

that the three air lines now crossing this continent have been unable in the last year to provide sufficient equipment to accommodate those who wish to travel in that manner. It is necessary to book passage some two weeks before you expect to board the plane in order to travel from one coast to the other; so I think we can look forward with confidence to a very considerable travel on our own line.

Mr. PELLETIER: I do not know whether the minister can answer this question, but has he any reason to believe that the cost of air transportation in Canada will at least compare favourably with the cost in the United States?

Mr. HOWE: We are basing our initial plans on the theory that the costs in Canada will be entirely competitive with those in the United States. At the present time the fare in the United States is six cents per mile, and we have every reason to believe that unless that rate is changed, that will be the fare in Canada also.

Mr. CHURCH: Will there be any control over rates? Will the railway commission have jurisdiction over rates and the safety of the public? Will there be any passes in connection with this air line? Will it be like some parts of the Canadian National, over-run with deadheads? Who will have control of it? Will this corporation be subject to the rules and regulations of the railway commission in regard to rates, equipment, safety devices and passes?

Mr. HOWE: The setting up of this corporation has been full of disappointments, and one of them is that we are unable to place it under the jurisdiction of the board of railway commissioners, through an unhappy accident to one of our bills. There will be no free passes; that is not done on airways.

Mr. FAIR: Would the minister inform the committee if it is the intention of the government to establish feeder lines in the various provinces to link up with the trans-Canada air mail service, and if so whether these contracts will be made with private companies; or does the government intend to establish other lines in the same way as the one under discussion at the present time?

Mr. HOWE: This line has to do purely with the trans-Canada service. So far as connections from the north are concerned, I feel sure they will be operated by private services which are occupying that territory to-day. So far as international connections are concerned, I presume that for national reasons we would wish to have those services operated

by the Trans-Canada Air Lines. But the main purpose of Trans-Canada Air Lines, is to set up a trans-continental service.

Mr. FAIR: My reason for asking is that a few days ago I had correspondence from the Lloydminster board of trade. Lloydminster is a town situated partly in Saskatchewan and partly in Alberta. Apparently it is quite awake, and has been for the past number of years, to all the possibilities connected with trade and industry. At a recent meeting of the board of trade the following resolution was unanimously adopted and sent, I believe, to the Minister of Transport, the Postmaster General, and to myself:

Whereas it is desirable in order to encourage the training of pilots in Saskatchewan, and

Whereas it is still more desirable that these pilots when trained should be able to secure employment;

Therefore be it resolved that the board of trade go on record as favouring the granting of contracts for the carrying of air mail on feeder lines to the main route of the trans-Canada air mail service to Saskatchewan companies only, in so far as Saskatchewan mail service is concerned

And be it resolved that copies of this resolution be sent to the Minister of Transport, the Postmaster General at Ottawa, and also to our local member at Ottawa.

I might add that there is the same request from the province of Alberta. I think it only fair, when we train pilots in the provinces, that we should make use of them there instead of bringing in others from outside.

Mr. CHURCH: In the event of an accident on the Trans-Canada Air Lines, as it is crown property and carries insurance, will passengers have the right to sue the corporation without a fiat?

Mr. HOWE: This will not be crown property.

Mr. FAIR: Is it the intention of the government to use pilots trained in the various provinces for the service in those provinces? I am referring to the feeder lines.

Mr. HOWE: This being a Canadian line we will use the best available Canadian pilots we can find.

Section agreed to.

On section 2—Interpretation.

Mr. BENNETT: Would you call the paragraphs separately, Mr. Chairman?

Paragraphs (a) to (e) inclusive agreed to.

On paragraph (f)—Gross revenue.

Mr. BENNETT: Should not the term "gross revenue" be defined as the total