

Supply—Transport

salaries, etc. In vote 513 under the heading "communication networks leased for airway traffic control" there is the sum of \$72,960 additional to meet requirements of the Department of National Defence, which accounts in part for the increase.

There are other increases such as \$39,168 related to an increase of some 30 per cent in the volume of air traffic during 1951 requiring extension of communication facilities for proper safeguards to air traffic. Then I should like to deal with two other items in the estimates of the department. Perhaps I might take a few minutes to discuss them. In the estimate for category 16, "equipment—construction or acquisition", an amount of \$9,906,394 is required compared with \$6,786,060 in the last fiscal year, an increase of \$3,120,334. I think the committee is entitled to some explanation of these increases. They are due to new equipment ranging anywhere from tugboats to the icebreaker for the Department of Transport and the new ferry to operate between North Sydney and Port aux Basques in Newfoundland.

May I go over these rapidly. In the canal service we receive two tugs, one for the Ontario-St. Lawrence canals and one for the Welland canal at about the same cost of some \$200,000 each. In marine services the icebreaker now under construction at the Davie Shipbuilding and Repairing Company Limited is to cost \$7 million. Up to March 31, 1952, we had provided in the estimates for this purpose \$2,900,000 and this year we have included \$3,770,000 for this vessel. Then we require a new lighthouse supply and buoy tender vessel to operate out of the port of Saint John, New Brunswick, as a replacement for the present ship, the C. G. S. *Franklin*. The size of the new vessel will be 210 feet by 38 feet by 17.6 feet. To build a new, modern ship to replace the *Franklin* will cost in the vicinity of \$2,200,000, for which the sum of \$300,000 is included in these estimates. We also need for Saint John, New Brunswick, a smaller vessel to operate out of that port.

The Department of Transport has now assumed responsibility for the maintenance of lightering equipment taken over from the United States air force at Coral Harbour and Frobisher Bay by the R.C.A.F. Then we must make substantial repairs to the C. G. S. *Lady Laurier*, and we anticipate that because of the present condition of this ship repairs will be required to the extent of some \$150,000.

It will be noted that no appropriation is made in the estimates of the Department of Transport this year toward the construction of a vessel to operate between Yarmouth and Bar Harbor, Maine. I had hoped it would be possible to proceed with this vessel this year,

but after careful consideration it was decided that in view of the still tight steel situation construction of the ship should be delayed for the time being. I assure the committee, however, that as soon as the supply of steel is sufficiently improved the government proposes to construct this ship. All the plans and specifications have been prepared and the department will be in a position to proceed on short notice. This year my colleague the Minister of Public Works will purchase the necessary land at Yarmouth to build whatever works are necessary at the terminal of the ferry there. I believe some survey work has been undertaken already, and it is hoped progress will be made during the present fiscal year.

The last item in the vessel construction program is the provision of \$4,015,000 for the auto ferry vessel for service between North Sydney and Port aux Basques. The estimated cost of this ship is \$6 million. It is being built by Canadian Vickers in Montreal, and delivery is expected late in 1953. So far only \$50,000 has been spent on this ship, but it is anticipated that during the present fiscal year it will be possible to proceed much more expeditiously.

Then may I deal with the last category, No. 13, which is next largest in amount to that dealing with the civil service classification. This has to do with the construction or acquisition of buildings and works, including land. The provision in the estimates under this heading for 1952-53 is \$24,167,306 as compared to \$20,799,018 during the last fiscal year, an increase of \$3,368,288. This is represented by the construction of the Atwater tunnel under the Lachine canal in Montreal, for which we have provided \$2,893,000. The estimated cost of this project is about \$7 million, one-third of which is to be paid by the city of Montreal. There is also the St. Remi tunnel, construction of which was begun two years ago and for the completion of which there is a small amount in the estimates. I might mention that in the Welland canal we are at last going to build a still-water berth at Port Weller for the protection of our gate-lifter, which is a very expensive piece of equipment that could not be replaced today for less than \$2 million.

There are a substantial number of other, smaller items with which I need not deal at the moment, but I would like to say a word in connection with the dredging of the St. Lawrence ship channel. In the estimates this year we have provided \$2,821,326, an increase of approximately \$800,000 over last year. The committee will remember that in the estimates last year a substantial amount was provided for the cleaning up of the contract entered into with Marine Industries Limited