

a more even balance exists between a larger number of operators.

U.S. domestic revenues from commercial aviation were more than doubled in the period from 1946 to 1951; 1951 revenues were some 225 per cent of 1946 revenue volume. During the same period Canadian domestic revenues from commercial aviation increased even more rapidly and were last year about 250 per cent of what they were in 1946.

In the international field, comparison of growth over the same period, 1946 to 1951, would be misleading, since Canadian international services were of small account in 1946. Therefore I use the period 1948 to 1951 since in that period Canadian international air services were well established. U.S. revenues from international services in 1951 represented about 114 per cent of 1948 revenue. In Canada, 1951 international revenues represented 175 per cent of those three years earlier, a more rapid rate of growth because of a later start.

Profit levels are a sound criterion in assessing economic efficiency and stability. Between 1946 and 1951 Canadian commercial aviation converted a deficit in domestic net operating-revenues of close to \$1 million to a profit of around \$ 5½ million, while a U.S. domestic deficit of \$5 million was converted to a net operating income of around \$106 million. Measured against gross revenues, this deficit position in 1946 was much more serious in Canada than in the United States and it deteriorated even further in 1947; but Canada has since pulled up close to the U.S. level. In Canada, domestic net operating-revenues now represent roughly 10 per cent of gross revenues, and in the United States they represent around 15 per cent. On international services Canada's net represents a little over 9 per cent of gross while the comparable figure for the U.S. is not quite 7 per cent. The overall average for Canada is 10 per cent for the U.S. 12 per cent.

In the domestic-passenger field, Canadian passenger miles flown in 1951 were 280 per cent of those flown in 1946. The rate of increase in the United States was less rapid, with domestic passenger-miles in 1951 being some 175 per cent of those in 1946. In the international field passenger-miles for Canada in 1951 were about 156 per cent of those provided three years earlier, while in the United States we estimate that they were about 140 per cent of the 1948 figure.

Number of passengers transported is worth considering as well. In the international field the total number of U.S. passengers carried in 1951 represents about 150 per cent of the figure three years earlier. For Canada, the figure in 1951 represented about 163 per cent of the figure of three years ago. In the domestic field the U.S., we estimate, carried some 180 per cent more passengers in 1951 than in 1946, a figure close to the rate of increase in domestic passenger-miles. In Canada the total number of passengers in 1951 was close to 250 per cent of those carried in 1946, a little less than the increase in domestic-passenger miles.

In the mail field the United States provided 55 million ton miles in 1951, compared with 51 million in 1946; but domestic air-mail in Canada increased from 1½ million to 4½ million ton miles during the same period. The Canadian increase was primarily due to the introduction of all-up mail; first-class Canadian mail is now moved by air within Canada without requiring any special postage surcharge wherever air transportation will accelerate delivery.

In the cargo field, the more rapid rate of growth in Canada that has occurred in the passenger and mail field is not apparent. U.S. domestic air-cargo, on the basis of incomplete