

VERNMENT



CANADA

# STATEMENTS AND SPEECHES

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## CANADA'S AIR POLICY

An address by the Prime Minister, Mr. St. Laurent, made at the Annual Meeting of the Air Industries and Transport Association of Canada, Ottawa, October 28, 1953.

... Your Association is unique in that it represents both the producer and the consumer in the aviation industry. And I am sure that that relationship has been responsible in no small degree for the success that you are experiencing. Your industry is not only highly competitive but it must be alert to developments and improvements which are being made at a rapid rate. We are as you are yourselves, fully aware that you have to deal with these new techniques if you are to stay in business. Fifty years of development is after all a relatively short period of time, too short to permit you to enjoy the more static conditions which prevail in some other industries. You have also realized that the peculiar problems which confront your members can best be solved by mutual consultation and assistance. Therefore, you are to be congratulated for having formed this association of both aircraft manufacturers and aircraft operators dedicated to the advancement of commercial aviation in Canada.

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 mainline 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 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 mainline type for TCA only and the feeder-line type