

built new buildings at Calgary, Saint John, N.B., Sudbury, Timmins, Rimouski and at one or two other places. The Department of Transport, in addition, has three very large projects on which construction is progressing, which will involve an aggregate outlay of nearly \$20,000,000, and is developing plans for other terminals which will be built when circumstances make it seem more expedient than it is at the present time.

This, I hope, will give you a good view of what has been taking place in Canada in the field of civil aviation, and enable you to understand some of the difficulties which we have to overcome. Perhaps, too, what I have said will lead you to judge us sympathetically if, for some good reason or other over which we have no control, your departure by air is delayed, and you are obliged to wait with a lot of other people in one of our crowded terminals. I hope that if this misfortune befalls you, you may find some consolation in recalling that we have tried always to place security of air travel ahead of all other considerations. Having done that, we are now taking active steps to provide more in the way of comfort for the travelling public and more agreeable and more commodious terminals for their use.

The Years Ahead

What does the future hold for us in this field of activity? I shall not attempt to play the part of a prophet and I shall only relate to you what we have been told by authoritative sources. By 1960 we shall have jet aircraft in Canada which will be capable of carrying from 100 to 150 passengers at a speed of between 550 and 600 miles an hour, and which will weigh as much as 285,000 lbs. We can easily appreciate how much the arrival of so many passengers at the same time would tax the facilities of our terminal buildings, but at our major airports to be served by aircraft of that type we are providing for traffic of this kind. Speeds of 600 miles an hour will undoubtedly complicate enormously the control of air traffic, particularly when traffic moving at such high speeds must mix with slower moving aircraft, but we believe that the radar stations which I mentioned earlier will enable us to exercise efficient control over all traffic.

For the airlines themselves there will be other problems, because the much higher speeds of jet aircraft will give rise to new and complex problems. It will be possible with jet aircraft to cross the Atlantic and return during the same 24-hour period, and to travel from Montreal to Vancouver in $4\frac{1}{2}$ hours instead of 11 hours and 40 minutes as at present. The volume of work - i.e. the number of passenger-miles - done by the new aircraft will be enormous - so will their cost. It is a fact that 150 of the new aircraft will in a single year be able to carry as many passengers as the 4,500 multi-engine aircraft now in the service of the world's commercial airlines.

In the 10 years which ended on 31 March 1955, the Department of Transport spent for capital purposes more than