

Aircraft contaminated in either way may be refuelled, rearmed and flown without undue hazard to the ground crews or aircrew. If time permits and the aircraft is not needed for immediate operational missions, simple wash down with water will remove a large portion of the contamination.

In looking at the matter of water transport, allow me to begin by saying that deep sea shipping is a world-wide enterprise and basic plans are now being developed in co-operation with the Planning Board for Ocean Shipping under the North Atlantic Treaty Organization.

We realize that with the opening of hostilities, a considerable quantity of ships moving in the Atlantic or Pacific may have to be diverted to Canadian anchorages until the situation is clarified and the surviving port's capacity assessed. Any ships in probable Canadian target areas would have to be evacuated and directed to a safe anchorage. An organization for receiving and dealing with ships seeking refuge in Canadian anchorages and with ships evacuated from Canadian ports is being built up within Canada at the present time.

Great Lake shipping may prove vital for internal transportation and must be preserved. In this connection, control planning will take into account the preservation of the canals and locks facilities on the St. Lawrence Seaway. It will also be necessary to develop measures aimed at preventing, as far as possible, the blocking of canals and narrow channels by sunken ships.

Expert knowledge in railway operation will also be required in the event of war. The principal task of governments in this respect will be to guide the railways in the development of plans for the preservation of railway equipment. For instance, it will likely be necessary to evacuate railway equipment from target areas as soon as warning is received. Moreover, bomb damage may cut the railway system in a number of vital places. An important part of the strategic position which must be assumed could possibly involve construction or extension of sidings in localities clear of target cities and also construction of belt lines joining together the lines radiating from major cities to enable railway communication to be maintained after bomb damage has occurred. In other words, we must be prepared to take action to protect railway equipment and put surviving railway facilities to work on priority tasks.

During World War II we realized the essential role that road transportation played in the defence of this continent. One example which I might cite was the construction and use of the Alaska Highway. In any future war our road transport systems will be vital to our security.