

Supply—Transport

the use of the facilities of the port, the solution largely rests in the hands of the government. I think it is right to expect that the situation which has existed since the opening of the port will be overcome and that instead of there being a deficit we shall find the export-import activities through port Churchill realizing a handsome surplus and making a major contribution to the development of our total Canadian economy.

The other matter with which I wish to deal is strictly a local one, but this seems to be the occasion on which to present it. It relates to the necessity for a new administration building at the municipal airport at Brandon, Manitoba. This airport was taken over from the air force after the commonwealth air training scheme was closed down following world war II. Since that time it has been operated by the city of Brandon. The activities have been carried on in the temporary building that was left standing by the air force.

There are three major phases of those activities. One is the flying club which engages in the typical activities of a flying club, as well as making a contribution to the training of army personnel, particularly pilots of light observation aircraft.

I should point out that the manager of our flying club is a highly competent individual by the name of Mr. Ed. McGill, a former flight commander from the well-known 418, City of Edmonton squadron, which made for itself such an excellent reputation in intruder activities over the continent during the war. Mr. McGill is responsible for this army training activity. While I am on the subject of flying clubs, may I say that it was during my maiden speech that I first expressed our interest in the opportunity to take part in the Chipmunk training scheme. As yet that opportunity has not been afforded. We have a large group of reserve pilots who are most anxious to keep up their flying skills so that they might be prepared, as much as possible, for any military emergency. The flying club is just one part of the activities at the airport. We have Brandon Air Services which operates chartered flights, and assists local businessmen in getting around the area. It has also made emergency flights during the winter, bringing people from the surrounding rural area to hospitals when the highways are closed. Brandon Air Services has become an important part of the activities at the Brandon airport.

Finally, we have coming in daily T.C.A. flights which also make use of the airdrome facilities. Unfortunately, the temporary administration building is gradually collapsing, as would be expected. The matter has been

brought to the attention of the Department of Transport officials, and although no provision is made this year, I bring the matter to the attention of the minister as a situation requiring some action in the near future.

Mr. Herridge: Mr. Chairman, I wish to bring to the attention of the minister certain needs in the country which I love, the country in which I have grown up and which I now represent. I refer to the constituency of Kootenay West. I might say, Mr. Chairman, that I am quite sure that in what I have to say this evening I shall receive the support of all parties. I am quite sure that the hon. member for Vancouver-Quadra will support everything that I have to say this evening, and I am quite sure the hon. member for Skeena will do the same. As a matter of fact, Mr. Chairman, you have in this chamber three Kootenay boys who grew up in that country at the same time. I happen to live there still, but I never go anywhere without being asked, "How is Howard getting on?" or "Is Teddy still as bad a boy as ever?"

Before I make a few requests, I want to try briefly to impress the minister with the importance of the district which I represent. I might say that when I first came to Ottawa in 1945 I had occasion to speak to the minister about a matter concerning the Arrow lakes, and I was positively appalled when the minister said, "Where are the Arrow lakes?" That day is past. The Arrow lakes are known throughout the whole of North America because of the great developments that are taking place at this time.

In my constituency, Mr. Chairman, over \$30 million is being spent for the construction of a power dam and a power plant. Over \$5 million has been spent recently on the construction of a power line from Trail to Kimberley and the Riondel mine, including a two-mile overhead cable across Kootenay lake. I understand it is the longest one in the world. In addition to that, Consolidated Mining and Smelting Company are spending over \$30 million in extensions to their plant. The mining industry is spending, this year or next year, \$10 million in further development. There is now under consideration, and almost at the point of commencement, the construction of a \$65 million pulp mill. In addition to that, the joint international commission has been making surveys in the Columbia river basin since 1946 and has been spending an average of some \$150,000 a year on those investigations with a view to finding suitable locations for dams on the Columbia river. Already they have found a site above Revelstoke; this will mean the building of a dam over 500 feet high and