

I suspect that everything I have said so far has indicated my enthusiasm for modern Iran and the attention it has paid to the preservation of its traditions and its relics of antiquity. Neither I nor the Iranians themselves would want to suggest that things are anywhere near perfect. It is the progress that is impressive. Only a few years ago there was illiteracy to the extent of 75 or 80 per cent of the population. Now it has been reduced to about 50 per cent through a program of sending high school graduates with some teaching training out into the villages to teach. The per capita income is only \$300, but it is only a few years since it was \$150. The army is ever present, but it is only a few years since the country was torn by tribal strife and fanatic factions. I noted, too, that the soldiers are neat, polite and appear to be regarded hospitably by the people. External relations are not entirely smooth, but it is only a few years since others had control of all their external relationships.

All of this gives the people of Iran cause for celebration, and in October of this year they will celebrate the twenty-five hundredth anniversary of the founding of the Persian Empire. The preparations in Iran are impressive. Everywhere there are signs of projects, large and small, under way. It reminded me of our own hectic preparations for our centennial in 1967. Excellent roads are being built, tourist facilities are being constructed, museums are being prepared, and some 5,000 schools are being built. The whole country is a sea of activity.

But one of the most interesting aspects of their preparations is the way in which they are involving foreign governments and peoples in their celebrations. Many of you will remember the impressive pavilion built by Iran at Expo '67. That pavilion has continued to grace Man and His World, and has been completely refurbished for this year. Iran has asked Canada to form a committee to help to draw the attention of Canadians to the celebrations in Iran and to involve them in those celebrations. The committee has been formed under the chairmanship of His Honour the Speaker of the Senate, and it has as its members an impressive list of outstanding Canadians. The committee is obtaining the co-operation of museums and educational institutions across Canada, Canadian radio, television, newspapers and magazines, as well as our theatres, to focus our minds on Iran and to give us the opportunity of learning a little about the pride and the progress of the people of Iran.

Honourable senators, Iran is a country worth watching. I believe it is unique in its progress toward democratic government, and in its attitudes toward economic and social reform. Its approach to trade and foreign relations are things from which we could learn a great deal.

His Imperial Majesty the Shah, the Government of Iran, and the people of Iran have shown a great warmth toward Canada, and have identified a great breadth of common interest which is shared by the two countries. I am personally most grateful to them for the kindness and hospitality and openness they showed to my wife and me.

I sincerely hope that Canadians will respond to the work of His Honour the Speaker's committee, and will take an early opportunity to visit Iran so that mutual friendships will have the chance to grow and prosper.

[Hon. Mr. Stanbury.]

AIR CANADA

MOTION TO REFER ANNUAL REPORT TO NATIONAL FINANCE COMMITTEE—DEBATE CONTINUED

The Senate resumed from Wednesday, June 2, the adjourned debate on the motion of Hon. Mr. Cameron that the Standing Senate Committee on National Finance be authorized to examine and report upon the Report of Air Canada for the year ended December 31, 1970, tabled in the Senate on Monday, 5th April, 1971.

Hon. L. P. Beaubien: Honourable senators, when Senator Cameron made the motion to refer the annual report of Air Canada to our National Finance Committee I thought he made an excellent speech. It was well documented. The arguments were convincingly presented. I am simply amazed at the experience he has had. If Marco Polo could have been with us last Wednesday to hear that Senator Cameron had travelled 184,000 miles in 18 months he would have been green with envy.

I cannot add much from my own experience, but I can say that I flew from Croydon to Le Bourget on the 17th day of June, 1929, so I beat the Senator Cameron there by four years. I mention that because my wife and I just missed crashing in the Channel. About ten days previously I had arranged to fly on the 9 o'clock flight to Le Bourget, but the day before the flight for some reason or other we decided to change to the 11 o'clock flight. We went to Croydon and got on what was a converted Handley-Page biplane bomber, which carried 10 or 12 people. We took off, and just after getting over the Channel the airplane started to bank, and on looking down we could see the wing of another airplane in the water. It was the 9 o'clock flight. One thing we had forgotten to do was notify my mother, thinking that she would not come to the airport to meet us. In fact, she did and, of course, she had a worrying time for a couple of hours until we arrived. She thought that we had landed in the drink. The Paris papers next day said that seven people were drowned.

I want to move now from that time to March 9 of this year. It was one of those awful days with snow and driving wind. I thought I would take the 3 o'clock CNR train to Ottawa from Montreal, but it turned out that in the course of the morning an engine had gone off the tracks and no trains were moving. I was fortunate enough to get a seat on the daily Air Canada service at 3.55 p.m. I got a taxi and somehow managed to reach the airport, arriving there when the flight had already been called. I was amazed that they were going to fly at all that day. There was nobody on the roads; I have never seen anything like it. Here I think we must give a great deal of credit to the Department of Transport and to all our pilots. How one could attempt to fly in that type of weather, I do not know.

However, as I said, when I got to the airport the flight had been called, so I went down to Gate No. 3 and found that the place was pretty well crowded. I found a seat, although there were many people standing, and sat down beside the little desk at the entrance. There were two girls there and another official, and they gave me a