

either prorogation or some weeks' adjournment before very long the government has sought to curtail its legislative program from now on as much as possible. If it should be found impossible to conclude what is already before the house and appears on the orders of the day, and such additional measures as I shall mention now, before prorogation or an adjournment which would permit of the house continuing later on in the summer, of course we would wish to be free to bring forward further legislation. That may have to be considered, but I do not expect it will be necessary. At the present time our intention is simply, in addition to what is already on the order paper or indicated by what we have already had before us, to introduce a bill to approve the new halibut convention signed at Ottawa, January 30, 1937, amending the existing convention of 1922 and 1930, a bill respecting the guarantee of seed grain loans, a bill respecting the stores of the Department of Transport, a minor amendment to the Immigration Act, and supplementary estimates for the fiscal year 1937-38. As to whether or not legislation will be necessary with respect to the agreement with Germany, I cannot say at the moment. I prefer that that matter should be left over for decision until the hon. minister of Trade and Commerce who negotiated the agreement is back in the city. I expect he will be here on Monday next. I cannot say whether there will be any legislation arising out of the reports of committees, up to the present there does not appear to be any. That includes, I think, all that the government propose to bring down.

Mr. C. G. MacNEIL (Vancouver North): Does the legislative program outlined by the Prime Minister preclude any consideration of steps by the government to implement the recommendations of the Veterans Assistance Commission?

Mr. MACKENZIE KING: I expect the Minister of Pensions and National Health (Mr. Power) will be here next week, and I shall direct his attention to my hon. friend's question, and have an answer given later on.

#### CORONATION POSTAGE STAMPS

On the orders of the day:

Mr. THOMAS REID (New Westminster): I should like to direct a question to the Postmaster General (Mr. Elliott) in regard to the issue of coronation stamps. I understand that only one denomination of stamp is going to be issued. In view of the demand for the stamps and the fact that this is coronation year in most of the countries of

the world, would the Postmaster General care to make a statement? I would point out that by the issue of a full complement of stamps we should on a conservative estimate stand to make half a million dollars. That is the financial aspect. The other is that a complete series of stamps for the coronation should be issued in commemoration of the occasion.

Hon. J. C. ELLIOTT (Postmaster General): There will be only one stamp issued as a coronation stamp. That has been the practice in the old country, and this is the first time a coronation stamp is being issued in this country.

#### TRANS-CANADA AIR LINES

ARRANGEMENT WITH CORPORATION RESPECTING LINES AND SERVICES FOR TRANSPORT OF PASSENGERS, GOODS AND MAILS

Hon. C. D. HOWE (Minister of Transport) moved the second reading of Bill No. 74, to establish a corporation to be known as Trans-Canada Air Lines.

Mr. H. C. GREEN (Vancouver South): Before the motion is put I should like to say a few words on this bill. I believe that Canadians in every part of the nation are keenly interested in the establishment of a trans-Canada air service. For this reason, and also because the terms of the bill have only been available for a day or two for study by members of the house, the press and the public, I think we should give the principles of the bill full and careful consideration.

This is one bill that should not be rushed through the house. It is one of the most important to come before parliament not only during the present session but during the life of this parliament, because it lays down an air transport policy for Canada. Such a policy is bound to be a long term policy; I think the minister will agree with me in that. Once such a policy has been adopted it will be hard to change, and we do not want to make any mistake at the start.

Incidentally, this bill seems to change the air policy which Canada has followed in the past and which we have been led to believe would be followed in the future, in that it puts the government into the actual business of operating our main airways. I will admit that at first such operation is indirect, through the Canadian National Railways, but provision is made for the government to take over the trans-Canada air lines at any time, which of course would mean direct government operation. The old Canadian air policy was that the government should supply the