

Supply—Transport

million is concerned, it appears to be about another 10 per cent of the cost at the present time.

Mr. Brooks: Not under the Maritime Freight Rates Act generally, but only the section of it dealing with transportation from the western boundary.

Mr. Harris: That is quite right, but the total amount being paid at the present time under the Maritime Freight Rates Act is approximately \$11 million to \$12 million, my hon. friend has said, and in order to be on the safe side in estimating I put it at about \$2 million. However, I can go into that in detail in the budget debate rather than at the present time, as I would like to get this passed.

Item agreed to.

General—

603. To provide for reimbursement of the Department of Transport stores account for the value of stores which have become obsolete, unserviceable, lost or destroyed, \$58,787.

Mr. Nesbitt: Did they have a fire in the transport stores, as they did in the case of the queen's printer?

Mr. Harris: This is in nearly every case for loss of stores by obsolescence or through the usual shortages which occur to some extent in any stores account of the size of transport. It represents \$58,000 this year compared with an average of \$13,000 to \$15,000 over the preceding four years, but I notice that five years ago we had an item of \$148,000. This is the result of a study made by a board which surveys the stores accounts of transport and discards those which are completely useless or where the bookkeeping is there but the item is not.

Mr. Nesbitt: There is no one large specific item?

Mr. Harris: No.

Item agreed to.

Radio aids to air and marine navigation—

605. Administration, operation and maintenance—further amount required, \$600,000.

Mr. Green: I notice in the details that this includes a vote of \$289,000 for professional and special services. Could the minister tell us how those are made up.

Mr. Harris: The detail is for the purpose of breaking down the money into the standard items shown at the back of the blue book, but the real vote is for the purpose of making payments to various air lines for radio services maintained by them. The \$289,000 is merely a guess as to how much

[Mr. Harris.]

of those services happens to be in the professional class and how much in other categories. The items are a payment of \$87,000 to Pacific Western Air Lines in connection with an agreement as to Bathurst, Northwest Territories, a payment of \$30,000 to Canadian Pacific Air Lines for the Norman Wells aeradio station, \$59,000 for other northern stations and \$113,000 for preappointment training expenses of student radio operators.

Mr. Herridge: Can the minister tell the house if the employees in the department who less than a month ago were six weeks in arrears on overtime pay have now been paid?

Mr. Harris: No, I could not, but the voting of this money will help.

Mr. Knowles: At least it will not hinder it.

Mr. Pearkes: Can the minister say whether any of this money is being spent either on marking or investigating the manner of marking overhead cables in the vicinity of the approaches to landing places, particularly on the seaplane routes? There is a great hazard arising from power cables which stretch across fairly wide reaches of water and are directly on the approaches to seaplane bases.

Mr. Harris: No, these are not payments in that group. They are, as I have indicated, payments to air lines for maintaining radio stations, making weather reports, I presume, and the like; certain travelling expenses in connection with the examination of student pilots and costs in connection with freight, express and cartage of goods to northern points.

Then there is a final payment to the Marconi company in settlement of accounts taken over by the department from former Marconi-operated stations. However, the problem my hon. friend mentioned is a real one, and I am sure the Minister of Transport is concerned with it.

Item agreed to.

The Deputy Chairman: It being six o'clock, I do now leave the chair.

Mr. Harris: Mr. Chairman, before you do, I do not know whether there is much to be said on the remaining items but if there is not I should like to have them carried. Of course we intend to leave agriculture until eight o'clock.

The Deputy Chairman: Is it the pleasure of the committee that we continue?

Mr. Green: I think there is quite a bit to be said on some of these items.

Mr. Harris: All right.

At six o'clock the committee took recess.