

pulp and paper industry does a billion-dollar business.

Meanwhile a new means of transportation has developed in the air. Its civilian beginnings in Canada date back to 1919, when experimental flights were made over northern Quebec. From these seeds the bush pilot profession rose to full flower. Intrepid pilots, flying "by the seat of their pants", operated from lake to lake to open a new chapter in prospecting, exploration and development. Their first spectacular success was in 1925, when gold was discovered in the Red Lake district in the extreme west of Ontario. From coast to coast and northward to the Arctic, a frontal attack was opened by prospectors, geologists and mining engineers. Among other discoveries was the pitch-blende deposit at Great Bear Lake. Today we have copper, zinc, silver, gold and radium properties that were prospected, proved and developed by air transport.

Still another chapter was opened in air transport with the establishment of Trans-Canada Air Lines in 1937. Since then TCA has grown to an outstanding position in domestic and international aviation. Canadian Pacific Airlines evolved before the war too, through consolidation of most of the important airlines serving northern territory. Since then CPA has strengthened its domestic position and entered the international field. Other domestic carriers serve separate regions, and the combined services stretch from coast to coast and from our southern border to the Arctic.

The pipeline is a comparative new-comer in Canada that is rapidly finding its place. The war-built crude line from Portland to Montreal has been supplemented since by a new line. The Interprovincial Pipeline was built in 1950 from Edmonton to Superior, Wisconsin, and is now being extended to Sarnia. The Trans-Mountain Oil Pipeline to Vancouver is under construction now, too. Two product lines have been built, one from Sarnia and one from Montreal to serve the Toronto area, each with branches to other centres, and a new Sarnia-Toronto line is projected for this year. Natural gas is being piped also from Alberta to Butte, Montana, and several other projects for gas lines are pending.

Again, I hardly need tell this audience what these pipelines mean to western oil development. Without them production would be limited to what the local market could absorb with much more costly tank-car movement. But the pipelines reach out to great new markets and intensify the search for still more oil. At the same time the refining industry on the Prairies has been stimulated into a rapid growth to serve the entire demand of the area for finished products. The oil developments are bringing also new chemical industries to the west, as well as an expansion of capacity in "Chemical Valley" at Sarnia.

Brief as my remarks have been, the important relation between transportation and economic expansion is clearly discernible. In a word, economic expansion requires that the right means of transportation be provided at the right time. The mere provision of transport will not stimulate development unless resources exist to be tapped and the time is ripe for their exploitation. But continued development does require additional transportation facilities in new places and sometimes in new forms.