

*Trans-Canada Air Lines*

Mr. STIRLING: The longest non-stop flight will be from Ireland to Botwood?

Mr. HOWE: Yes.

Mr. STIRLING: And that will be how many miles?

Mr. HOWE: Fifteen hundred.

Mr. STIRLING: Is it at Botwood that the oncoming plane will first begin to pick up the beam?

Mr. HOWE: The beam at Newfoundland has two legs, one leg extending toward Ireland and the other towards Canada. The beam is not continuous from Foynes to Newfoundland. These beams spread as they go, however, and I think that the beam in fairly good weather will extend six hundred miles in each direction, leaving a fairly short gap. Experience to date is that radio reception is perfect all the way across. The aeroplane is in telephonic communication with one shore or the other continuously, and it is only for a short distance out of control of the beam itself. We have assisted recently by establishing cross-bearings along the coast, which allow them to locate the distance travelled. In the early days the distance travelled was obtained from ships as they passed, but we have set up stations to give cross-bearings and we believe that from the standpoint of electrical communication the route is first-class.

Section agreed to.

On section 2—Minister may contract with corporation.

Mr. BENNETT: Would it not be better to add after the word "passengers" the word "mails," so as to make it read "transport of passengers, mails and goods"? Goods might not necessarily mean mails. Last year, if my memory serves me, it was suggested that the word "goods" was broad enough to cover it, but mails are not really goods in the ordinary use of the term. It would not hurt to add "mails" to make it clear beyond peradventure.

Mr. DUNNING: I move that the word "mails" be added after the word "passengers" in the twenty-eighth line.

Amendment agreed to.

Mr. BENNETT: There must be a partial operation in Canada in order that this section may operate; that is, there must be a partial operation in Canada before there can be operation in the foreign country. That seems to me to be an adequate safeguard.

[Mr. Howe.]

Mr. GREEN: How many routes outside Canada are in contemplation?

Mr. HOWE: At the moment we have one between Seattle and Vancouver and there may be possibly two more. We have had some discussions about two other routes, but I would not say that that would be the limit. They are divided by international agreement, and there may be three or four more when we have the matter straightened out.

Mr. GREEN: Which routes are being considered now?

Mr. HOWE: While these discussions are taking place between Canada and the United States I think it would be well not to mention exact routes.

Mr. GREEN: Are we buying in Canada the planes for Trans-Canada airways? If not, where are we getting them?

Mr. HOWE: We looked into that question extensively and found that for the number of planes we had to buy, no Canadian manufacturer was interested in getting the agency for one of the recognized types of transport planes. We went into the situation in Britain and found there again that all manufacturers were booked up with civil aviation work, so that we could get no tenders there. Our planes are bought from the Lockheed corporation in California.

Mr. MASSEY: Has the minister any information in regard to the connecting link or feeder line between Toronto and Buffalo or some other United States airport so that the Trans-Canada Air Lines will connect with the United States air lines?

Mr. HOWE: There are several matters under discussion by correspondence with the United States to-day, and it might embarrass not only Canada, but the United States as well, to say whether any particular routes are under discussion.

Mr. MASSEY: I do not wish to embarrass the minister, but I am most anxious to know, because that is a question one hears asked very frequently in Ontario and also the western part of Quebec.

I know that the hon. member for Wentworth (Mr. Lennard) had it in mind to ask a question—unfortunately he had to leave the chamber for a few minutes—as to the possibility of having the Buffalo-Detroit planes sit down at Hamilton if that airport should be enlarged. The minister says he does not wish to discuss these plans, but may I ask whether any such arrangement has been contemplated?