

for the public; the installation of instrument landing systems and high intensity lighting to facilitate landing in poor weather; the provision of Ground Control Approach at the International airport of Gander; the installation on the trans-continental airway of the Visual Omni Range (VOR) for the better guidance of pilots in flight; the expansion of the Air Traffic Control service; and the installation of 15 sets of surveillance radar which is expected to facilitate greatly the control of the ever-increasing volume of air traffic.

The first task undertaken by the Department of Transport in the immediate post-war years was the development of runways adequate to meet the needs arising from the rapid growth of civil aviation. By the early fifties, the national network of civil airports had been brought to a point where planes in standard commercial use could land at any of the main Canadian airports.

The program for the development of runways is now being revised to take account of the requirements of the aircraft we expect to see in operation in the 1960's including the provision, where necessary, of runways suitable for use by large turbine-powered aircraft such as the British Britannia, Douglas DC8, Lockheed Electra 7 and Boeing 707.

Plans initiated some years ago to provide new terminal buildings at the main airports across Canada are now well advanced, some of the new buildings have been completed, others are under construction, and more are to be started both during 1958 and 1959.

I think I should mention here that the Department is now evaluating a new electronic navigation system which is equally applicable to shipping and to aviation, whereby a piece of equipment in the cockpit of the aircraft or on the bridge of a ship registers the craft's exact position at all times. Canada is also collaborating with the United Kingdom in the evaluation of a trans-Atlantic navigation system which works on practically the same system. Evaluation tests have been carried out by aircraft, flying by instrument on this system all the way across the Atlantic to Gander and from Gander, westward to Montreal and even further.

May I here make reference to the development of communications. This, the comrade-in-arms of transportation, dates back to the early part of the last century. The first electric telegraph was operated in England in 1823 and the first cable was laid across the English Channel in 1851. Canada adopted the telegraph system early in the last century and laid a cable across Northumberland Strait, a distance of ten miles, also in 1851. This was the first submarine cable laid on the North American Continent.