

63463333

3



CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION
 DEPARTMENT OF EXTERNAL AFFAIRS
 OTTAWA - CANADA

Vol. 9 No. 1

November 6, 1953

INDEX TO INSIDE PAGES

Canada's Air Policy	1-6	QNR Fiscal Report	3
Weather Ship Problem	2	Rehabilitation Agreement With 3 Provinces ..	4
Halibut Convention	2	Securities	4
Paper-Using Industries	2	Education Grants For Indians	5
New TCA Plans Blocked	3	Manufacturing Concerns Individually Owned..	5
Oats Pool Closes	3	Concert Every 19 Hours	5
New Missile Range	3	Prime Minister Honorary Colonel	5

WEEK'S EVENTS IN REVIEW

CANADA'S AIR POLICY: Addressing on October 28 the annual meeting of the Air Industries and Transport Association, the Prime Minister, Mr. St. Laurent, spoke in part as follows:

"The great progress that has been made both in the field of air operations and in aircraft production since the end of the war has been due in no small manner to the work of your Association. The records show that from 253 commercial aircraft in operation in March 1945, Canadian companies, in March of this year, had more than 1,300 aircraft in commercial operation. They also indicate that last year Canadian aircraft carried three times the number of passengers they carried in 1946, more than 1,800,000 air travellers. That figure represents something like one-eighth of Canada's population and strikingly emphasizes the part that aviation is playing in the lives of Canadians.

"That significant increase in business has brought about a new concept of airline operations. When Trans-Canada Air Lines was established in 1937 it was conceived as a main-line operator on an east-west basis. On the other hand, private operators working on a north-south basis were considered to be feeder lines. Well, development has been so great that concept is no longer adequate. Many of the lines operated by private concerns are now so active that they too must be regarded as main lines. And, conversely, some of the lines operated by TCA have become in fact, feeder

lines. Thus the original idea of retaining the main-line type for TCA only and the feeder-line type for private operators only has to be reconsidered.

When I acted as host at a dinner given in honour of the delegates of the International Air Transport Association earlier this month I paid tribute, and it was a well-earned tribute, to the pioneers of aviation whose perseverance and courage have made this air age possible. I referred briefly to the part that Canadian pioneers had played in the development of aviation both on the flying side and the technical side of the industry. I made special reference to that hardy breed of men who had done so much and who are still doing so much to explore and to exploit vast areas of our country accessible only by air. They are the men who have earned for themselves that honourable and distinctively Canadian title of "bush pilot"...

I was interested to learn of the suggestion... that steps be taken to found an air museum so that a visual record of our nation's achievements in aviation might be maintained. Those achievements have been considerable and I think it is most fitting that they should be kept before the public in this fashion. May I therefore extend to the Association my best wishes for the success of this commendable project should it be undertaken.

I believe it is correct to say that in the early days of aviation greater recognition was