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internal services is that it might afford a means whereby potential war organizations could be built up - as was the case in Germany after the last war. This danger to security is a very strong argument for complete internationalization of all air services in the continent of Europe at any rate. (Lord Finlay suggests that countries like Canada and the United States could reserve to their national airlines not only domestic traffic but also the air services between them, since it would be wasteful to insist that the trans-frontier extensions of the domestic air services of Canada and the United States should be operated by an isolated unit of the world organization.)

(3) The European (plus dependencies) system.

The third form of internationalization is called the "European (plus dependencies) system". Under this system one central authority would both control and operate all services within Europe (which might or might not include the U.S.S.R.) and all services from Europe to the territories owing allegiance to the European Powers. The Barlow report adds: "We should hope that Canada, Australia, New Zealand, South Africa and India would agree to come into this system." Even if, as a condition of coming in, they were to reserve their internal air services for their own national companies, the scheme would, according to the Barlow committee, "work in practice and would entail advantages, in the shape of efficiency, economy and security, on a scale which would outweigh some sacrifice of purely (United Kingdom) national interests."

This form of internationalization was, therefore, favoured by all members of the Barlow committee, except the Foreign Office representative, as a second-best if the United States rejected full internationalization. The Barlow report says:

"The Foreign Office feel that any scheme of internationalisation which did not include the United States, if put forward as a British proposal, would be certain to be interpreted in America as a direct challenge and a repudiation of His Majesty's Government's declared intention to consider civil aviation

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