

Mr. MACKENZIE KING: I have one other motion: I move:

That, on Tuesdays and Fridays for the balance of the present session, unopposed private and public bills shall have precedence during the hour devoted to private and public bills.

That is merely to prevent one bill blocking all the others.

Motion agreed to.

### PRIVATE BILLS

#### FIRST AND SECOND READINGS—SENATE BILLS

Bill No. 91, respecting the Premier Trust company—Mr. Ross (St. Paul's).

Bill No. 92, for the relief of Muriel Beatrice Brown Gray—Mr. Jacobs.

Bill No. 93, for the relief of Joseph Gédéon Emilien Tanguay—Mr. Jacobs.

Bill No. 94, for the relief of Mabel Marjorie Powter Johnston—Mr. Jacobs.

At six o'clock the house took recess.

### After Recess

The house resumed at eight o'clock.

### TRANS-CANADA AIR LINES

#### ARRANGEMENT WITH CORPORATION RESPECTING LINES AND SERVICES FOR TRANSPORT OF PASSENGERS, GOODS AND MAILS

The house resumed from Wednesday, March 31, consideration in committee of Bill No. 74, to establish a corporation to be known as Trans-Canada Air Lines—Mr. Howe—Mr. Sanderson in the chair.

On section 1—Short title.

Mr. GREEN: Will the minister explain the present condition of the Trans-Canada airway, giving some idea of the different types of airports and landing fields, and of the services that are to be supplied; also, and more particularly, some idea of when he expects the air line to be in operation and the time required for flying across Canada?

Hon. C. D. HOWE (Minister of Transport): At present we have airports at intervals of forty or fifty miles from Vancouver to Halifax. These fields are in various stages of completion. From Winnipeg to Vancouver they are practically completed, having a minimum landing strip of 3,500 feet. Most of the fields have two way, and some three way, strips. Farther east the landing fields between

Montreal and Winnipeg are now completed sufficiently for smaller craft. Some additional work must be done on these fields this summer, but I believe that by autumn the fields in that area will have been completed. From Montreal to Halifax many of the fields are under contract, but I am not sure when they will be sufficiently completed to permit the landing of larger aircraft. I do not know whether it will be this fall, but certainly we shall have these fields in operation early next year.

The beacon equipment, that is the radio beam equipment, has been purchased for the line from Winnipeg to Vancouver and is in different stages of erection. Equipment has also been ordered for the stretch between Winnipeg and Montreal. As regards the weather service, we have a skeleton crew trained and ready to establish the service on that route on very short notice. We have trained key men, and it is only a matter of expanding the service to take care of the various points that need to be covered. We intend to install teletype between fields so that the weather service can be carried on from any observation station, and the condition of the weather telephoned to the aeroplane wherever it may be.

We have laid the foundation for a first-class service which will be put into operation just as soon as the corporation can be set up and the necessary flying equipment delivered.

Mr. GREEN: Can the minister tell us approximately when it will be started, which parts of the route are to be flown first, and also the times from Montreal to Vancouver and from Montreal to Halifax?

Mr. HOWE: It is difficult to state a definite date because that is entirely dependent upon the delivery of the necessary flying equipment. The demand for aeroplanes for military purposes is taxing all manufacturers to capacity so I cannot be very definite about the date. Possibly September, I should think.

Mr. MacNICOL: What about Ontario?

Mr. HOWE: I believe the scheduled time from Montreal to Vancouver is sixteen hours; passengers leaving Montreal at eight in the evening will get into Vancouver at noon the next day. I have not seen the schedule from Montreal to Halifax, but I presume the time will be about five hours.

Mr. CHURCH: I cannot refrain from making a few remarks about this particular corporation to be known as Trans-Canada Air Lines, in view of the bitter experience which