

*Trans-Canada Air Lines*

Mr. HOWE: The management will work out the type of planes. I sincerely hope they will be sleeper planes, because that is a very comfortable way to travel.

Mr. GREEN: Is the government doing anything to equip the northern air routes with aids to navigation; I refer to routes off the Trans-Canada Line?

Mr. HOWE: We have a few wireless stations in the country, but we have never developed any part of the northern routes.

Mr. GREEN: Is it the intention to provide any of those aids to navigation?

Mr. HOWE: I cannot say. We are not doing it; that is about as far as I can go at this time.

Mr. MASSEY: Does the minister feel it will be possible to fly the year round?

The CHAIRMAN: The hon. member for Regina has the floor.

Mr. McNIVEN (Regina): The minister told a moment ago about the schedule between Montreal and Vancouver. Has he immediately available the times of arrival and departure at intermediate points?

Mr. HOWE: The times I mentioned are purely tentative. No detailed schedule can be worked out until the expert operators of the company decide upon it.

Mr. McNIVEN (Regina): Has the minister any idea how soon the services will be inaugurated?

Mr. HOWE: Just as soon as we can get delivery of the necessary equipment, and make the necessary preparations. I sincerely hope it will be some time this autumn.

Mr. BENNETT: Might it not be desirable to place a limitation upon the borrowing powers of the corporation? It is usual in a company of this kind to make such a provision, and it would prevent the government from getting into trouble hereafter. The expression used is "to borrow money for any of the purposes of the corporation" without placing a limitation upon it.

There is another phase: There is nothing to indicate what the fiscal year of the corporation is. That becomes important in view of what is to be done in January of each year. Further, the rates fixed in January are to be effective from the first day of January. That would be during the current year, and it would be rather difficult to do in connection with a postage rate, for instance.

Mr. HOWE: You will notice that the rates of the succeeding year are based on the operating result of the previous year.

[Mr. Massey.]

Mr. BENNETT: Quite.

Mr. HOWE: And I think if we have that result at any time in the current year it would work out, because subsidies are usually not paid in advance.

Mr. BENNETT: It might be desirable to provide what is to be the fiscal year of the corporation. Part III of the Companies Act does not touch that phase of its activities.

Mr. ROBICHAUD: Should not paragraph (b) of section 14 contain the word "aircraft"?

Mr. MACKENZIE (Vancouver): It covers hangars, aerodromes, sea plane bases, landing fields, beacons and mooring masts.

Mr. HOWE: I think it is covered in an earlier section.

Paragraph agreed to.

Section agreed to.

On section 15—Minister may contract with corporation.

Mr. BENNETT: Why not put a limitation on borrowings?

Mr. HOWE: It is not contemplated that the company shall borrow any money other than for temporary accommodation.

Mr. BENNETT: If that is so, all right.

Mr. ESLING: Have the ports of call been determined upon between the Alberta border and Vancouver?

Mr. HOWE: No ports of call have been determined upon. We must first set up the corporation and obtain a management. The ports of call would then be an operating problem which would be worked out in conjunction with the post office. Their selection will call for a good deal of consultation, and it is impossible at this time to say where they will be located.

Mr. MASSEY: A short time ago the minister stated that it was not intended that the Trans-Canada Air Lines should operate between Toronto and Montreal, for the time being at least. Would the opening of this service be dependent upon the success of the transcontinental line, or will it be simply a matter of waiting until there is a demand for this service?

Mr. HOWE: We are quite seized of the fact that there must be a service between Toronto and Montreal, but it is physically impossible to develop routes faster than we are doing at the moment. The decision by the directors of whether that route should be covered as part of the trans-Canada air line or should be regarded as a feeder line is a matter for future determination.