

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".

Thanks to them, the unblazed sky trails are now few in number, and I do wish to repeat my appreciation of the service they have performed for our nation. And I am sure you will agree that few have been more prominent in that service than your president and your past president (G.W. McConachie).

I was interested to learn of the suggestion contained in Mr. Dickins' presidential address yesterday 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 given to the military potential of aircraft than to the civilian possibilities. This was certainly the case in Canada where first the Air Board in 1919 and then the Department of National Defence in 1922 were given control of both civilian and military aviation. That decision, I suppose, was a natural one in view of the fame acquired in the Great War by Canadian aviators and of the achievements of Canadian aircraft plants in the production of military and training aircraft. Names like Bishop, Barker, Collishaw, MacLaren, McLeod and others continue to inspire the admiration of Canadians for their daring exploits, and justly so. But I think it is to be regretted that the remarkable achievements in aircraft production by Canadian firms during the same war seem to have been largely forgotten.

And these achievements were remarkable too. I have learned, for example, that in the short space of eighteen months over 3,000 trainer aircraft were produced by a Toronto plant mainly for the use of the United Kingdom. I also learned that several dozen flying boats, with wing-spans as large as World War Two bombers, were produced for the United States Government. And when I add that the first of these flying boats was produced thirty days after the order had been placed and the entire delivery made in less than eight months, I hasten to assure those representatives of companies who are now producing aircraft for our national defence, that I am not mentioning these facts as a hint that those production