

International Aviation

Hon. J. L. ILSLEY (Minister of Finance): The question should properly be directed to the Minister of National Revenue.

FURNITURE

EXPORTS TO SOUTH AFRICA—CANADIAN REQUIREMENTS

On the orders of the day:

Mr. W. F. KUHL (Jasper-Edson): I wish to direct a question to the Minister of Trade and Commerce. I have been told that a very large proportion of the furniture which is manufactured in Canada is being exported to the Union of South Africa. In view of the tremendous unsatisfied demand for furniture in Canada on the part of war veterans and civilians alike, I should like to know what comments the minister is prepared to make on this situation.

Mr. SPEAKER: Order. The hon. member has not the right according to our rules to make a statement. If he has any question to put to the minister, it should be brief and to the point.

Mr. KUHL: I have just asked the question, Mr. Speaker: what comment the minister has to make.

Hon. J. A. MacKINNON (Minister of Trade and Commerce): The hon. member has given me no notice of his question. I shall look at it.

INTERNATIONAL CIVIL AVIATION

APPROVAL OF AGREEMENTS OF DECEMBER 7, 1944 AND FEBRUARY 10, 1945

The house resumed from Tuesday, November 6, consideration of the motion of Mr. Howe:

That it is expedient that the houses of parliament do approve the interim agreement on international civil aviation signed by Canada on December 7, 1944, tabled on September 7, 1945, the convention on international civil aviation signed by Canada on December 7, 1944, tabled on September 7, 1945, and the international air services transit agreement signed by Canada on February 10, 1945, tabled on September 7, 1945; and that this house do approve the same.

Motion agreed to.

AERONAUTICS ACT

COMMERCIAL AIR OPERATIONS, HEARING OF APPLICATIONS, ETC.

Hon. C. D. HOWE (Minister of Reconstruction) moved the second reading of bill No. 19, to amend the Aeronautics Act.

Mr. FLEMING: Will the minister make a statement with reference to the progress made to date by the air transport board, both in

[Mr. Rose.]

regard to organization and in regard to regulations promulgated under the terms of the amendment of a year ago?

Mr. HOWE: I have a statement which I intend to make but I suggest that it might be as well to allow the bill to move into committee and I could make the statement at that stage, when discussion could take place. It cannot take place very well on the second reading. Is that satisfactory?

Mr. FLEMING: It occurred to me that it might be useful to have the statement at this stage, since it might have a bearing on the attitude of the house towards the reading of the bill.

Mr. HOWE: The bill to amend the Aeronautics Act contains provisions chiefly of a formal character. Most of them are already familiar in other legislation on transportation. Hon. members will recall that part II of the Aeronautics Act, which is being amended by this bill, was enacted only last year. It was inevitable that experience would indicate some need for amendment. In a moment or two I intend to refer briefly to these amendments.

I would indicate briefly something of the action taken to carry out the authority granted by parliament in enacting part II of the Aeronautics Act. It will be recalled that amendments made effective on September 11, 1944, provided for the establishment of a board of three members to be known as the air transport board. This new board was set up and charged with the responsibility for licensing and regulating commercial air services and for advising in all matters relating to civil aviation. The organization of the board was not without its difficulties, owing to the conditions which existed during the closing months of the war. However, the board is now fully equipped to examine and determine the numerous specific and broad questions which arise daily in the new and rapidly developing field of air transport.

Experience since the board was appointed has fully confirmed the view of the government in March of last year that it is essential to have in this new field an organization specially assigned to its problems. The board has special divisions on economics, research, aeronautical engineering, licensing, on audits and on traffic tolls and tariffs to assist it in the discharge of its responsibilities.

Regulations and directives have been drafted and issued in consultation with interested departments and carriers. The air transport board has become and will continue to be a focal point for screening and advising on all matters relating to civil aviation. In the introduction of the air transport board into