

of nations as possible. We recognize the special problems of the less wealthy members and admit the difficulty of compelling a sense of universal obligation, but if the final effect of compromise is that comparatively few nations make the real effort, financial and otherwise, to meet the need for United Nations action, then the success of the action will be prejudiced from the start.

Finally, I should point out that we not only recognize the primary role of the Security Council in international peace and security but hope that the Soviet Union would do something to bring the United Nations back to the real hopes of its founders in 1945. It would be an indication of a significant desire for co-existence if that nation tried to give meaning to the ideas of 1945 in the context of the realities of 1965, even in limited areas of the world. If the Soviet Union really wants to look again at the Charter arrangements for assembling forces under the Military Staff Committee of the Security Council, (an organ which has never functioned), then we and others would be glad to consider how such arrangements could be made. If the Soviet Union really looks forward to an international force protecting a disarmed world, then I cannot think of a project which governments - or people - would view more joyfully.

There is a condition, however, to our support. The condition is that discussion of such projects should not be used to confuse, impede or delay urgent peace-keeping action or the achievement of a firm understanding now as to legitimate Assembly powers. Let us eliminate the debt, find equitable continuing financial arrangements, and define some powers. There will then be ample further opportunities for co-operation....

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AVIATION POLICY

The following statement was made recently by Mr. J.W. Pickersgill, the Minister of Transport:

The international aviation policy which was announced on June 1, 1965, indicated that negotiations were being undertaken with the governments of several countries designed to achieve a number of international route extensions and improvements for both Air Canada and Canadian Pacific Airlines.

Considerable progress has been made since that time. Announcement has already been made that Air Canada will initiate service from Halifax to Bermuda, connecting at that point with Air Canada's service onward to the Caribbean. Air Canada's plans have now been completed to start this service before the end of the year.

Arrangements have also been made with the British authorities for the addition of a stop at Freeport on Grand Bahama on the Air Canada service to Nassau, and this service will be initiated in early December. Rights are available to a British airline to fly from Freeport to Canada.

PRAIRIES TO BRITAIN NON-STOP

Discussions with British authorities are being carried on, looking, among other things, to an arrangement between Canada and the United Kingdom to make possible a non-stop service by Air Canada from terminal points in the most westerly provinces direct to Prestwick and London. It is hoped that these discussions will be carried to conclusion without undue delay.

The excellent co-operation that has been received from the British authorities in all these matters is certainly a result, in part at least, of the effective pooling arrangement between Air Canada and BOAC in regard to air services across the North Atlantic.

Arrangements have been made with the German authorities for a transfer of the Air Canada terminal in Germany from Dusseldorf to Frankfurt, to become effective sometime in 1966. It is expected that this will make possible an improved service to Germany and a better connecting point in that country.

Arrangements have been completed with the Netherlands authorities for the designation of Canadian Pacific Airlines to operate a route from Eastern Canada to Amsterdam, and service on the route from Montreal to Amsterdam has now been initiated.

Discussions on a revised bilateral air agreement with the United States, to provide improved services and routes between Canada and the U.S. for both Canadian and U.S. carriers are continuing, with a view to substantial route expansions in the interest of the travelling public. It is hoped that a successful conclusion will be reached shortly.

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