

The first oil link between western and eastern Canada combines the mechanical advantages of the pipeline and the natural advantages of the Great Lakes system. Inter-provincial Pipe Line, completed by private interests in 1950 at a cost of nearly \$90 million, transports Alberta crude oil 1,127 miles from Edmonton to Superior, Wisconsin. From there specialized tankers carry the oil 662 miles to the Sarnia refineries.

The 1951 flow of oil should be sufficient to meet the requirements of the prairie refineries and, in addition, provide Ontario refineries with 13 million barrels of oil which, in 1952, is expected to reach 18 million barrels.

In its present form, the Interprovincial Pipe Line cannot meet the oil demands of the entire eastern region of Canada. Ontario refineries requirements are in the neighbourhood of 25 million barrels annually. The refineries of Montreal alone require some 50 million barrels of oil annually. Whether or not additional pipeline facilities will be constructed depends on a number of vital factors, including the ability of western oil to compete in eastern markets.

What I have been trying to emphasize so far is that our country has been on the alert and aware of the need for preparedness in both the industrial and transportation fields.

We have raw materials in quantity. Oil, iron ore, aluminum, nickel, copper, lead and zinc are plentiful. Although these are in the far-off and more remote areas of our country, we are, by extending our transportation systems linking these regions to our industrial centers. This means that we are exploiting them not only for our own defence purposes but also developing them for a better and greater Canada.

Turning now to a transport medium which has grown enormously in both civil and military stature during the past decade, I would like to say a few words on the subject of air services. Canada has long been an aviation country - the industry was nearly 20 years old at the outbreak of World War II. The growth of air transportation, however, was handicapped in the pre-war period by general economic conditions and the existence of cut-throat competition within the industry itself. The establishment of Trans-Canada Air Lines marked the first stage of a new era and this organization was just inaugurating trans-continental services when war broke out. Shortly thereafter Canadian Pacific Air Lines evolved through the consolidation of most of the important aviation firms serving the northern territories. The war period saw the end of nearly all non-essential air operations. We entered the post-war period in a position anything but strong as regards commercial aviation.

Under a planned policy of regulation and development the situation has changed substantially during the past five years. T.C.A. has grown to an outstanding position both in domestic and international aviation. C.P.A. has consolidated its domestic network and has entered the international field on a substantial scale in the Pacific and is now a well-established and successful carrier.