

By 1871, on the advice of Sanford Fleming, then Chief Engineer of the C.P.R., a telegraph line had been laid as far west as Fort Garry and by 1886 had reached the Pacific Coast.

The federal Crown Company, Canadian Overseas Telecommunication Corporation, which reports to me, was party to the construction of the first trans-Atlantic telephone cable which went into service between London, Ottawa and New York in September 1956. Canada and the United Kingdom are now planning a second cable to meet the anticipated growth in traffic. This second telephone cable is expected to be ready for operation during 1961.

Now, gentlemen; I have attempted to give you an overall picture of the Transportation and Communication picture to date. Its history is something we have every cause to be proud of. The future of Canada hinges, in my humble opinion, on our ability to provide ever increasing transportation facilities to meet our growing responsibilities as a nation, and our leadership in Arctic development. In the years gone by, the movement of our young men was ever westward. Today, this new generation looks northward for its chances to create great things, to develop our unlimited northern resources and to harness the power of the future.

I am proud to be associated with a department of government which is so closely akin to past development, and which must, of necessity, be thinking years ahead of its time to keep Canada in the running in the transportation and communication fields. I therefore will take a leaf out of our books and do a little crystal ball gazing of my own.

I can foresee for transportation a continued expansion, unhindered by economic and climatic factors. We must be prepared to expand our aviation facilities so that flying into the Arctic is as safe as is flying across our more temperate zone. Our fleet of icebreakers must be so developed as to be able to pierce into the very heart of the Arctic and thus facilitate the transportation of cargo in far greater quantities than we have as yet attempted. Likewise, our railways must develop branch lines fingering northward to areas which are proven to be capable of providing much in the line of natural resources. Last but not least, I can foresee great developments by our scientists, as a result of which Canada will be among the leaders in the use of nuclear power for commercial purposes.

Today the railway is a dynamic, forward-looking transportation system with a respectable record of achievement behind it, and its most important service to the nation still ahead of it. These are still days of growth, of change, of new problems and of new opportunities for this transportation service.