

figures which do not appear to include certain irregular operations, increased its ton mileage in 1951 to 360 per cent of what it was in 1946, while Canadian domestic air-cargo increased in 1951 to a little less than 400 per cent of what it was in 1946. If complete figures were used the rate of growth in the two countries would probably be to the advantage of the United States.

Relative Position Today

Rate of growth is not a complete basis for comparison, unless we also know where we stand today. A measuring rod for comparison of relative size is difficult and I have selected a rather arbitrary one. The population ratio between Canada and the United States at the moment is 1 to 10.8, while the ratio of gross national production is 1 to 15. Averaging these, I have taken a ratio of 13 to 1 in determining whether commercial aviation in Canada at the end of 1951 had reached a position comparable to that in the United States. Where the ratio is less than 13 to 1, I have assumed that Canada was, relatively speaking, farther ahead; and where the ratio was greater, that the U.S. was farther ahead.

By the end of 1951, we estimated the ratio as regards total domestic revenues at about 12 to 1. In the international field, the ratio of revenues is 17 to 1. The overall ratio, both domestic and international, is 13 to 1, or a virtually equal position for the two countries.

In the passenger field, in spite of more rapid Canadian increases, the ratio stands at roughly 15 to 1 for number of domestic passengers carried, so that the United States is somewhat ahead of Canada. In international services it is better than 35 to 1, with the United States far ahead of Canada. In terms of domestic-passenger miles the ratio is 19 to 1, and, on international services, 15 to 1. The fact that the domestic-passenger mile-ratio favours the U.S. even more than the passenger ratio is related to a slightly longer average journey in the U.S. The United States is in a more advanced position than Canada on both counts, but it is interesting that the relative United States advantage in international passenger miles is less than in the domestic field. This, I think, can be attributed to our somewhat more conservative policy in international trunk-route extensions under which Canadian international services have on the whole achieved a higher passenger-load factor than U.S. international services.

As far as mail is concerned the ratio measured in terms of ton-miles is in the neighbourhood of 12 to 1. In the cargo field the relative position achieved shows a substantial advantage for the United States. The domestic ratio is running better than 20 to 1 as present - possibly closer to 25 to 1.

To sum up, in terms of rate of growth since the War, Canadian commercial aviation has in every field other than cargo grown more rapidly than U.S. aviation. This is true in the passenger field, in the mail field and in terms of gross revenues and net operating revenues. In terms of the relative position achieved by the end of 1951, the United States was still in a more advanced position than Canada, with a great difference appearing in air cargo and a considerably lesser advantage in passenger fields. In the mail field and in respective position of gross domestic revenues, Canada could claim a slight advantage, with the two countries about in balance in terms of total revenues. One reason for the slightly better gross domestic-revenue position in Canada, in spite of a slightly poorer relative position in volume of business, appears to be a somewhat higher average-rate structure in Canada. The U.S. average is $5\frac{1}{2}\%$ a mile as compared with $6\frac{3}{4}\%$ in Canada.