

where the bush pilots have in the past blazed the trail. Such a service, if properly developed, will take another ten or twenty thousand of our men. I know the Government has been hesitant about adopting a policy in that regard. I am told that some returned airmen have already devised a plan to operate a company of their own on a more or less mutual basis and pay for the shares with their own money. They want the right to fly in certain districts, and it should be given to them. Some little help should be given them as well.

It is difficult, honourable senators, to overestimate the development that will come about in air transportation. This brings me to a phase of the question on which I am not in sympathy with the Government. I do not believe in government operation of any business, and particularly of world-air business, where complications with different countries might arise, and where a company owned entirely by the Government of Canada would be in a different position from a company owned by the Canadian National Railways or the Canadian Pacific Railway. Furthermore, as we all know, it is virtually impossible to get from any Government institution the initiative and energy, the economy and rapid development which comes about in private enterprise. We have two magnificent transportation companies in the Canadian National Railways and the Canadian Pacific Railway. They have both had experience and connections in ocean shipping. The Canadian Pacific was the greatest transportation company in the world until it lost so many of its liners and freighters in the war. I hope it will be able to re-establish and resume its marine service. I feel that our air service should be operated by our railway corporations and should come under the Transport Board, which has not been very busy during the last few years and doubtless could supervise air operations.

As I say, I am not favourable to the Dominion Government entering into the flying business. Nor am I favourable to its confining the business to one railway corporation. There is enough scope in Canada for two air lines across the country, and if they are operated by our railway companies we shall have reasonable competition and a more efficient and more economical service; of that I am sure.

But what is more, this air development should eventually take care of, say, 50,000 members of our returning air force. That means not only pilots but ground crews and every other factor that constitutes an air service. That is not a small item in the em-

ployment of our returning airmen, who, perhaps, have the strongest claim upon us for re-establishment in civil life.

I might mention, not by way of criticism, but in support of my point, that it would have been impossible for me to imagine that any responsible air company or transportation company would have put Lockheed Electras instead of Douglas planes on our air lines. The Lockheed Electra had been discarded on every transcontinental air line but one in the United States when we put them in operation here, and it was discarded on that one a few months later. That was bad business. I do not charge Mr. Howe with responsibility for it, although it was a bad example of government direction of our air services. That would be unthinkable to either one of our railway corporations. At the same time I want to compliment the Air Force on the magnificent service they have provided with those planes; there are no complaints on this score; but it would have been much better if Douglas machines had been purchased. Now both of those types are out of date, and the new planes which will take their place will be infinitely faster and safer, and I predict they will carry an ever increasing percentage of passengers, ninety per cent of our mail, a large percentage of express, and not a little light freight. In these days when our war planes can carry from eighty to one hundred passengers, and a corresponding weight of freight, air lines may even enter the freight service. This only goes to show that inasmuch as we are robbing our railways of all this business, air service should be operated by the railways themselves. I am strongly in favour of leaving our air development to our two transcontinental railways.

We hear to-day a great deal about our natural resources. The most important of these for immediate development is the mineral wealth in our north country. I am talking now of something I know just a little about. In our country, perhaps more so than in any other part of the globe, the pre-Cambrian shield is found close to the surface from the province of Quebec to the Rocky Mountains, and as you get west into the territories there is no cover whatsoever, the glacial period having removed it all. It is said that the pre-Cambrian shield extends into New York state, but the cover there is over 2,000 feet thick, and you cannot look for minerals there. In our north country the cover varies, but it is very light, and that is one reason why we have had this great development in northern Quebec and northern Ontario. But this development is only starting and there is no reason why at any place along that pre-Cambrian shield clear across the continent equally profitable mining development should