

*Trans-Canada Air Lines*

Mr. MASSEY: Will the beam be available to private companies at a fixed fee, or will they pay for the beam as they use it? In other words, is it dependent upon the mileage flown? Is it a fixed service charged for accordingly, or is it a free service?

Mr. HOWE: There, again, we are initiating a new service. We have provided that for the initial period we will supply the beam free, and for that period I presume it will be free also to other companies who may use it. Of course, they can only fly it for special trips; they are not allowed to fly it on schedule, because as far as that goes we are giving this company a monopoly. After the initial period is over, however, fees will be set for that service.

Mr. MASSEY: Will the use of the beam be compulsory or can a man fly between Winnipeg and Calgary, for example, willy-nilly, just taking a chance?

Mr. HOWE: If it is a scheduled flight carrying passengers, he must fly the beam. If it is only a tourist flight or a private plane being flown, of course the pilot can fly as he pleases, just as he can to-day.

Mr. MASSEY: If a pilot has a small plane carrying, say, four passengers and is operating a chartered service out of Winnipeg or Regina, or wherever it may be, and intends to continue his chartered service, if he takes a hop from Regina to Calgary he will have to fly the beam, will he not? In case he uses the beam he will of course have to equip his machine with radio, if it is not so equipped at the present time. Is that the understanding?

Mr. HOWE: That is not the regulation at present. A man can take a chartered flight anywhere, but it is not his privilege to set up scheduled flights. Any licensed pilot in a licensed plane can take passengers on chartered flights at the present time with no requirement in regard to flying on a beam, because there is no beam. That may be amended later.

Mr. MASSEY: Will the requirements for pilots flying these chartered services be in accordance with the requirements for pilots flying the Trans-Canada Air Line?

Mr. HOWE: I really cannot say. The act, of course, will be amended to keep up with the development of flying in Canada.

Mr. MASSEY: The reason I am asking so many questions in this connection is that at first there was so much difficulty in the congested areas in countries where beam flying

[Mr. Howe.]

has been instituted. Some pilots, unaccustomed to beam flying, took up their ships and perhaps followed some circuitous route, then came back on to the beam and perhaps got in the way of regular traffic. This danger is particularly acute in fog or cloud when the ceiling is low, and accidents have been caused by planes wandering on to the beam because the pilot was inexperienced and did not know where he was. That is not a reflection on the pilot; it is simply a result of his lack of training in this particular line. It seems to me particularly important that in the drawing up of the regulations all of these matters be kept in mind, and accordingly I am wondering if the minister has in mind the setting up of a Canadian school either under the Trans-Canada Air Lines or by some private source, or whatever it may be, so that pilots flying the short chartered trips and those taking the schedule trips may receive exactly the same training. In that way they would be working together, and would not be at sixes and sevens in the air.

Mr. HOWE: I will bring the remarks of the hon. member to the attention of the officers now engaged in drafting the regulations.

Mr. MASSEY: I should like to ask the minister a further question referring back to the question I raised a few moments ago with regard to the air-mindedness of the Canadian people. As the minister knows, it will not be sufficient simply to put the Trans-Canada Air Lines into operation and expect passengers to patronize the service. Considerable advertising will have to be done, of a certain definite and specific nature. The advertising which has been done by Imperial Airways, for example, has been amazingly effective. But when you are dealing with a country such as this, with its great areas, an adequate advertising campaign will be exceedingly expensive. Has the minister in mind the possible necessity of spending several hundreds of thousands of dollars in order to make his air lines attractive to those who are not now air-minded?

Mr. HOWE: I think the hon. member underestimates the air-mindedness of the Canadian people. A friend of mine came east from Vancouver about two weeks ago, and he said that travelling with him on the plane, all the way from Vancouver to Chicago, were eight Canadian passengers. I believe the people of Montreal use the plane service, and especially travelling westward, as much as the people of any city of its size in the United States. As I pointed out originally, one of the benefits of having the Canadian