

like those who are speaking about the heavy taxation for the boards of trade and chambers of commerce of the country to read this return and see the political log-rolling that took place. There has been about \$150,000 wasted on the tunnel; they might just as well have thrown into Toronto bay the cost of abandoning this contract. The city and the harbour board could sue the government today in the exchequer court. I was on the Toronto harbour board for twenty years and chairman for some years, and I have the opinion of legal experts that the government is under a contract to build two bridges there, and is liable to the city and the harbour commission for the damages they sustained through the cancellation of that tunnel work.

Has any improvement resulted from either a military or commercial point of view by going out to this remote place? No. I have seen airports in many other cities which show that this talk about the menace of high buildings around Toronto is a myth; there are just as many in other places. I accompanied these officers and many others. I knew them for years; we went over the ground at the island daily, in bad weather and good, and they were of opinion that that was the logical place. I may not know as much about this problem as the ministers' experts—I know some of the gentlemen and have great respect for them—but the Borden government established a Royal Air Force centre in Toronto; 18,000 cadets and mechanics were trained there during the war and British officers came here as instructors. I have spoken to many of these men; many are decorated men, and their opinion is the same as that of the officers I have mentioned, that the island was an ideal place.

What is there at this place called Malton? You have to build roads and all kinds of things which will run into hundreds of thousands of dollars. The city of Toronto is spending money out in the country for the benefit of surrounding municipalities, and the government compelled them illegally to do this. With all the suffering there is in the country to-day, the government is going too fast with these expenditures. Toronto is the only city I know of that is putting up this capital sum to be a link in this Canadian service. What other municipality is doing this? Is Montreal? No; Montreal has not been asked to do what Toronto has done. There are plenty of buildings around the harbour at Montreal. Something ought to be done about this matter; it ought to go to some committee of this house to be looked into, including the abandonment of the work started by the former government. The com-

[Mr. Church.]

mittee will see the unbusinesslike methods of the present government in the handling of this airport problem in the Toronto district, where they virtually coerced the taxpayers into spending what will amount to a million dollars before they are finished.

Mr. CLARK (York-Sunbury): Are the Brockway and Blissville air fields to be finished this year?

Mr. HOWE: Yes; it is the intention to proceed with that work this year.

Item agreed to.

Airways and airports—operation and maintenance including lighting, radio and meteorological services, \$910,669.

Mr. GREEN: Apparently this item includes the inspection service. Just what inspection services does the government supply? That is of great importance now that we are opening up our airways across Canada.

Mr. HOWE: This vote is for the operation of the physical properties having to do with our airports. It has to do with the cost of operating the airports themselves, the meteorological service, the radio beams and all the auxiliaries to flying as far as ground facilities are concerned. There is nothing here about inspection.

Mr. GREEN: Which vote does cover the inspection service?

Mr. HOWE: Item No. 385, covering air service administration, which was passed a few days ago.

Mr. GREEN: What inspection services are supplied by the department?

Mr. HOWE: Well, we have six districts across Canada, with two inspectors in each district. Those inspectors inspect the logs of the planes, watch overloading, check the airworthiness of the machines, examine pilots and have general supervision over all flying in their districts.

Mr. GREEN: Do they also cover the flying in the north country?

Mr. HOWE: Entirely. They inspect landing fields, approve routes and have everything to do with safety in flying.

Mr. GREEN: I notice an increase of about \$100,000 in the vote for temporary assistance. Would the minister explain that?

Mr. HOWE: The increase in this vote is due to the fact that we have more facilities to maintain now. As we build more airports and extend our operations further, of course the operating expenses of the airports in-