

share in Canada's spending power, and I think it is an opportune time to bring to the attention of the leader of the government the facilities of the Eastern Passage Airport. I have been told that one day last week as many as 720 airplanes landed at this airport. Honourable members will recall that only a short time ago it was claimed that certain types of aircraft could not land there, and I raise this question now so that this important airfield may be put in proper shape to enable any type of aircraft to land on it.

I recall that in 1942 or 1943 it was drawn to the attention of the Minister of National Defence, the late Colonel Ralston, that a bottleneck condition existed at Fairview. The dangers of this condition were pointed out, and it was said that in case of an emergency, such as the Halifax explosion, the authorities would not know what had happened. I am drawing this situation to the attention of the government in the hope that the Department of National Defence will see fit to co-operate with the Canadian National Railways in widening this bottleneck and in making an adequate road which would serve the city in the event of emergency.

I should like to draw attention to the Debert and Aldershot army training centres in Nova Scotia, which after World War II were left in a rather dilapidated condition. If the honourable leader opposite (Hon. Mr. Haig) had referred particularly to camps of the type of the two just mentioned, and to the action that should have been taken by the government to maintain them, I would have supported his argument. I think the Department of Defence should consider taking action to bring these camps up to a proper standard.

In the past the question has been raised as to whether Nova Scotia had any industries which could benefit from war expenditures. I would point out to honourable members that during the last war there was spent in Nova Scotia, only about one per cent of the total war expenditure in Canada by the federal government. Today we have the Fairey Aviation Company, a firm, long-established in England, but new to Canada. It operates at Dartmouth and is able to manufacture as well as service aircraft. Therefore, I hope part of the money to be expended on airplanes will find its way to their very important industry at Dartmouth. Then there is the Cussor Radar Company, and many other companies, which could be of real service in the present emergency period. I need not mention the value of our shipbuilding, steel industries, and so on, but I want to re-emphasize the fact that Canada's industries are for the most part centred in Ontario and Quebec. I should like the leader here to inform the Minister of Trade and Commerce that our section of the Maritime Provinces is hopeful that it will enjoy a fair portion of the expenditures contemplated in this bill.

Some Hon. Senators: Hear, hear.

The motion was agreed to, and the bill was read the second time.

REFERRED TO COMMITTEE

Hon. Mr. Robertson: Honourable senators, I move that this bill be referred to the Standing Committee on Legislation, which will meet immediately the Senate rises.

The motion was agreed to.

The Senate adjourned until tomorrow morning at 11 a.m.