

Mr. SYMINGTON: I realized that.

Hon. Mr. HOWE: You have noticed that.

Mr. JACKMAN: We are therefore entitled to find out those facts which we consider relevant. If by some ruling of evidence it is shown that we cannot get the facts we can always go downstairs and plead our case there but while we are here we certainly want to know what is the total cost to the people of Canada of providing air transport on the main lines where T.C.A. is the only operator. It is similar to a man having a farm in western Canada which is very poor land and needs irrigation. He pays \$5,000 for his farm. Then the government comes along and spends \$50,000—in fact, the relationship is more nearly \$100,000—on irrigation, and it is said that the man makes a return of 5 per cent on \$5,000. That is not the return at all on the total expenditure.

We have a somewhat similar case in front of us at the present time. In spite of the fact that all countries provide airports we might just as well argue about docks and lighthouse facilities that the government does not provide the right of way. True they are providing landing grounds and railway stations and everything else, but why should we compare it with steamship docks? Why not compare it with land transportation?

That brings me to the matter that the T.C.A. will be competing and is now competing with the railways which have to provide their own rights of way and their own terminal facilities. It also brings to mind the fact that the government owns the T.C.A. and wants to expand it and drive private competition out. Yet you have the two government services competing with each other. It is the same thing with the argument that goes on between truck owners and railway operators. The truck owners do not pay for the roads except in a very moderate way in gasoline taxes, and the railways cannot compete. They have to keep up their roadbeds and all their facilities while the local governments provide roads free of charge to the trucking industry. It is a very vital question.

Mr. NICHOLSON: The C.P.R. has not done too badly during the past at public expense. They had their land grants.

Mr. HAZEN: Steamship companies do not pay for the docks but they pay for the use of the docks?

Mr. SYMINGTON: We pay landing fees at the fields.

Mr. HAZEN: In connection with railway transportation the railways put up their own stations?

Mr. SYMINGTON: That is true. Mind you, the railways got their rights of way through government grants. I am not going into that. All I say is that as the T.C.A. is being examined here we have not the slightest idea of the cost of the airports. I cannot give you that information; that is all. No other air line can give it to you.

Mr. MUTCH: It does not affect your operation at all?

Mr. SYMINGTON: It is not a part of our operation. That is not what we are here to do. I cannot give that to you because I do not know.

Mr. JACKMAN: We are not questioning you particularly. It comes up quite properly under the bill.

Mr. NICHOLSON: The discussion does come up under this auditor's report, does it not?

Mr. MATTHEWS: Mr. Chairman, on that point without having any part in the discussion about the merits or demerits of the supplying of these facilities by the Department of Transport, or whether Mr. Symington should serve with or without salary, I should like to make it clear that as far as these accounts and the information given to this committee are concerned the facts are made abundantly clear. I think that that is something we should bear in mind in