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# STATEMENTS AND SPEECHES

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No. 51/44 TRANSPORTATION AND INDUSTRIAL PREPAREDNESS

An address by the Minister of Transport, Mr. Lionel Chevrier, at the annual dinner of the Canadian Preparedness Association, made in Toronto, on November 8, 1951.

Not too long ago the sole standard of military preparedness was the strength of a standing army. That there has been a fundamental change in such a concept of military power is exemplified by the organization I have the honour to address tonight. Defence today is measured in terms of economic strength. The very survival of a nation depends equally on its resources; its productive power; its ability to co-ordinate the whole economy for a single purpose; and its military strength.

While the last war shattered many a nation, it revolutionized the Canadian economy. Established industries increased in scope. New industries developed on a scale which placed Canada in the position of an important industrial nation. The wartime development was, however, but a prelude to a period of spectacular economic growth. The new industries established during the war have been eclipsed by industrial progress since 1945, and of particular significance have been remarkable mineral discoveries of vital strategic importance. Iron has been found in the Ungava region of northern Quebec; the potential of Steep Rock has surpassed our wartime expectations; and union with Newfoundland has brought the advantages of the Wabana iron ore deposits to this nation. Oil has been discovered in Alberta and the day of Canadian self-sufficiency in this respect may not be far distant. In addition, important strikes of copper at Gaspé, copper-nickel at Lynn Lake, titanium at Havre St. Pierre, uranium at Beaver Lodge Lake, and lead-zinc at Pine Point, have resulted from the intensive prospecting operations which have marked the post-war period.

No one can be unaware of the significance of these great new developments. They help ensure Canada's commitments both for her own defence and that of the free countries with which she has associated herself in mutual defence schemes. At the same time they lend assurance of a basically stable economy for many years to come.

It is imperative, of course, that our transportation system keep abreast of our industrial progress. The new resources of which I speak lie, for the most part, beyond the sphere of our main transportation routes. The iron ore of Ungava must be moved to the great steel mills before it can become steel for bridges, cars, buildings, ships or guns. Alberta oil lies far from the major consuming markets of the east. Lynn Lake, Uranium City and the