The most impressive examples of our post-war resources development come, of course, from the stirring story of recent mineral discoveries. They are nation-wide, and we may marvel at their diversity. Joined together, they offer exciting vistas of our country's future growth.

First of all, and quite naturally as a Maritimer, I am glad to be able to say that a number of base metal occurrences in my native Nova Scotia, and in New Brunswick, are arousing new interest and attention. It is expected that a zinc and lead mine in Cape Breton will be in production shortly.

Here in Quebec you are sharing in the expansion of iron ore development and production which has already raised the national output from a mere 125,000 tons in 1939 to something like 4,700,000 tons in 1951. A new chapter in the history of Canadian iron ore production is now opening in the wilderness of Labrador-Ungava. By the time production gets under way at Knob Lake roughly 200 million dollars will have been spent in developing this great field. One-third of the roadbed has been graded for the 358-mile railway from Sept Iles on the north shore of the St. Lawrence to the site of the ore deposits. Laying of steel has begun and it is expected that 190 miles of track will have been put down by the end of this year. Ore shipments are scheduled to commence in 1955 with an initial annual output of five million tons, which may be doubled the following year. Given the St. Lawrence Seaway, production might reach 20 million tons annually.

Another recent mineral discovery -- and one that is of extreme importance -- is that of ilmenite, the ore of titanium, at Allard Lake, here in your province. The deposit is believed to be the largest of its kind in the world. A 27-mile railway was built to link the mine with shipping facilities on the St. Lawrence, and ore is being taken to the furnaces at Sorel, where pig iron of high grade, and titanium slag are produced.

In Ontario, north of Lake Superior, the Algoma and Steep Rock mines are both expanding rapidly. Between them they are producing more than two million tons of iron ore a year. It is estimated that by 1955 this output may well be tripled and the forecast is for an eventual output of ten million tons.

There are also interesting iron ore prospects in other parts of Canada. Our production all told may well be capable of being increased from the current level of 4,700,000 tons to as much as 33,000,000 tons annually within the next decade.

Striking further westward, we come to the extensive nickel-copper deposits at Lynn Lake in the northern part of Manitoba. The 50 million dollar programme being undertaken there is scheduled to come into production by late 1953. An annual output of 8,500 tons of nickel and quantities of copper sulphide and scarce cobalt is expected by 1955. A start is being made on cutting and grading the roadbed for the 15 million dollar railway link between Lynn Lake and the railhead at Sherridon, 155 miles to the south. The Federal Government will contribute an estimated $4,725,000 toward the building of the railway, which is to be completed by the autumn of 1953. Lynn Lake's anticipated nickel output, and a large part of its copper and cobalt, is already under