

*Supply—National Defence*

organizations and local governments, the acquiring of necessary equipment and providing of assistance in various ways to local organizations. I know in the case of Halifax we have had the finest possible co-operation from the federal and the provincial authorities. The provincial government has designated Colonel the Hon. A. B. De Wolfe as the minister of the local government responsible for civil defence matters within the province. That gentleman has undertaken his responsibility in a practical and energetic way.

A number of key personnel have already taken the course at the training school which has been in operation for some months in Hull, Quebec, across the river from this city. Those key personnel have gone back to take their places in the local organizations and undertake the necessary jobs of organizing and training of individuals who will form the lower echelons of these organizations. This work has been pressed forward with great energy in Halifax. A civil defence committee has been organized on which are represented the city of Halifax, the town of Dartmouth and the municipalities in the county of Halifax. That committee has undertaken a survey of the needs of the area with respect to civil defence. I think that is the type of survey the hon. member for Lanark was referring to. This survey, which has been pressed forward, has indicated a number of problems which are common to similar areas throughout the country.

It has also indicated a particular and fundamental problem which faces the city of Halifax. I submit to the minister that this problem will have to be faced. I refer to the question of the adequacy of the means of communication to and from Halifax. In order to indicate the nature of this problem I should like to describe briefly the situation in which the city of Halifax finds itself.

It is an urban development situated on a peninsula approximately four and a half miles long and about two miles wide. The only connection with the mainland is by a neck of land about a mile and a quarter to two miles and a half wide. There is a civilian population of about 100,000 on the peninsula with a density of about 24 persons to the acre, which is about half the density of a normal London borough.

In addition to the residential population on the peninsula there is also H.M.C.S. *Dockyard*, with headquarters of the flag officers of the Atlantic coast. There is also the headquarters of the eastern command of the Canadian army, as well as a number of important army depots and establishments. There is the headquarters of the eastern

command of the Royal Canadian Air Force. There are important and extensive port facilities located at both extremities of the peninsula and lining the western shore of the harbour for some three and a half miles. There are the plant and drydocks of Halifax Shipyards Limited which are an important element in the shipbuilding and ship repair facilities of the Canadian Atlantic coast.

All this indicates the importance of the Halifax area and the necessity of making adequate plans to meet the needs of civil defence. One of the main heads in planning for an emergency is that of the evacuation of civil personnel from the danger areas as well as the evacuation of casualties which might be suffered in case of attack. In the case of Halifax, the problem of the evacuation of civilian population and the movement of casualties is made more difficult by the road and rail facilities now serving the area.

The peninsula which I have described is served by a double-track railroad which traverses the one and a quarter mile wide neck of land and then proceeds to the southern extremity of the peninsula. There are only two highways which traverse this peninsula and give access and egress for road transport to the mainland. One road is situated at the northern end of the neck of land and the other is situated at the southern end.

Both these roads are inadequate at present for the rush hour traffic. The province and the city have long-range plans for the improvement of both roads and the elimination of the bottlenecks which exist at both extremities of the neck of land joining Halifax to the mainland. However, these are long-range plans which will take some considerable time to realize in full measure. The Halifax advisory committee on civil defence has made submissions both to the provincial authorities and to the federal civil defence authorities indicating the immediate need from a civil defence point of view of facilities being provided for the evacuation of the civilian population and such casualties as may be suffered over these two narrow bottlenecks. They have requested that from a civil defence point of view the federal and provincial governments work out some program under which the necessary parts of this work can be done immediately. Until that is done it will not be possible to undertake the long-range plan. We in Halifax would like to feel, not in three years or something of that order but if possible within a few months, that if an emergency should arise we will not be faced with tremendous and almost insurmountable difficulties in dealing with the problem of evacuation.