

Committee on Railways and Shipping

schedule this pilot should have got back to Montreal at 11.10 p.m. on Monday but he did not get back until 4.30 a.m. on Tuesday. When that happens is it necessary that the rest of the cycle be followed without interruption?

Mr. Howe (Port Arthur): If the pilot had complained that he was suffering from fatigue or had asked that the cycle be changed I dare say it would have been changed. The regulations provide that if a crew find they are fatigued it is quite permissible to set the aircraft down until the pilots have rested. Every provision has been made in the agreement to protect the pilots against fatigue. In other words there is nothing in the regulations, there is nothing intended in the regulations, and there is nothing intended in the operations program of the pilots which would make it possible that aircraft shall be endangered through fatigue of the crew. That is well understood in planning pilot cycles.

These cycles are worked out largely to meet the convenience of the pilots. The pilots like to spend their spare time at home. You ask why does not a pilot fly down to Tampa and spend the night there before coming back the next day. Generally the pilot would prefer to have his day off at home, and the cycles are worked out so the pilots may have a few consecutive days at home rather than work one day, and then have a day off, to be spent away from home.

A great deal of experience goes into the setting up of these cycles, and the pilots are consulted as to their convenience. If there had been any suggestion anywhere in the hearing that fatigue had played a part my hon. friend might have had some reason for bringing this matter before parliament, but he will not find in the inquiry where anyone, including the pilot or any other member of the crew, represented that pilot fatigue had any part to play in the situation.

Mr. F. G. J. Hahn (New Westminster): Mr. Speaker, I do not intend to relate my remarks to the Brampton crash but rather to the setting up of a committee to study the business of the Canadian National and its associated enterprises. We in this group will support the motion to set up a committee at this time.

In commencing his remarks the hon. member for Winnipeg North Centre drew attention to an editorial in the *Toronto Telegram* in which the statement was made that the people of Canada would be happy to make a \$2 contribution to defraying the deficit of the Canadian National Railways. I suppose most people in Canada will be happy to do that if it can be proved that the railway has operated as efficiently as possible, but I have news for my hon. friend. I for one know of

many charitable organizations to which I would donate in preference to the C.N.R., so he can count me out if it is found that the railway is not run as efficiently as I think it should be.

The matter of employment has been mentioned. I often wonder whether it is the purpose of an organization owned by the government to act as an agency to provide jobs for people who are out of work. I think the business of the Canadian National Railways should be the transporting of goods and passengers as efficiently as possible. The setting up of this committee will give us an opportunity to discover the efficiency or lack of efficiency as the case may be. It will give us an opportunity to discover why the largest government enterprise has a deficit. It is not an unknown fact that government enterprises frequently go into the red. The reason might be that they are government-owned. However, we might have to establish that fact later.

It will give us an opportunity to study the Canadian National and possibly the piggy-back service which we read of so often today. It will also give us an opportunity to discuss truck transportation as affecting the Canadian National and other transportation systems. I hope it will give us once more an opportunity to discuss the sale of hotels, and more particularly the building of another hotel by the Canadian National. I have always felt, and I have said so frequently, that the business of a railway should be that of transportation rather than the providing of hotel accommodation for people.

We welcome this opportunity to study again the activities of Canadian National (West Indies) Steamships Limited. I am particularly interested in this because I have found that all passenger bookings have been taken up until some time in mid-November of this year. If that is true of this year it was possibly also true of last year. When this steamship line has been able to book all its passenger accommodation so late into the year I wonder why it should show a deficit.

It will also give us an opportunity to discuss, as the hon. member for Winnipeg North Centre has already discussed, the air crash at Brampton and also the one at Moose Jaw, that has been raised in this house on more than one occasion. Possibly certain revisions may follow our study of these crashes. The committee is the place where we can best decide what recommendations should be made as to changes. It may be that this committee will offer a good opportunity to discuss the need of civil airports. I have raised this matter frequently in the house, more particularly with respect to my own community.