

Editorial

THE EXPORT TRADE

Attention is called to the article on page 13 of this issue, in which is outlined the scope of activities of the new Export Finance Corporation of Canada. The establishment of this new organization may be of tremendous long-term significance to Canada's aircraft industry which, purely in the interests of survival, is going to have to look more and more to the export market for its livelihood. The old cry of "export or die" was never truer than it is today.

BARGAIN FOR AIR TRAVELLERS

It is 20 years this year since scheduled transcontinental passenger air service was first introduced to Canada. It was on April 1, 1939, that the then embryo Trans-Canada Air Lines inaugurated one-a-day service between Montreal, Toronto, Winnipeg and Vancouver.

What changes these past two decades have brought to Canadian air transportation! Now the air traveller has a choice of about a dozen cross-Canada flights a day, both ways. Now the air traveller has a choice of airlines, still a limited choice, to be sure, but one that will inevitably broaden in scope.

In 1939, the air traveller made his way across the land in ten-passenger Lockheed 14's. Today he can choose between 60-passenger Super Constellations or 89-seat Britannias. Next year the 127-seat DC-8 will be at his disposal. The journey by Lockheed 14 in 1939 covered an elapsed time of nearly 18 hours. Today it is done in 10 hrs. 30 mins. by Super Constellation, or 9 hrs. 20 mins. by Britannia. Next year the pure jet DC-8's will be able to travel Toronto-Vancouver in less than five hours.

And, paradoxically, though the standards of comfort and service have changed to a fantastic degree, the cost of making the same journey 20 years later has remained practically static. If measured in terms of the declining value of the dollar, it costs only about half as much to travel across Canada by air today as it did 20 years ago.

For bargain hunters, air travel is one of the best buys available in any field today.

FOR THE RECORD

The last Arrow has disappeared under the hot flame of the cutting torch, but because the question of the ultimate disposal of the aircraft that had been completed was recently the subject of some discussion in Commons, we would like to make a few additional comments for the record.

As Defence Production Minister O'Hurley explained it, great efforts were made by the Department of National Defence to sell the completed Arrows as research vehicles. Mr. O'Hurley mentioned specifically the United Kingdom, but . . . "they were not interested in the least". There being no takers, there was no choice but to chop them up, Mr. O'Hurley said.

We have news for Mr. O'Hurley, news of which he is undoubtedly already well aware, as are the rest of the members of the Cabinet.

The news: In Canada there is an aeronautical research organization known as the National Aeronautical Establishment. The NAE is very interested in the problems of supersonic flight, and has been investigating them for many years past. It is still investigating them. It is so interested in these problems that it is building, at Uplands, a multi-million dollar supersonic wind tunnel with a speed range of from less than Mach 1 to Mach 4.5.

What more ideal way to dispose of the five Mk. 1 Arrows than to turn them over to the NAE for use in furthering its supersonic flight studies? With five machines, the NAE would have been assured of an ample supply of spares to keep one machine flying for years to come. But these Arrows were never offered to the NAE.

Why?