

Other domestic carriers such as Maritime Central Airways, Rimouski Air Lines, Central Northern Airways and Queen Charlotte Airlines are catering to the needs of specific regions across the country. A substantial number of other private operators have emerged whose combined services stretch from coast to coast and from our southern border to the remote areas of the Arctic. At war's end the operating revenues of Trans-Canada Air Lines approximated 10 million dollars - in 1950 they exceeded 40 million dollars. Revenues of other commercial air services which approximated 6 million dollars in 1945 exceeded 18 million in 1950. Preliminary figures for 1951 show a continuance of this upward trend.

The contribution of aviation to inter-city transportation is common knowledge in a country where great distances separate the major communities. The role of aircraft in the development of our natural resources is less well-publicized, however. The present Quebec iron ore project owes its existence in large measure to aviation. Without the aeroplane, the Ungava resources could never have been explored in the time involved. It is an airlift that is making possible the completion of a railway into that remote region in a scant four seasons. Aircraft are transporting into the interior virtually everything required for the construction work from personnel to heavy equipment. Equally effective use has been made of air services in connection with the Lynn Lake, Pine Point and Kitimat developments. Again, we have just completed the construction of an airfield in the Goldfields area in northern Saskatchewan designed to serve the Beaver Lodge Lake uranium development with which aviation has been associated from the first stages of exploration.

It is clear that a well-developed air transport service is essential to a country such as Canada both for rapid transit, and exploration and development purposes. I must emphasize, too, that almost all this development has taken place on a self-sustaining basis without direct government subsidy. This is a situation which is very different from that in most other countries, where heavy government subsidies to commercial services have been employed.

The civil aviation industry in Canada has received a great impetus from the comprehensive development of airports, airways and aids to navigation. Practically the whole financial burden of the airports and airways programme has been borne by the federal government and the cost has been considerable. In considering the expense, however, the "preparedness" viewpoint must be kept in mind for in most cases the investment has both a military and a civil connotation. The arrangements for co-operation between my officials and the Department of National Defence are close and continuing with a view to the maximum integration of civil and military planning. By this means we are able to ensure in civil projects that full consideration is given to both present and possible future military requirements and that the necessary priority is given to those civil projects which may have military implications. The airport which today handles the civil air lines and assists our economic growth through rapid transportation, may tomorrow become a vital base for the defence of our homes, our industries and our institutions.