

Supply—Transport

equal in size to the Boulder dam. In addition to that, owing to the necessity to feed the increased population, there will be a rapid extension of the farming industry in the area.

I make these few observations in an effort to impress the minister with the importance of the area. I represent to the Canadian economy at this time. I know the minister is fully aware of the fact that one of the most important defence industries in Canada is located in the riding of Kootenay West. I find that under the new procedure now established, Mr. Chairman, I have to make what might be termed a Mulligan speech. I have to put everything together under this first item, and then trust to the Lord that I will receive answers later.

Anyway, I do wish to bring to the minister's attention the situation with respect to the Castlegar airport, which he knows so well, and which is owned jointly by the city of Nelson and the villages of Castlegar and Kinnaird. It is a very worthy co-operative municipal effort. That joint effort has produced a first class airport at the junction of the Columbia and Kootenay rivers, on a large portion of land formerly owned by the Doukhobors. Last year the airport committee, representing the municipalities, asked for a grant of \$25,000 for paving and surfacing, and a further grant of \$10,000. They received a total of \$35,000 from the minister's department, for which they wish me to say they are most grateful. The money was carefully spent, and a great deal of work was done for that \$35,000.

However, they still have considerable paving to do, and they have asked the minister for a further grant of \$50,000. When I hear these other grants to airports I realize that that is not a large sum. I have always been somewhat timid in asking for grants of money; but I find that the longer I come to Ottawa the less timid I become. I will say that this airport is of tremendous importance to the southern interior of British Columbia. It serves a district 100 miles to the north of the Arrow lakes, between 30 and 40 miles to the west, from 75 to 80 miles to the east; it is the meeting place of the Kootenay and the Columbia, and the cross-roads of the railways. This district serves a large area, and is most important from that point of view.

On those grounds alone I would support the application. Secondly, owing to the immense industrial development in the area, there is a heavy passenger traffic coming from points on the coast, including Seattle, and from Calgary and Edmonton, into our area. As a matter of fact I might point out

here that my constituents would welcome a visit from the minister. I do not think he has ever visited that portion of British Columbia. Most of the ministers travel along the main line, go as far as Vancouver, make one speech and then return. But my people would welcome more visits from members of the cabinet. I am sure if they took time to visit the Kootenay country they would have their eyes opened, and there would be the possibility of their emigrating to that district.

In addition to that, this is a most important defence area. Therefore I hope the minister will give further consideration to this request from the Castlegar airport committee for a grant of \$50,000. This amount is necessary, and I know the money will be spent carefully. The minister's department could not spend \$50,000 to greater advantage, for the number of people concerned, than by giving a grant to the Castlegar airport committee.

I have other airport questions to bring up which, although on a smaller scale, are important. It is obvious that in mountainous areas places for aircraft to land are very necessary. The city of Nelson has made excellent efforts in recent years to build a small airport for light aircraft on the waterfront between the north arm of Kootenay lake and the city boundary. The city has used excess dirt from cuts and dumped it into the proposed airport location. Complete plans are drawn. I understand officials of the minister's department have approved the plans as being acceptable for a landing field for light aircraft, and have advised the city council with regard to the development.

When I was last talking to the mayor he said that he appreciated very much the co-operation and advice they had received from the minister's officials. This, of course, is on a much smaller scale than the matter to which I referred earlier; but a landing place at Nelson for light planes is necessary, to facilitate flying back and forth from local and other points. It is necessary because of the development of the survey services, because of the needs of the forest service in British Columbia, because of the development of the tourist traffic, and because of the non-scheduled flights serving the local residents of such points as Creston, Cranbrook, Trail, Grand Forks and other places. The Nelson city council are not asking for a great deal. Even a small grant would be very welcome to assist them in the completion of this important airport to be used by small planes.

While I am on the topic of airports I shall wander farther afield. I know the hon. member for Kamloops is here this evening,