

the committee, and particularly to the minister, that if any surprise or concern was felt in the city of Toronto or elsewhere as to the suitability of Malton for an airport, that concern and surprise were not shared by the citizens of the banner riding of Peel. May I also point out one of the erroneous statements the hon. member for Greenwood made in the course of his remarks; he said Malton airport is forty-five minutes from the centre of Toronto. If the hon. member took pains to find the exact travelling time he must have done it on a bicycle, not by modern fast forms of transportation. As to the means by which some hon. members from the city of Toronto travel, I have no particular information, but in travelling time Malton is much nearer to Toronto than forty-five minutes. Having ridden with the hon. member for Greenwood on a couple of occasions, I would say that perhaps fifteen minutes, or twenty at the outside, would be enough for him.

Mr. MASSEY: May I say to the hon. member for Peel (Mr. Graydon) that I appreciate his comments with regard to my suggested prowess as a driver. May I assure him that I referred to the Malton airport as unfortunate in its location not because it is in the county of Peel, but because the county of Peel is so far from Toronto.

Mr. BARBER: I notice by the press that planes crossing British Columbia between Lethbridge and Vancouver have been forced to cancel several trips owing, I believe, to cloud conditions. Is it the opinion of the minister or his officials that this difficulty can be overcome by flying at higher altitudes, or shall we be up against it for all time?

Mr. HOWE: In the last few days every plane from Mexico to Alaska has been grounded. One plane unfortunately would appear not to have had as good weather reports as we have, because it went too far into the clouds, sought to turn back, and has not been heard from since. I think the fact that our results have been what they are is due to the accuracy of our weather reporting and to the good administration of the line generally. This unfavourable weather was a local condition; our people located it and kept the planes from getting into trouble.

Mr. CHURCH: I should like to ask the minister a couple of questions as to the construction of this airport and on what principle airports are constructed. With all due respect to the hon. member for Peel, I would say that he certainly put it over the city of Toronto, except that he did not have anything to do with it, did not know anything about it, and I doubt if he knew the airport

was going there. I have a return here to an order of the house, and I know the three eminent gentlemen and famous soldiers who approved years ago the airport on the sand bar on the west end of Toronto island. Major Handley Page is a man of the highest authority, General Ray Collishaw, M.C., D.S.O., is a young man born in British Columbia, one of the leading airmen in the world to-day. The late Colonel William G. Barker's name is known to everyone; he it was who brought down seventy-four planes and won the Victoria Cross in the great war. I took them out on a tour of the harbour improvements many times and to see the proposed sites for an airport. No one ever complained about tall buildings. I have a great respect for the present minister, but I should like to know whether the construction of these airports is being carried out on the same basis as the mistakes made at the western entrance to Toronto harbour. I have here the correspondence laid on the table by the minister, and I am surprised that there should be such a lack of business methods on the part of the present government in connection with this airport at the western end of Toronto harbour, linked with another one in the country at Malton which, in my opinion, is entirely unnecessary. The Minister of Finance (Mr. Dunning) is concerned in this, having to find the funds for all this expenditure.

It will take a long time to travel between Malton and Toronto in a motor car; you will find yourself served with blue papers and white papers, going through five or six municipalities trying to maintain their police forces by fines. This return shows the log-rolling and politics brought into play to get them to cancel that agreement made by the late government of a million dollars for a tunnel and airport. The former minister was a competent minister; the delay getting the contracts let was owing to financial conditions. Some of the Liberal candidates in the city of Toronto and Ontario at the last election took part in this rescission campaign, and in getting the present government to make a scrap of paper of the former government's bargain made with the harbour board and the city, which has spent so much on the harbour.

Let me tell the minister not to mind who his advisers are to-day; these men who approved that airport are distinguished airmen whom I named, who fought in France and Flanders and Italy and obtained decorations. They surveyed the western entrance site and lake there. The present minister is not to blame, but I am surprised that the government took such spendthrift action. I should