

Mr. HOWE: My understanding is that the first flight will be made between the tenth and fourteenth of July. It is a flight on an experimental basis, trying out a type of equipment not previously used over this route.

Mr. GREEN: There will be nothing but experimental flights this year?

Mr. HOWE: That is all.

Mr. BENNETT: How many men were brought in from the United States to assist in managing our airways?

Mr. HOWE: Five.

Mr. BENNETT: What are their relative positions?

Mr. HOWE: One is Mr. Johnson, vice-president in charge of operations, with his assistant, Mr. Collyer, stationed in Winnipeg. We have one man in charge of radio training, Mr. Stevens, and then we have Mr. Snaith, who was born in Canada, naturalized in the United States, and is now being repatriated. We count him one of the five. He is chief pilot. Then Mr. Lee is in charge of the technical training of pilots.

Mr. BENNETT: Were any of them British subjects?

Mr. HOWE: Mr. Snaith was born in Canada.

Mr. BENNETT: Are any of them British subjects?

Mr. HOWE: None of those five. They are the only ones on the line who are not British subjects.

Item agreed to.

Airways and airports—Construction and improvements including lighting and radio facilities (capital)—further amount required, \$800,000.

Mr. BARBER: It was my intention to take up at some length under this item the question of airports in the lower Fraser valley, but I shall not do so at this stage. Since this matter was last discussed in the house, I have received a return which bears out what I said in regard to influence being used in the selection of landing fields. When this matter was under discussion before, the minister stated that he would investigate the Chilliwack field and the Langley field, and that he might possibly make a trip out there this summer. If I could receive an assurance from the minister that he will look into this matter and give it his careful personal attention, I should be satisfied to let the item pass.

Mr. HOWE: I am glad to give that assurance. The fields that are being fully developed to-day are the one hundred mile fields that are essential to the operation of trans-Canada. The matter of secondary fields has been entirely suspended until the necessary fields for the operation of the trans-Canada line are completed. However, I shall be in Vancouver this summer and shall be pleased to drop in at both sites.

Mr. BENNETT: If the minister will take the file with him, he will see that there is direct interference with respect to the acquisition of the field. I took some part in the debate that occurred, and the minister said that he would look into the matter. I have gone over the file, and I have the letters. It is clear that orders were given to clean it up by direct instructions of the minister, and it would seem that action was not taken. If he says he will look into it, that covers the matter, but he should see the file.

Mr. HOWE: All this happened before I had anything to do with it.

Mr. BENNETT: Quite so.

Mr. BARBER: I wish to make it clear that the present minister is not to blame. This took place under the department as it was before, and I absolve the present minister of any blame in regard to the development or non-development of any of these fields. I shall be pleased to meet him this summer or arrange for him to see the property.

Mr. ROSS (St. Paul's): When will the island airport be completed, and what percentage of the service will operate therefrom? What arrangement has been made for connecting the island with the city of Toronto?

Mr. HOWE: The island airport and the Malton airport are really matters for the city of Toronto. They are both municipal fields. All we had to do with the situation there was to examine the fields chosen by the city of Toronto, give approval for flying purposes and contribute roughly one-quarter towards the development of the fields. Any arrangements made for the use of the field are made by those desiring to use it, and they are made direct with the managers of the airport. Trans-Canada Air Lines has made an arrangement for the use of both fields. I have not seen the details of the arrangement, and therefore I am not familiar with the matter. I assume that whenever weather conditions permit, the island airport will be used, and whenever the weather is difficult, Malton will be resorted to.