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to report on aspects of post-war civil aviation. These reports have been of great assistance to us. We believe that it may be possible for us after we have given the matter further study to suggest a number of changes in Finlay's international convention for the internationalization of civil aviation which might increase its chances of acceptance by the United States without detracting from its value.

3. When Mr. Eden was in Ottawa he informed us that in his conversation with the President it was agreed that neither the United Kingdom nor the United States Government would commit itself to a policy on international air transport without prior consultation with the other Government and that they had also agreed that their thinking was not far enough advanced in London and Washington to warrant discussions at this stage but that when either Government felt it was in a position to initiate discussions it was to get in touch with the other Government.

4. We doubt the wisdom of putting forward to the United States at this stage "proposals" on air transport. Our impression is that to put forward proposals now would be to court rejection. We think there is much more likelihood of substantial agreement being reached among the United Nations on this important subject if the presentation of specific proposals is deferred for the time being, and we think that time should be allowed for the recent flurry of public discussion in the United States to die down. Moreover it will take us another two months to complete our examination of the question. When that examination has been completed we would be glad to begin preliminary talks with officials of the Governments of others of the United Nations, especially the United Kingdom and the other nations of the Commonwealth, the United States^(and the U.S.S.R.). We believe that discussions of this character are an essential preliminary to the making of proposals. It