

to co-operate with its U.S. counterpart.

In another field, aerial survey and mapping, we have, I believe, kept fully abreast and in fact may be ahead of the United States in volume of civil work performed as well as in specialized experience and techniques. That Canada is relatively much more active in this field is understandable, with the vast resources of the Canadian north which are being opened up. Basic mapping of natural resources and mapping for specialized purposes have proved of untold value in this rapid postwar development.

Private Flying

As far as private flying is concerned, i.e. the personal aircraft or the company executive type aircraft, Canada is well behind the United States, although the last few years have shown a rapid increase in Canada in the number of company-owned executive type aircraft. In the light personal aircraft field the number in use in the United States is likely to remain relatively ahead of Canada for some time to come.

Air Coach Service

We have been watching the development of air-coach service in the United States and feel that we can learn from it. Something similar should before long develop in Canada, although it may not take exactly the same form. While in complete agreement with high density seating and lower fares, I am not sure it is desirable to designate this as second class travel. This traffic is likely to develop as the main field of passenger travel and should be considered as standard air travel, with any more luxurious form designated as a luxury or surcharge service. This is not just a matter of terminology but a matter of basic approach as well.

With this review of the facts I revert to note that, where certain differences existed, one country or the other has in the light of experience modified its policy bringing it closer to policy already adopted in the other country. This has been a two-way street.

Government Financial Support

U.S. legislation and policy have provided direct financial support in order to develop civil airlines. Canadian policy has not taken the same course; while legal authority for subsidy exists, the Canadian policy has been to try and develop aviation on a self-supporting basis from the outset. The Canadian industry has been able to develop without subsidy by the Government and, while, to some extent, carriers have had a more difficult time financially in development, it has created a healthy attitude both as regards the tax-payer and the carriers themselves. In spite of occasional grumbling, I am sure the carriers feel that they have greater freedom from the possible dangers of bureaucratic control if they are not reliant upon Federal subsidies - particularly since they have demonstrated that Canadian aviation can stand on its own feet.

It is true that the Canadian Government has underwritten TCA deficits and this can be a form of subsidy. However, I would also point out that while TCA encountered deficits for a short period immediately after the War, the company's domestic operations are now, and have been for some time, in a completely self-supporting position.

At the same time it is a tribute to the U.S. administrative authorities and U.S. airlines that they have of recent years found it possible to reduce the subsidy element as aviation developed. Many people thought this would never happen and experience in other