

*The Address—Mr. Granger*

Labrador in addition to community stages for the fishermen of Labrador and community stages plus cookhouses and bunkhouses for those who come to Labrador from elsewhere to fish during the fishing season. I need not emphasize the fact that the value of small marine works has been proven over and over again. Most of these marine works which are so essential to the fishing communities in northern Newfoundland and Labrador are projects which might be described as small marine works, small wharves and breakwaters, but they are extremely valuable.

The value of the community stage program is beyond question and I must say that it was disappointing to me that the government did not see fit to institute another program of building community stages when the first program was completed last fall. I know that the needs of all fishing communities cannot all be met at once but I do think that if a policy were decided upon whereby 10 community stages per year would be built a great improvement would be effected and within a reasonable length of time many much needed marine facilities would be built in Newfoundland and Labrador. As time goes on the need for community stages is bound to increase as fishing property such as stages, flakes and so on have to be replaced, and as it becomes more difficult to find material the need for community stages will in fact become aggravated.

The replacement of fishing property is a real problem to many fishermen. Improved facilities are needed in order to increase the catch per man and an increased catch is necessary if the fisherman is going to make a real livelihood out of his vocation. As I said before, something has been done toward meeting the basic needs of the fishermen but a definite increase in these services is needed, and needed now.

I maintain that the cost of supplying these services is comparatively small and that it would represent an investment which would pay real dividends. It is not a matter of giving money away without hope of return but rather a matter of investing money so that production may be increased; and I hope it is from this aspect that the needs of the fishermen are viewed. I strongly urge the Minister of Fisheries (Mr. MacLean) and his colleagues to consider actively the supplying of these needed services so that fish production may be increased.

I should like to mention briefly the whaling industry, an industry which used to be very active in Newfoundland but which has all but disappeared from Canadian waters. At one time this industry was carried on out of the harbours of Williamsport and Hawkes

Harbour in my riding. These industries have ceased to operate. I should like the whaling potential to be reviewed by the federal Department of Fisheries. I understand it is carried on profitably by other nations. Certainly, the whales are still there and modern, technical knowledge ought to be able to find a way in which this industry may be revived on a profitable basis.

I should like to make a reference to Gander airport. At the time Newfoundland entered into confederation, Gander airport markedly improved Canada's position in the field of commercial aviation. Today it boasts a modern terminal with air navigational aids among the most complete and most modern in the world. In recent years, the amount of traffic through Gander airport has fallen off, although I believe last year business increased considerably. Needless to say there is considerable concern in Gander, where a large town has been developed. The houses are owned by these people who have put a large part of their earnings into them. The lives of the people in Gander are irrevocably tied to the airport itself. For this reason, these people would like to know, if possible, what the future holds in store.

There has been a tendency for modern, jet airliners to overfly Gander. There is some suggestion that in time, as the pattern of air transport changes, planes will use Gander more frequently and it may become a very important airport again. No one can deny that, as I said, it has the most modern navigational aids and it has a strategic location. The location made it an invaluable asset for many years.

What does the future hold? I know forecasts are quite dangerous. Nevertheless, I should like the Minister of Transport (Mr. Balcer) to analyse the trends in aviation today to see if he cannot give us some idea of what the future may hold for Gander. For instance, it has been suggested that planes originating in the western part of the North American continent, instead of being routed through busy airports like New York, would fly on and stop at Gander for fuel. Then, they would continue to their European destinations. It has been suggested also that the smaller, near-sonic jet airliners of the future would, because of their immense speed and comparatively short range, use Gander as a matter of course. Then, too, if aviation forecasts are accurate, there is almost certain to be a great increase in air freight, air express and charter runs. All of this could well mean that the facilities at Gander will again be used to the extent to which they were designed to be used. I feel sure that the Minister of Transport is interested in the