

National Railway interested in the service is that they are advertisers in any event, and I am sure their advertising will carry air passenger service and air express service, just as it advertises rail service.

Mr. MASSEY: Is it the purpose of Trans-Canada Air Lines to carry passengers and mail only, or will it carry freight as well?

Mr. HOWE: I presume the freight will depend upon the carrying capacity of the machines. It will be their object to get a full load of mail, first; passengers will come second, and freight third.

Mr. MASSEY: I had particularly in mind the area in northern Ontario where there is more freight carried than in any other two countries of the world put together. Would the Trans-Canada Air Lines enter into competition with the companies that are so successfully operating in that area, and doing such a magnificent job?

Mr. GREEN: The section gives the new company power to engage private flying companies to do the actual flying. Will the Trans-Canada Lines be flown by a private company, or will the new company do the actual flying?

Mr. HOWE: The new company will do the actual flying, but it is usual to give a company of this kind powers which they might reasonably use.

Mr. GREEN: Can the planes be purchased in Canada, or will they have to be purchased in the United States; and about what do they cost?

Mr. HOWE: I am sure I cannot say, Mr. Chairman, it will depend upon the type of planes which the directors and management decide will be suitable for the service.

Mr. GREEN: A fairly well standardized type is used in the United States; I presume ours would be of the same type?

Mr. HOWE: There are several types in the United States. There are the Douglas, the Lockheed, and the Stinson for the smaller services; then there is the Boeing, which has a factory in Canada.

Mr. BENNETT: And Fairchild and Vickers.

Mr. HOWE: Vickers build planes, but at this time they are not building standard passenger planes.

Mr. GREEN: Is it the intention to have a daily service across Canada?

Mr. HOWE: Yes, that is the intention.

Mr. RYAN: In describing the route from Vancouver to Halifax the minister said the flight would be from Montreal to Halifax. In view of the fact that the planes will carry mail, is it the intention to fly directly from Montreal to Halifax, or will there be stop-overs between those two points? I have in mind the city of Saint John, where there is an excellent airport in connection with which in the last few years the Dominion of Canada has spent a considerable sum of money. That airport is now in a position to afford excellent facilities by land, and if necessary by water. I was wondering if any intermediate site had been selected in the event of a stop-over between Montreal and Halifax?

Mr. HOWE: As I said before, the expert operators of the line will determine the stops, but personally I would be disappointed if they overlooked stopping at the city of Saint John.

Mr. RYAN: Thank you.

Mr. MASSEY: Is it in the mind of the minister that the service will commence at Montreal and work east and west, commence at Halifax and work west, or commence at Vancouver and work east? In other words, will there be a main terminus for the lines? The reason I ask the question is this: The time-table factor is important in acceptable service, and in answer to the hon. member for Vancouver South (Mr. Green) the minister said it was the plan to schedule one plane per day. One cannot fly from Halifax to Vancouver in a day. Therefore, I was wondering what plans the minister had in mind to carry out that schedule.

Mr. HOWE: As I said, the schedule has not been worked out. We have to work out our estimate of costs, based on a provisional service. We have made our plans, generally, for a service leaving Montreal early in the evening, and arriving at Vancouver next noon; and on the return leaving Vancouver at noon, and arriving at Montreal the next morning. The maritime services have not been worked out yet, because not as much work has been done on that section as has been done in the western part. I think the hon. member will appreciate, however, that it is the duty of the board of directors and the management of the corporation to work out the operation details of the route.

Mr. MASSEY: I had this in mind: If there is just one plane, will it be a sleeper plane or a day plane with some system worked out between the railways and the Trans-Canada Air Lines, as was first done before the sleeper planes were put in service in the United States?