

ment has not laid down the policy that it will help only those cities that are on the Trans-Canada airway or on certain feeder lines?

Mr. HOWE: We have not laid down any policy that excludes any project; but if there is an urgent case where help is needed and if such help is justified by the activities, we shall look into it, and under such circumstances perhaps we might be able to give assistance.

Mr. GREEN: Whether it is on the Trans-Canada airway or not?

Mr. HOWE: Yes.

Mr. LAWSON: Are there municipalities in which the department will require fields for Trans-Canada airways, in respect of which there has not been money already spent by the municipality upon a landing field? If so, what would be the policy with respect to grants to such a municipality? Suppose you were going to create a new airport.

Mr. HOWE: We have one fairly close to home. We have formed no policy with respect to it but are using the military field. The Ottawa situation is the only one I can think of, and I assume that is the one my hon. friend has in mind. I do not know what the outcome will be.

Mr. DUFFUS: It has been reported that negotiations have been going on for the purchase of a property near the city of Oshawa. Is that for civil or national defence purposes?

Mr. HOWE: It is not civil purposes and I have no knowledge of it.

Mr. McINTOSH: In the discussion that has ensued with respect to the \$800,000 item for assisting municipalities in the matter of air transportation, the hon. member for London made a statement the intent of which was that we were not progressing perhaps as satisfactorily as we should as a young nation as far as air development is concerned. I would call the attention of the committee to the position as it existed when the opposition as a government were in power.

Some hon. MEMBERS: Oh, oh.

Some hon. MEMBERS: Sit down.

Mr. McINTOSH: It will take only a minute or two.

Some hon. MEMBERS: Oh, oh.

Mr. McINTOSH: I should like to have order, Mr. Chairman, if there is such a thing. In 1930 when the Liberal party was defeated

at the polls, we had an air mail service from Moose Jaw through Saskatoon and North Battleford to Edmonton. The new government had been in power for only a very short time when that service was scrapped and never renewed. Meanwhile, on the basis of that service, the city of North Battleford, as a young centre, went to work and spent a good deal of money in developing an air field, providing for requisites in a local way in order to adapt itself to the new trend in air transportation.

This government has been in power about two years and during that time has taken hold of the air transportation situation in a progressive way. All I need do to prove that statement is to refer to the record put on Hansard a day or two ago with regard to the northern feeder service in Saskatchewan. As I pointed out, in that province the feeder air line service, with Regina as the base, will be in operation in a few months, and that feeder air line service will have a five-city tie-up—Regina, Moose Jaw, North Battleford, Prince Albert and Saskatoon. That is a splendid beginning. We expect that further developments will take place; that the air connection which we have lost between North Battleford and Edmonton will be regained in the near future, and that as a city we shall have continuous contact with Edmonton and other points into the far north. In so far as the present government is concerned, it should be commended for the policy it has adopted and the progress it has made in air transportation not only provincially but nationally.

Mr. BROOKS: Can the hon. gentleman tell us whether this transportation in the north has been carried out by the government or by private concerns?

Mr. McINTOSH: The feeder air line service has been carried out by private companies encouraged by the non-disruptive combination policy adopted by this government.

Mr. LAWSON: It does seem a far stretch from the discussion of a national air transport service to air mail contracts prior to 1930. The remarks of the hon. member for North Battleford compel me, however, to call to the attention of the committee the fact that the service concerning which he has spoken was not an air mail service wherein and whereby planes were owned by the government or by the people of the country. What the hon. gentleman is referring to is the fact that when the Conservative government came into power in 1930, it found itself