

consequences of a slight error, when I tell you that jet aircraft fly at a speed which may exceed 600 miles per hour, because in the space of a single minute a jet aircraft may travel as much as 10 miles.

Consequently, in order to maintain at a high level the security of air travel, we have undertaken the installation of surveillance radar at 15 of our largest airports. Each of these stations will permit the traffic controller to determine the position of any large aircraft within a radius of 135 miles and up to an altitude of 50,000 feet, and, accordingly, to exercise a much more effective control over the movement of aircraft on the airways. When we have completed the installation at these 15 points across the country, the whole trans-continental airway from one end to the other will lie within the range of these radar stations. It is, of course, obvious that these radar stations will add greatly to security in the air and meet a need which is becoming more urgent, but the total cost will run to about \$8,000,000.

I hope that what I have just told you gives you a good idea of some of the consequences of the development of faster, heavier and more modern aircraft, and also how modern electronic equipment adds to the security of air travel and also to the amount of our expenditures for aviation.

But these are by no means the only problems which developments in aviation have created. Modern aircraft carry a great many more passengers than they did in 1937. It was fairly easy to build a terminal building capable of accommodating the 10 or 12 passengers who might step out of a Lockheed Lodestar, the first type of aircraft which TCA used; but it is not so easy to build a terminal to accommodate in comfort the 40 passengers who may alight from a Viscount, the 60 who may descend from a North Star, or the 70 who may emerge from a Super Constellation which has just landed. You can well imagine, too, how much the situation is aggravated when several of these large aircraft arrive more or less at the same hour, or, worse, still, when several large aircraft are delayed at the same place by weather conditions.

Of course, we have been well aware of how desirable it is to develop more comfortable and more spacious buildings for air travellers but, as we had to begin at the beginning and place first things first, we have not been able to build all of the terminal buildings we would have liked to have. However, we have made some real progress and I do not think that by and large our situation is worse than in other countries where aviation has expanded as rapidly as it has in Canada.

I do not want to give you the impression that little has been accomplished up to the present. My own Department has completed new terminal buildings at Moncton, Seven Islands, the Lakehead, Saskatoon, Comox and Sandspit, and we will soon complete new buildings at Quebec City, Windsor Stephenville and St. John's, Nfld., while municipalities, with some government assistance, have