

Supply—Transport

Mr. Fleming (Eglinton): We hope to be able to announce the personnel of the commission and the terms of reference at a very early date.

Item agreed to.

Miscellaneous grants—

129. Canadian association of consumers, \$10,000.

Mr. Regier: I notice that there are grants payable to the universities of Canada. All I want to say at this time is that I see no logical reason, if we were able some years ago to pay 50 cents per capita, then later raised that to \$1 per capita and then \$1.40 per capita, why we should not raise this grant to at least \$3 or \$4 per capita to make it a little easier for our young people to get the education they need.

Item agreed to.

The Deputy Chairman: This completes the estimates of the Department of Finance. We have now for consideration the estimates of the Department of Transport.

DEPARTMENT OF TRANSPORT

Air services—

Administration branch—

429. Air services administration, \$1,852,117.

Hon. Leon Balcer (Minister of Transport): Before we proceed with these estimates, I should like to have the leave of the committee to make an announcement. In accordance with the intimation given by the Prime Minister, and with the permission of the committee, I should like to make a statement concerning the board of directors of the Canadian National Railways. The board will comprise the following: Mr. Donald Gordon; Mr. J. R. Griffith; Mr. W. Gerald Stewart, Moncton; Mr. Walter Colquhoun, Sydney; Mr. J. Louis Levesque, Montreal; Mr. Guy Charbonneau, Montreal; Mr. Gilbert Ernest Ayers, Lachute Mills; Mr. Alex McD. McBain, Toronto; Mr. Harry Isaac Price, Toronto; Mr. Jack Sangster, Regina; Mr. Robert Arthur Brown, Calgary; Mr. Walter C. Koerner, Vancouver. Mr. Gordon has also been re-appointed as chairman of the board of directors.

In so far as the new directors are concerned, the effective date of appointment is October 1, 1961. The other appointments will be effective as of the date of expiry of the term for which they had previously been appointed. The term of Mr. J. R. Griffith, the labour representative on the board, does not expire until October 1, 1962. The term of office of the new appointments and reappointments is three years.

I might add that a proclamation will issue fixing October 1, 1961 as the day upon which

[Mr. Benidickson.]

an act to amend the Canadian National Railways Act, being chapter 28 of the statutes of Canada, 1960-61, shall come into force. Perhaps the committee would also permit me to announce the appointment of Mr. Campbell Haig, Q.C. of Winnipeg as a director of Trans-Canada Air Lines, effective October 1, 1961. Mr. Haig will fill the vacancy on the board which occurred on the expiration of the term of office of Mr. R. A. C. Henry on October 1, 1960.

While I am on my feet, Mr. Chairman, I should like to make another announcement which will be of immediate interest to the members of this house. Following correspondence with the two presidents of our two major railways, I have been advised that the two railways have agreed to extend indefinitely the passes for wives and dependents of members of the House of Commons and of the Senate.

Mr. Chevrier: It is perhaps unfortunate, Mr. Chairman, in one sense that these remaining important items of the Department of Transport should be brought down at this period of the session. However, I must say in fairness to the minister that he has already had four, if not five, days on them. If we have taken so much time, it is certainly because of the importance of some of the new items that have been introduced. The only comment I wish to make in connection with the first part of the announcement made by the minister having to do with the directors of Canadian National Railways is this: This announcement is made after a whole year of delay. Look at the calendar. If you go back one year you will find that the terms of office of most of the directors expired at that time. Why it was necessary for the government to wait 12 months before making this announcement, I do not know. All I can say is that the administration of the railway must of necessity have suffered because of that, as the administration of any other corporation would have suffered under the circumstances.

Mr. Chairman, I understand that the item now under discussion is No. 429, air services administration. Before I proceed with my remarks I wish to ask the minister this question. For what reason did he make an announcement having to do with new international air services of C.P.A., because I understand that he did make an announcement while the house was not in session. However, when the announcement was made no reason was given. Many editorials have appeared in the press across Canada complaining very bitterly about the fact that an announcement was made between our sittings this session and no reason was given by the Minister of