

of one individual whom he knew, from his personal knowledge, had obtained employment by adopting the course of action indicated in his remarks, namely, by the purchase of beer for the Kingston office superintendent.

I cross-examined him carefully on this point for at least five minutes, offering to take him anywhere in Kingston or to go to any address however remote where substantiation of his charges might possibly be obtained. He could not even give me the name of anyone who might have definite information, and I am submitting for your consideration my conclusion therefore, that the statement made in court was without adequate foundation in fact.

The second charge was that the superintendent was not performing his duties properly because of drunkenness. On that point Mr. Hudson states:

A very thorough investigation in Kingston convinces me that the word "drunken" is too strong an adjective to apply to Mr. Mooers, although it is admitted that he is not a teetotaler. I have made unannounced visits to Kingston at least twenty times during the past four years, and never once have I found Mr. Mooers absent from duty during office hours, and never once has there been the slightest evidence of his having indulged in beer or any other intoxicating beverage during business hours.

I am sorry to take up time with this matter; but on the other hand it was raised before, and as the investigation was made by Mr. Hudson, I felt I ought to provide the information, which I now lay on the table of the house.

Mr. BENNETT: I would regard the investigation as wholly inadequate. It is general knowledge in Kingston that the last finding cannot be justified.

Item agreed to.

Grants-in-aid—Amount required to provide for monthly grants-in-aid to the provinces, \$17,500,000.

Mr. ROSS (St. Paul's): The gross expenditure for relief in Toronto in the first five months of this year was reduced from \$3,591,420 to \$3,481,159, a reduction of \$110,461. That is the gross expenditure. The estimated amount of the government contribution to that city has been reduced from \$2,430,000 to \$2,106,601, a reduction of \$323,399. There has been a net increase in the cost of relief in Toronto of \$213,138 for the first five months of the year, which on a yearly basis would be about \$500,000. In other words, that city is bearing about one-fourth of the total reduction in this vote. I want to protest against the reduction in the government's contribution to relief because the taxpayers of Toronto are burdened just about as heavily as they can stand at the present time. What is the use of trying

[Mr. Rogers.]

to do something about housing when taxes are so high? Why was that reduction made?

Mr. ROGERS: Actually there has been no reduction in recent months. As my hon. friend is aware, the amount paid monthly during the winter months was \$465,000 to Ontario in the last quarter, or 30 per cent of the actual costs, whichever sum was the lower. There has been no reduction since then. The amount of \$465,000 per month is being continued to Ontario, governed by the 30 per cent principle, namely, that the amount paid shall be either \$465,000 or 30 per cent of the total cost, whichever sum is the lower.

Item agreed to.

#### DEPARTMENT OF TRANSPORT

Air Service—Civil Aviation division—Airways and airports—Operation and maintenance including lighting, radio and meteorological services—further amount required, \$50,000.

Mr. GREEN: What is the present position with regard to trans-Canada airways, when are operations expected to commence and over what portion of the route?

Hon. C. D. HOWE (Minister of Transport): Since March 1, the mail service has been operated between Winnipeg and Vancouver. On the first of July a day and night mail service, that is two services a day, will be operated over that part of the route. Experimental flying is being conducted from Winnipeg to Kapuskasing, and I believe, although I am not sure, that mail is being carried over part of that distance. Facilities at the eastern end are nearing completion. The Malton airport at Toronto we expect to be ready about the first of August, and the same with regard to North Bay. It is expected by that time a mail service can be carried from coast to coast. The carriage of passengers has been held back to some extent on account of shortage of equipment, but the balance of our equipment will be delivered in August, and I sincerely trust that the route from Vancouver to Montreal and Toronto will be in full operation not later than September 1, for mail, passengers and express.

Mr. GREEN: This year?

Mr. HOWE: Yes. The services conducted to date indicate that a very high operating efficiency has been maintained which has been entirely satisfactory to the Post Office Department, and there has been no accident of any kind to life or property.

Mr. GREEN: We hear very little of the transatlantic service. What progress is being made with that?