

oil to appoint some other minister in lieu of the Minister of Transport, and I take it that the governor in council has exercised that power to appoint the present Minister of Reconstruction as the minister under the 1944 amendment. There is a further qualification, that in matters relating to national defence the minister for that purpose is the Minister of National Defence for Air. Would the minister make a statement to the committee in reference to the policy he proposes to follow in connection with the exercise of the powers conferred upon the minister by the 1944 act, either to vary, revoke or otherwise amend orders made by the air transport board, or on appeal from their orders?

Mr. HOWE: It is difficult to announce in advance of an appeal just what will be the decision of the minister. If the minister is asked to review the facts he will do so and make his finding. The appeal to the minister is provided because it is the duty of the minister to see that the board conducts its affairs in accordance with announced government policy. Several announcements of government policy in relation to the air have been made in this House of Commons, and it will be the duty of the minister to review the operations of the board to see whether that policy is being carried out.

Mr. FLEMING: I take it, then, that in the exercise of the powers conferred upon the minister by the 1944 amendment he proposes to see to it that the decisions ultimately made under part II of this act will be in line with government policy; and it is government policy, then, that will ultimately prevail under part II. Is that right?

Mr. HOWE: Government policy as announced in the house will guide the deliberations of the board, and it is the duty of the minister to see that this is so. Naturally parliament is supreme in fixing the policy to be pursued in the development of the air. As far as the judicial functions of the board are concerned, that is a matter for the board.

Section agreed to.

On section 9—Suspension, cancellation or amendment.

Mr. MacNICOL: Under this section I have just been wondering what will be the effect on the C.P.R. service from Edmonton to Fort McMurray and from Edmonton to Aklavik. Being a surface transport company, they will not now be allowed to conduct that air service; so what will happen to it?

[Mr. Fleming.]

Mr. HOWE: This provision is to allow an application to be varied. If, for example, the original application specified that the plane moving from Montreal to Toronto might stop at Kingston, this would give the board power to vary the application and say that it should stop at Kingston and Oshawa. It is just to vary the application in minor points.

Mr. MacNICOL: My question had to do with the far north. Under the act, as I understand it, all surface transport companies are now wiped out as far as the conduct of air services is concerned, and I have just been wondering what is to be the effect on the C.P.R. services from Edmonton to Yellowknife and from Edmonton all the way down to Aklavik.

Mr. HOWE: Those licences are not wiped out; they are still valid, and they will be reviewed, as provided in section 14 of the act, one year after the act comes into effect. As far as I know it is not the intention to wipe out any licences.

Mr. MacNICOL: If the C.P.R. cannot operate, the licences will be wiped out, or they will have to be sold to someone else.

Mr. HOWE: Yes, someone else will operate them.

Mr. HAZEN: This section gives the board power, among other things, to suspend or cancel a licence. It seems to me it would be only fair and just, before any such action was taken, that the air carrier should be given notice of the intention of the board and should have an opportunity to be heard. There is nothing in the section that provides for that action to be taken. My suggestion is that the section might be amended to provide that before a licence is cancelled, the air carrier shall be notified and have an opportunity to be heard by the board. Is there any objection to that amendment being made?

Mr. HOWE: The insurance on an aircraft operated by a carrier may have expired, or the board might suddenly get word that the operating certificate of a carrier was cancelled because his aircraft was not in airworthy condition. It might be necessary to suspend a licence without notice, but obviously the board would not do anything that would prejudice the position of the carrier, unless for good reason.

Mr. HAZEN: Has that not been given? There should be a section in the bill to provide for the cancelling of operating certi-