

plane to Victoria. Had he wanted to, he could have gone to Australia, and stayed on a North Star ship on commercial air lines right from Victoria, clear around the world, back to Victoria again. That shows the dependability of these North Star ships which are made here in Canada.

There is another aircraft factory in Toronto, the Avro plant. They have a jet transport plane which is superior to anything on this continent. They are ahead of the United States in this field; and although the United Kingdom is building a Comet for trans-Atlantic flight, and the Avro plane cannot cover the distances for which the British plane is designed, so far the results obtained from the Avro have been as satisfactory as, if not more so than, those obtained by the Comet. The main difficulty at Avro at the moment is economic. Before this type of plane can be used in commercial work that problem must be solved.

In the trips taken by Honourable Mr. Mayhew to and from these two conferences he travelled 151 hours, flying a distance of 31,000 miles. Of this flight 136 hours were in a North Star. It may be of interest to add that he was accompanied by Mrs. Mayhew, who of course, as a passenger, paid her own way. Mr. and Mrs. Mayhew were in Ceylon, where their son was lost during the war while serving in the R.C.A.F., and they were able while on the island to go to an airfield and see where he was stationed at the time of his death. It was a most touching part of the trip, and it was particularly fortunate that they could go there at that time, because a month or so later the station was torn down. Mrs. Mayhew accompanied her husband all the way, and they never missed a meal or lost one on the whole trip. These people had no qualms about safety, and their trip illustrates how easily one can travel around the world these days.

Air transportation has a splendid record and is extremely useful in shortening our boundaries and bringing our people together. Commencing next Monday, a person may travel from Vancouver to Toronto, as I have said, in only nine hours; so I think the argument in favour of paying \$4 million or of giving a little more subsidy to the air line is a pretty good one. If my case has not been well enough argued, I have a few more computations which I think may interest honourable senators.

Last year the TCA carried approximately 690,000 passengers. Now, providing that the average earning power of each of those passengers was \$10 a day and, providing further that each of them was able to save one day's

travelling time by flying, the total amount saved would be approximately \$7 million. Because vital parts have been unobtainable or machinery has broken down factories have been shut down and workers have been laid off; but aircraft could load up in Montreal one day and deliver the next day in Vancouver.

Another point is that right now in British Columbia we have some beautiful spring flowers.

Some Hon. Senators: Hear, hear.

Hon. Mr. McKeen: Last year the TCA flew 125,000 pounds of cut flowers to the East, and people here were able to buy daffodils at 35 cents a dozen whereas they formerly paid \$2 a dozen. This meant the building up of this industry in British Columbia, and far westerners were thus able to get back some of the money they paid out for automobiles, textiles, radios, refrigerators, and so on, purchased from the East. I understand that last year something in the neighbourhood of 60,000 pounds of lobsters were flown from Yarmouth to Boston. The Right Honourable C. D. Howe has had a book published on Newfoundland, and in it I read that aircraft are picking up lobster and other fish there and flying them to the United States market. When, in June 1948, floods in British Columbia blocked the railroads, TCA handled 600,000 pounds of cargo; and again, in January 1950, when the railways were blocked by snow slides, TCA, in addition to handling its own regular cargoes, flew 50,000 pounds of cargo to Calgary.

Honourable senators, we cannot afford to dispense with this kind of service. We need it in this country. British Columbia came into confederation in the first place on the understanding that it would be brought closer to the rest of Canada through a modern up-to-date system of transportation. We want to keep the TCA running.

Some Hon. Senators: Hear, hear.

On motion of Hon. Mr. Horner, the debate was adjourned.

THE SENATE CHAMBER ATMOSPHERIC CONDITIONS

Hon. Mr. Beaubien: I want to call the attention of the appropriate officials of this house to the excessive heat and humidity in this chamber. I think something should be done to correct this condition.

The Senate adjourned until tomorrow at 3 p.m.