

## CANADA'S BIG RESOURCE PROJECTS

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1950 of a road from the Lake St. John district. This road was the only means of shipping ore out until this spring when a new railway line was put in service, giving the area access to the Noranda smelter; another rail line will link Chibougamau to Chicoutimi on the Saguenay in about a year's time.

The Gaspé project is in an area where copper deposits were noted by a French explorer over 350 years ago. Exploitation of the ore, which is low-grade, became economic only after the discovery of additional occurrences in recent years. Development was undertaken in 1953 and production began two years later. The town site of Murdochville was established and a road built to serve the new mine and smelter. A 132-mile transmission line brings in power carried under the St. Lawrence by cable from the Bersimis project already described. Finally, to the south of the Gaspé project are the zinc-lead-copper deposits in the Bathurst-Newcastle area of New Brunswick, where the initial discovery was made in 1952. Production got under way near Newcastle early this year, and output from a larger undertaking at Bathurst, which has been held back by metallurgical difficulties, is expected to begin in 1960.

## URANIUM - CANADA'S NEW METAL

Canada's youngest metal-mining industry, uranium, may soon rank first in value of production. Development was undertaken by the government during the war on a small scale at Port Radium on Great Bear Lake, and after the war on a larger scale at Beaverlodge Lake in northern Saskatchewan, where the townsite of Uranium City was built. Barge service connects the settlement during the summer with the railway terminal at Waterways, Alberta, 250 miles to the south. Since the area was opened to private prospecting in 1952, further discoveries have been made and there are now two mills in addition to the government-owned one.

However, Beaverlodge Lake is now quite overshadowed by the Blind River district in Ontario, where feverish exploration activity began in 1953. This area long exploited for its lumber, now accounts for the bulk of Canadian uranium ore reserves and is probably the largest potential producer of uranium in the world. It is estimated that total capital expenditures to bring into operation 11 mines - of which four are now in production - will exceed \$250 millions, not including the cost of establishing the townsite of Elliot Lake, which is being laid out for a population of 25,000. In addition, the establishment of a large plant to supply sulphuric acid to the leaching mills gives the area an important ancillary industry. Farther east along the edge of the Canadian Shield and closer still to the thickly settled areas of southern Ontario is

the country's third-ranking uranium-producing area, Bancroft, where long-known radioactive deposits are now being developed.

## PIPELINES ACROSS THE COUNTRY

Impressive as are the projects so far described, none has given rise to repercussions so far-reaching as those touched off by the discovery of oil at Leduc on February 13, 1947. The mushrooming of exploration and development (on which some \$550 millions was spent last year alone), the near-trebling of Canadian oil refining capacity, the reduction in dependence on imported fuel, the rise of a petrochemical industry - these are only a few of the well-known consequences of Leduc. Discussion here will be confined to the big pipeline projects undertaken to meet the overriding problem of oil and gas development - transportation.

In the 10 years since Leduc, a network of over 5,000 miles of crude-oil pipelines has been laid, including 3,200 miles of trunk lines carrying oil from the Prairie Provinces west to the Pacific Coast and east to central Canada. The first major link was the Inter-provincial line, which reached the head of the Great Lakes at Superior, Wisconsin in 1950. It was subsequently extended eastward through the United States to the refining centre of Sarnia Ontario, and a further extension to the Toronto area is now under way. These additions and the continuing expansion of capacity have brought the cost of the project to over \$250 millions. The Trans Mountain line, which began carrying Alberta crude over the Rockies to Vancouver in 1953 and into the United States Pacific Northwest in 1954, plays a vital role in the Canadian oil industry's progress in that it provides the chief export outlet.

In contrast to the reasonably prompt establishment of an oil-pipeline system, the construction of pipelines to market Canada's steadily mounting gas reserves has a variety of reasons got under way only recently. Among these reasons have been the necessity of proving up reserves large enough to assure a continuing supply over a considerable length of time, of securing and building up adequate markets and of mobilizing the large amounts of capital required, not to mention political considerations of one kind and another.

The first gas trunk-pipeline to be undertaken was the 650-mile Westcoast line, through which gas from the Peace River district of Alberta and British Columbia is to begin flowing shortly. Though the pipeline's principal market is to be the United States Pacific Northwest, it will serve the British Columbia interior, and also the Vancouver area (to which a lateral line has been laid). The Westcoast line follows the route of the John Hart Highway, giving the Peace River area a second link with southern British Columbia. (It will have a third link before long when the Pacific Great Eastern Railway is extended from Prince George north to Dawson Creek and Fort St. John).