

The great commercial boom which preceded the First World War and a number of other factors, such as a large influx of settlers, sparked the third era of Canadian railroad history and accounted for the construction between 1900 and 1917 of an additional 20,000 miles of new lines. Construction of the National Transcontinental and the Canadian Northern, completed in 1914 and 1915 respectively, opened up the northern regions of the Central and Prairie Provinces.

Despite the economic difficulties through which railways have passed since the third era of railroading, we find that the railways are still extending out to areas where natural resources await to be developed and where bulk traffic requires mass transportation. I need but mention places like Atikokan and Manitouwadge in northwestern Ontario; Kitimat in British Columbia; Chibougamau in Quebec; and the new Little River Community around the Heath Steele mine at the end of the Bartibog line now under construction.

Coming to commercial aviation - the most recent form of transportation - I need but say that it commenced only after World War I. By 1920, aircraft were being used in forest protection work and aerial surveys and by 1921 the discovery of oil in the MacKenzie River basin led to the first attempt to establish air transportation on a large scale in the Far North. Later on, in 1924, Laurentide Air Services inaugurated the first air transport service for passengers and goods to meet the needs which resulted from the expansion of the mining industry in northwestern Quebec.

I need not dwell on the development of the aviation industry. Suffice to say that governmental assistance, supervision and control has kept pace with the industry. In the early '20's, a Civil Aviation Branch was created in the Department of National Defence and this became an integral part of the new Department of Transport on its creation in the early '30's. Today, the Air Services of my Department operates some 15,000 miles of controlled airways crossing and re-crossing this country in an east-west direction, extending southward to connect with airways across the border and fingering northward into our Canadian Arctic.

Facilities for the travelling public and for the airlines serving Canada are constantly being improved and every provision is made for the efficient control of aircraft on the airways and to ensure the maintenance of proper standards of safety.

The carrying out in the years since World War II of an integrated program of developing airport and airway facilities has been one of the outstanding features of Canadian aviation. The work which has been done has included the lengthening and strengthening of runways at numerous airports; the building of improved terminal buildings and other facilities