

Air transport serves the double role of speeding communication in a vast country and of opening remote areas to exploration and development. The latter contribution is particularly important in Canada where the summer is all too short for a party to get in by ground to do its work and get out before freeze-up. The length of the work season has been multiplied several-fold in such cases.

Motor trucks have their own special advantages of mobility, and find a place in settled areas on good highways and in remote areas over work roads. The pipeline is a specialized carrier that can open doors closed to other means of transport.

These various means of transportation are not necessarily antagonistic. Any number of examples could be quoted to show how one complements another. The Labrador development is one. The iron ore requires cheap water transportation to reach its market, it needs rail transportation to be brought out from the interior, and the whole development is being expedited by the use of air transport from the proving of the ore to the construction of the railway. Again, in the Far North we have seen rich ore deposits discovered by the airborne prospector, and have seen air, water, road and rail transport used in combination to develop a mine and ship the product to market. Even at Kitimat, where the combination of hydro power and ocean transportation has brought the aluminum industry to the B.C. coast, a rail line will be required to serve the new city that will eventually arise.

When I speak of making harmonious use of the combined transportation services, however, I do not mean that there should be no competition among them. Within fairly clear limits, competition is one of the main safeguards of public interest and a powerful force making for efficiency. Our concern is that competition be healthy and that no one competitor be allowed an unfair advantage over another. If we enforce those conditions, we will have gone a long way to ensuring that the various agencies are being used to their best advantage.

As long as Canada has promise of further development, we can be sure that the last word has not been said on our transportation policy. Accordingly it is well for us to continually re-examine our position to make sure that facilities are suitable, that regulations are fair and adequate, and that Canada is getting the very best in transportation service. If I have encouraged you to continue your attention to these important questions, my talk today will have served its purpose.