

ing a real effort to maintain flying clubs in their districts. Many municipalities have been making large contributions to these clubs. Just recently I received a communication to the effect that because of the relief situation it may be necessary to raise the tax rate in my own particular locality. If this vote were increased, I think it would prove encouraging to the clubs and enable them to provide better facilities. It would also be of some assistance to the municipalities which may be contributing from \$1,000 to \$1,500 or \$2,000 to these clubs. Could the minister not consider making some increase in connection with those clubs which are being assisted by the municipalities?

Mr. HOWE: I imagine the main difficulty my hon. friend finds with his club is that it is situated only thirty miles from Hamilton. Perhaps there is not sufficient distance between the two cities to permit both clubs to prosper. Our reports indicate that the hon. member's club is doing very well, and I know he has contributed a good deal himself to its success. He takes a great interest in the club. I say again that the way to make these clubs efficient is not to give them large sums of money. The hon. member's club is in good financial shape, and it is being kept that way because everyone is on his toes. You will find many people ready to take up a plane if it does not cost anything.

Mr. LOCKHART: I do not think the minister got my point. Municipalities are finding it difficult to-day to strike their tax rates. I just received a notice from my own city to the effect that unless some adjustment was made in the relief situation, it would be necessary to increase the tax by three to four mills. That municipality is contributing to the airport at which many pilots have been trained.

Mr. HOWE: Could my hon. friend state what his city contributes to the club annually?

Mr. LOCKHART: I do not know the exact amount, but I know they are paying a good portion of the rent and making other contributions. During my term in municipal office the hangars were completely remodelled and other assistance was given. All these contributions help to raise the tax rate. I was wondering if further assistance could not be given in some way, as suggested by the hon. member for Vancouver South.

Item agreed to.

To provide for contributions to assist municipalities to improve existing airports or provide new airports, \$800,000.

Mr. BARBER: What is the basis upon which assistance is given to municipal airports?

Mr. HOWE: We found that practically all the cities along the Trans-Canada air route had civic fields in various stages of completion. Vancouver had spent a great deal of money on a field, and the same was true of Calgary, Edmonton, Lethbridge and other cities along the route. But practically none of these fields was up to the standard required for high speed planes. Most of the fields were put into operation in 1928 and 1929 when landing speeds of aeroplanes were much lower. Many cities were not in a financial position to put the fields into the shape necessary for high speed flying, and a policy was laid down whereby the government agreed to give assistance to those fields necessary for a Trans-Canada service. This was in the form of a grant of one-third of the investment made by the city in its field; or if that contribution was not sufficient, then the government would join with the city by paying twenty-five per cent of any further investment made in the field. The government contribution is in the form of a grant, the ownership of the field remaining with the city. This aid is confined to fields required for the Trans-Canada service.

Mr. BROOKS: I understood the minister to say the other evening that the Trans-Canada service would have its eastern terminus at Moncton, and Halifax, Saint John and Charlottetown would be dependent upon private service. Would this vote provide any money for air fields in large centres like Saint John, Halifax and Charlottetown? It would seem to me to be rather unfair if those centres were left to their own resources as far as the providing of air facilities is concerned. I have nothing to say with regard to the controversy which is raging in certain sections of the maritime provinces over the report that the airport is to be at Moncton; I simply want to know if these centres will receive consideration under this vote.

Mr. HOWE: There has been a good deal of misunderstanding over my statement. As I said, it is the intention to extend the Trans-Canada service to all the principal centres in the maritimes. Whether this service is undertaken by government or private operation, it would still be Trans-Canada service and those cities would qualify for this grant. We are in negotiation with three of them at the moment and one was assisted last year. Similarly the cities in the Saskatchewan loop, such as Moose Jaw, Saskatoon, Prince Albert and North Battleford will be part of the Trans-Canada service, although the service will be given by private rather than by government operation.