

Mr. COCKERAM: They could carry anything they like?

Mr. HOWE: Carry anything they like.

Mr. MacNICOL: Take a company in the northwest that did have its own plane; if that company picks up an engineer at Edmonton and flies him to Yellowknife, what protection will the engineer have if the plane does not have a licence from the air transport board? What protection will the engineer or any other passenger have who could be picked up at Edmonton and taken by plane to Yellowknife or anywhere else?

Mr. HOWE: If the plane is owned by the company, and the engineer whom they pick up is an employee of the company, it would be up to the company to protect him. If they wish to pick up the engineer and charge him a fare for riding on the plane, then they must be licensed.

Mr. CASE: Has this bill any general application to private flying? Has the department yet given consideration to the method to be employed in licensing private individuals who wish to fly?

Mr. HOWE: Under part I of the Aeronautics Act the Department of Transport licenses planes as airworthy, and licenses pilots; but a private flyer does not require an air transport board licence and is not covered by part II of this act.

Mr. COCKERAM: What about flying clubs?

Mr. HOWE: If they operate as a club, a non-profit operation, no licence is required. If it is owned by individuals who are expecting to make a profit from the operation, the planes must be licensed.

Section agreed to.

Section 5 agreed to.

On section 6—Free and reduced rate transportation.

Mr. MacNICOL: This section has to do with rates. What authority will establish and regulate the rates, both freight and passenger, for air transportation?

Mr. HOWE: This particular paragraph has not to do with rates; it has to do with no rates. It is to prevent the issue of free transportation or transportation at reduced rates. The rates require the approval of the air transport board. The procedure is the same as with the board of transport commissioners.

[Mr. Howe.]

The carrier files the rates, and those rates are approved, disapproved or amended by the air transport board.

Mr. MacNICOL: Can people, companies or organizations, appear before that board to question the rates?

Mr. HOWE: Yes; the rate can be appealed either by the carrier or by the public.

Mr. WRIGHT: With regard to the question of transportation, members of parliament from western Canada and from the maritimes find themselves in a very different position from that of members of parliament from Ontario and Quebec with respect to attending to business of their own. Under the charters of the two railways we have free transportation on the railways. It seems to me that there should be some provision made whereby members of parliament who are five hundred miles or more distant from Ottawa—

An hon. MEMBER: Why five hundred?

Mr. WRIGHT: We have to draw the limit somewhere—should receive one or two trips by air during each session to enable them to return to their constituencies. This is a matter which should be given consideration. Certainly the members from western Canada and from the maritimes are working under a great handicap with respect to attending to their own business.

Mr. HOWE: The difficulty, of course, is that the number of persons who travel by air as compared with the number who travel by rail is very small. I might remind my hon. friend that there are 245 members of this House of Commons, which is roughly twenty-four plane loads of passengers.

Mr. CASSELMAN: All willing to go.

Mr. HOWE: All willing and anxious to go. We own only twenty-two planes; therefore we could not carry all the members of parliament if they all wished to travel the same day. If we had any proportion of free transportation by air I am afraid the public would have something to say about it. As a matter of fact even the employees of the lines are not allowed to travel on the planes if a paying passenger requires a seat. The president of the air lines was here the other day. He was very anxious to get to Winnipeg in a hurry. He could not get a seat without displacing a passenger; therefore he got on the train and went to Winnipeg.

Mr. WRIGHT: I am not suggesting that it be opened wide; I am suggesting that members living over five hundred miles away