

and Copenhagen over a route involving refuelling stops at Winnipeg and in Greenland.

The existence of these services across the Far North serves to emphasize the geographic importance of Canada in international aviation, and the popularity of the two services which I have mentioned suggests that other similar services are likely to be established some time in the future.

I think I should point out that as a rule international services are established only after the negotiation of a bilateral agreement between Canada and the other country concerned. Upon our part, we do not grant traffic rights in Canada unless we receive in exchange traffic rights in the other country which we consider of equal value, and it is no longer our policy to grant to a foreign carrier the right to serve more than one point in Canada or to operate a service in Canada.

#### Remarkable Growth

This summary description of the routes now served by Canadian carriers gives you a good idea of the development of air services that has taken place in Canada since 1937 when the Government decided to establish a service from coast to coast. Now I don't want to burden you with a lot of statistics, but I would like to give you in capsule form just a few figures to show the remarkable growth that has taken place during a relatively short period:

Passengers: 1936 - 125,000; 1946 - 525,000; 1949 - 1,040,000; 1953 - only four years later - 2,273,000; and 1956 - an all-time record of about 3,300,000. Mail: 1936 - 1,000,000 lbs.; in 1956 about 27,000,000 lbs. Freight: 1936 - 25,000,000 lbs.; 1956 - which includes a substantial volume of supplies for the DEW Line - about 300,000,000 lbs.

I am sure that you appreciate that this remarkable expansion has set a pace which has been difficult to follow. While it was going on, larger and faster aircraft were being produced, better and more complex electronic equipment was being devised, and the weight of our responsibilities in the field of aviation continued to become heavier.

Let me illustrate what I mean.

Take first the runways from which the aircraft take off and on which they land. In 1937 a runway 3,500 feet long was entirely adequate for the aircraft of those days, whereas in the last few years it has been necessary for us to build runways 6,000 or 7,000 feet long for certain types of aircraft. And it is expected that in 1960 the jet aircraft which will then be in service will need runways 9,000 and perhaps even 10,000 feet in length. The length of the runways, unfortunately, is not the only consideration. The load that they are capable