

Supply—Transport

of Sorel. In June of 1950 a committee of five engineers was appointed by the Department of Transport to make recommendations as to the program of work to be followed both in the immediate future and over an extended period in regard to the deepening, widening and straightening of the St. Lawrence ship channel, having in mind the ultimate completion of the St. Lawrence deep waterway and the future development of the harbour of Montreal. By the late summer of 1951 the committee reported, advising that the channel is well designed except at certain places where experience has shown that cross currents, sharp bends and lack of adequate anchorage areas present some difficulties to navigation. Certain improvements were recommended to be undertaken as soon as possible. Because of this it was decided to prepare plans and specifications for the work, which the committee estimated would cost \$12,540,000. Tenders were called early in March of this year and two firms submitted bids, Canadian Dredge and Dock Company at \$13,943,000 and Marine Industries Limited at \$13,021,000. The contract was awarded to the latter firm, and I announced this to the press sometime ago. It is a contract for a period of five years, for the work indicated above.

Then I should like to say a word about the strait of Canso project, concerning which I made an announcement in the house yesterday. For the causeway across the strait of Canso we are providing in this year's estimates \$1,800,000, an increase of \$800,000 over the amount voted last year. The situation with respect to this major undertaking may be summarized as follows. The causeway and lock project recommended by the reconvened board of engineers in their report of June, 1951, at an estimated cost of \$22,760,000, is being undertaken by the government. The services of O. J. McCulloch and Company, consulting engineers of Montreal, were retained in October, 1951, to design and supervise construction of the project for a lump sum fee of \$525,000, covering a construction period terminating in December, 1955. The project is to be awarded in four main contracts:

(a) Rock fill causeway and mainland approaches to subgrade level; total amount of rock fill estimated at 5 million cubic yards; work advertised for tender April 3 and tenders called for May 13, with completion date set for December 31, 1954. I announced yesterday that this contract has been awarded to a Vancouver firm, Northern Construction Company and J. W. Stewart Limited, at \$5,800,000 odd.

(b) Lock, entrance piers and excavation for the lock and entrance channels; expect tenders to be called late in 1952 for work to commence in the early spring of 1953.

(c) About 13 miles of railway diversion on the mainland from the causeway to Linwood Junction and about three miles of rehabilitation of the existing Inverness line, to be called for tender by the Canadian National Railways in the spring of 1953.

(d) Railway and highway swing bridge over the lock, and steel gates for the lock, for which tenders are expected to be called in 1953.

Then, there is a substantial item in the estimates of \$1,180,000 to continue the enlargement of dock and terminal facilities at North Sydney. This is a decrease of \$480,000 as compared to last year's estimates. As the house knows, that contract has been awarded to T. C. Gorman, of Nova Scotia, with the work being done under the supervision of the Department of Public Works. The new dock and terminal facilities at Port aux Basques are estimated to cost \$3,700,000, and the work is still under way.

There are substantial expenditures under this category for telecommunication services, and there are as well increases over last year's vote in our telephone and telegraph services. The items are distributed in the various provinces of Canada. While I am on that I think I should communicate to the house that the expansion in the interior part of British Columbia has reached such a stage that the government is of the opinion that a commercial company should now provide telephone and telegraph facilities in that area. We do not feel the federal government should be the agency to serve the public in well developed and industrial areas. Arrangements will be made to dispose of our facilities in British Columbia to any commercial company which may be interested in continuing the operation as it presently exists, and at a standard of service no lower than is provided at the present time.

There is, too, a substantial program for the development of airways and airports, and it amounts to the sum of \$7,267,000, or an increase of \$427,000 over last year. Roughly speaking the projects cover runways at Gander, \$200,000; Regina, \$950,000; Grande Prairie, \$150,000; Prince George, \$930,000; Vancouver, \$1,600,000 and terminal buildings at Moncton, \$200,000; Ottawa, \$50,000; lakehead, \$100,000; Saskatoon, \$100,000 and Winnipeg, \$75,000. There are a number of categories with which I could deal if need be, but I believe I have given the house