between Great Britain, the United States, and Canada. Together they can hold the North Atlantic, and if the North Atlantic is secure, aid can be provided to Western Europe should it be the victim of aggression. Strategically, the Newfoundland region is the western anchor-base for holding the North Atlantic. It was of the utmost importance to the future of Canada that at the very moment in history when she was called upon to play a more responsible role in the North Atlantic, Newfoundland should join Canada. The accession of Newfoundland thus enables Canada to fulfil its destiny as a North Atlantic power.

The real wealth of the world is not money or gold, but consists of raw materials which come from the basic industries—mining, lumbering, fishing and agriculture. Of these four, Newfoundland possesses the first three and, in addition, unlimited waterpower.

What has been the history of territories that possessed vast raw materials, similar to Newfoundland? Take Louisiana for instance—Napoleon took Louisiana from the Spaniards and sold it to the United States for \$18 million. It was a wild country, inhabited by Indians with little or no development and no transportation; but in the years since it has been developed and cut up into four or five states. If anyone today offered the United States \$50 billion for this territory, he would be laughed at. Can anyone tell me that Louisiana was not a great investment?

Again, take the case of Alaska—known in the early days as the "Ice-Box" or "Seward's Folly". What a bitter fight took place in Congress when a bill was introduced to take over Alaska from Russia for \$8 million. However, the sponsor of the bill would not give up, and the bill passed. Alaska at that time was inhabited only by Eskimos. However, development took place, and the United States has taken out of Alaska well over a billion dollars in raw materials, and there are billions remaining. It is a prosperous country and very strategical. In fact, like Newfoundland, it is a Gibraltar of the air. Does anyone think that the United States today would look at \$8 billion for Alaska, let alone \$8 million?

The records show that after Alaska became part of the United States, Mexico made an