

should own 100 per cent? It is funny to see how the government shifts its position from day to day, doing everything by fits and starts, and nothing long. They wanted 100 per cent control of the Bank of Canada; and then they got down to a corporation system.

As to the experts, I should like to know whether the air marshal and Colonel Bishop were consulted about this. Did any experts recommend such a set-up? If so, I should like to read their report. If this is public ownership, the quicker we get rid of it the better. Public ownership has never had a chance under hon. gentlemen opposite, and never will have. They set up a committee known as the committee on railways and shipping; if this bill goes through, are the air line estimates to come before the house or before that committee?

We have a radio broadcasting commission, and they will not tell you who the officers are. The minister declined to give that information; but then the Prime Minister came back and the information was forthcoming. That committee on railways and shipping is the biggest whitewash concern on this continent. They sit around a table and call the first item. Then they say: Now let us get on to number two—no information given at all. When the present Minister of Finance (Mr. Dunning) was Minister of Railways he told me in the house: You can go to the committee and they will answer your questions. I went there; but could I get any information? No, the officers of the railway declined to give me a copy of the budget. That is all the control parliament has got.

This bill means going in for a vaster system of deficits than ever. The present minister is going to set up a sort of namby-pamby commission that will be up in the air, because the railways are up in the air all the time. This will result in increases in income tax and sales tax; and who pays? The industrial provinces, which do not want this kind of thing. Ontario is for public ownership of this system. We have seen the results of private ownership of the railways, and are sick and tired of the way our province has been used. Our assets have been squandered, and we have seen huge votes of money passed, so much so that the leader of the opposition (Mr. Bennett) said the other night that all the provinces would have been bankrupt if they had had to pay their guarantees and the cash advances and the other hand-outs and land grants which have been given to this railway.

This corporation would be all right if the country owned it, but it does not. We are

told that we have 51 per cent; well, the politicians will own the other 49 per cent, and they will control those who own the 51 per cent, namely, the government of the day.

I am absolutely opposed to this bill. It has no redeeming features at all. I would not want to travel on these airships, and I do not think anyone would who knows the way the railways and the ocean services are run. I am absolutely opposed to this bill, as I believe every public ownership man in this country is. We shall not own anything at all; you will have a commission and a committee of ground officers who will just do as they are told by the government of the day—if they do not, their job will be in jeopardy. The Minister of Transport is not an air man. I do not know whether he has ever been up in the air, except that he was the other day when he replied to me "Answered by number one." In Toronto the city owns the street railway, and if that system is good enough for the municipalities it should be good enough for Canada.

This proposed air line is a private corporation. It is under quasi-government control, and competing against the land services of the Canadian Pacific and Canadian National. When it was proposed in 1923 that the railways should be permitted to issue commutation tickets to give them a chance to compete with motor traffic the administration of the day declined, and the result was that the business went to the motor trucks.

Mr. BARBER: I should like to ask the minister a question in regard to the western area, say from Lethbridge to the coast. Have sufficient test flights been made to convince him that he can maintain a year-round service through to Vancouver, having regard to weather conditions? The minister is no doubt aware that during certain times of the year there are storms in the mountains and fog conditions on the coast, and I was wondering if enough test flights had been carried out to enable the minister to say that a service can be maintained during twelve months of the year. I should also like to remind the minister that I understand consideration has been given to the establishment of an airport at Chilliwack, which is just outside the fog area. Negotiations have not been completed, but I believe he would find an airport there extremely useful. No doubt he will consider that in the near future; at least I hope so.

Mr. HOWE: We have tested that route through the mountains very thoroughly, and we believe we have one of the best of the four transcontinental routes now being used. We are studying the question of an alternative