

*Trans-Canada Air Lines*

landing field to take care of fog conditions on the coast, and before autumn I think we shall have that problem solved; we have not come to a final decision about it as yet. We expect to be able to fly twelve months in the year.

Mr. BENNETT: What pass are you going through?

Mr. HOWE: The Crowsnest pass.

Mr. GREEN: In order that we may have the whole picture before us in considering the bill, would the minister explain the present position with regard to the trans-Atlantic air service? The other night he said that Canada's share of the capital required, for the present at least, would be \$1,250,000. I should like him to tell us just how Canada is interested in the trans-Atlantic air service; when it is expected to be inaugurated; whether or not it will be a year-round service, and what length of time this trans-Atlantic flight is expected to take.

Mr. HOWE: A tentative arrangement has been discussed between Great Britain, Ireland and Canada, which provides that Imperial Airways at their own expense will pioneer the route from Great Britain. After regular services have been established and operated for three months, the proposal is that a company will be formed in which Great Britain will have fifty-one per cent, Ireland and Canada twenty-four and a half per cent each, and that company will take over the service. Imperial Airways have already built the equipment necessary for the route, and initial flights are expected very soon. A reciprocal arrangement has been entered into with the United States under which Pan-American Air Lines have joint rights with Imperial Airways to fly this route. The president of Pan-American Air Lines was in Ottawa some two weeks ago to discuss one or two details in this connection and told me that he fully expected that the service would be carrying passengers and mail by next autumn, which is rather more optimistic than the view of Imperial Airways. However, I think the inauguration of regular services across the Atlantic will come certainly within the next twelve or eighteen months. Those who are expert in flying have no doubt whatever that a regular service for passengers and mail covering twelve months of the year can and will be established across the north Atlantic.

Mr. GREEN: Will Pan-American Air Lines fly via Montreal, or will they go direct from New York to Newfoundland?

Mr. HOWE: The arrangement provides that Montreal is to be the port, with Shediac, New Brunswick, as an alternative port to be tested.

[Mr. Howe.]

Mr. GREEN: What time is expected to be required for the trans-Atlantic flight?

Mr. HOWE: It is still in the experimental stage, but it will be somewhere around twenty-four to twenty-six hours.

Mr. REID: I wonder if the minister has any information regarding the inauguration of a proposed air mail route from Japan to California with landing fields in British Columbia. An article appeared in the press not long ago stating that Japan was about to inaugurate an air mail service to the United States, using the lower Fraser valley as a stopping-off place. I wonder if the minister has any information on that.

Mr. HOWE: I have no information whatever, except that I saw the same article in the press. No negotiations whatever are pending for the landing of the airplanes of foreign countries on the west coast.

Mr. PURDY: May I ask the minister if he is in a position to make any statement with regard to the proposed extension of the line from Moncton to Sydney? If he has anything discouraging to say I hope he will not answer me.

Mr. HOWE: At the moment we are concentrating on a main line from coast to coast. There are several problems having to do with branches such as the one mentioned by my hon. friend, but the development of those will have to wait until we can get the service established on the main route. After all, that is the most important feature; branch line operation would be of no value in any event until the main service is established.

Mr. GREEN: Are any negotiations under way for a British trans-Pacific air service?

Mr. HOWE: None.

Mr. PELLETIER: Before we embark upon this project, has the minister made any sort of canvass to find out what patronage he can expect for this line. Has he any statistics, or any idea of how many people will be using this service?

Mr. HOWE: A very careful analysis has been made of the air mail revenue which, after all, is the basis of all aviation revenues. It is a regular revenue, and there must be a regular service to meet the conditions of carrying the mails. Our Post Office Department has estimated that by the third year, under present traffic conditions, this line will pay for itself through the carriage of mail alone, without any revenue from passengers or express. As to passenger revenue, I can say