

National Capital Plan

passengers. That is probably the most important European service. The London-Amsterdam service in 1954 carried 149,000 passengers. The figures for the other international routes, which I think are not competitive between air lines of the same nation but between the two nations party to the bilateral agreement, are for the most part a little smaller than that, just as in fact are our international services here when we consider the position of T.C.A. in the trans-border services that we have.

A striking example of competition is, of course, to be found in the United States. There, as some hon. members know, there is competition on the more heavily travelled routes. I am quite sure hon. members would be interested in some of the figures as to the traffic carried. On the route between New York and Chicago, for example, it is divided between four air lines, and the total number of passengers carried in 1954 was approximately 541,000. Between New York and Boston, where the route is divided between, to all intents and purposes, two important lines and one smaller line, the total was 534,600 passengers. Between New York and San Francisco the total was 172,000 passengers.

When we come to the trans-border services, to which one of the hon. members referred a moment ago, we find, for example, that between Montreal and New York the volume is approximately 166,000. Between Toronto and New York it is 129,000. Both of those figures are greater than any traffic between any two cities in Canada. The only two cities in Canada that are worth mentioning in the same range of figures are Toronto and Montreal, the traffic between those two cities in 1954 totalling approximately 100,000. When one has taken away Toronto and Montreal and gets down to considering the others, one finds they are mostly in the five figures. For example, Winnipeg-Toronto is a little more than 32,000; Winnipeg-Vancouver, 10,000. One realizes at once that we are not talking about the same thing in Canada as in the United States when we are talking about competitive services between two air lines.

I had not intended to go into this subject on this particular occasion. I think hon. members know that the Trans-Canada Air Lines are not a part of the Department of Transport, but it seems to me that these figures ought to be given serious consideration when we attempt to appraise the value of competition in the operation of our national air lines. I do think, too, that those who are clamouring for competition ought to realize that, if there are to be competitive

services in the whole broad field of aviation in Canada, then it must go not only into the territories served by Trans-Canada Air Lines but also into the regions where there are private lines which other carriers than Trans-Canada Air Lines are flying at the present time.

Another point that I think should be remembered is that it would not be possible to provide the kind of service that T.C.A. is providing to places off the main transcontinental airways if there is to be competition on the national scale to which I have referred. I do not think there is any question but that the good operations such as, for example, between Montreal and Toronto, help to sustain the smaller operations where the volume of traffic is smaller and that, in the absence of something attractive such as I have just referred to, many of the smaller places, though they have airfields, would not be able to get air services at the prices they are now paying.

I think I have covered the main points that have been brought up during the discussion this afternoon and this evening. I have not attempted to deal with a number of topics that I believe can be fully dealt with in the committee itself. I feel perfectly sure that if these questions are raised in committee hon. members who are interested in knowing what are the views of the Canadian National Railways—and I am sure the same applies to Trans-Canada Air Lines—will receive the kind of information that they would consider satisfactory.

Motion agreed to.

NATIONAL CAPITAL PLAN

**APPOINTMENT OF COMMITTEE TO REVIEW
PROGRESS OF FEDERAL DISTRICT
COMMISSION**

Right Hon. L. S. St. Laurent (Prime Minister) moved:

That a joint committee of both houses of parliament be appointed to review and report upon the progress and programs of the federal district commission in developing and implementing the plan for the national capital;

That the members to act on behalf of the House of Commons as members of the said committee be designated at a later date;

That the said committee have power to call for persons, papers and records; to sit while the house is sitting, and to report from time to time;

That the said committee have power to print such papers and evidence from day to day as may be ordered by the committee and that standing order 66 be suspended in relation thereto;

And that a message be sent to the Senate requesting that house to unite with this house for the above purpose and to select, if the Senate deems advisable, some of its members to act on the proposed joint committee.