

Supply—Mines and Technical Surveys

with the Minister of National Defence. There had been cases where the air force was actually flying on contract jobs. I think one was for the Iron Ore Company in northern Quebec; the air force was doing work which could have been done by commercial companies.

Has the government a policy of deliberately trying to promote the development of civil flying in Canada by contracting as much of this work as possible to private companies? I believe that is the policy followed in the United States, and it is one reason they have made such great advances in civilian flying.

Mr. Harris: I am sorry that I am unable to give figures to show the amount paid the R.C.A.F. and the amount paid to private companies, but I think my hon. friend knows that we do not consciously do anything which would interfere with private enterprise, and that while we may not deliberately bonus flying by Spartan or similar photographic companies we nevertheless do give them the business which under any circumstances would be justified, having in mind national security and the cost of doing a particular job. As I say, I am not able to break down this item, but I would be very much surprised if there was not a very large amount on the side of private industry and a small amount on the side of the R.C.A.F.

Mr. Hamilton (Notre Dame de Grace): Is anything included in this item for acquisition of equipment?

Mr. Harris: No.

Mr. Hamilton (Notre Dame de Grace): It is entirely payments?

Mr. Harris: Yes.

Item agreed to.

Dominion coal board—

591. Payments in connection with the movements of coal under conditions prescribed by the governor in council—further amount required, \$1,604,000.

Mr. Nowlan: What was the total tonnage moved for the year under this item?

Mr. Harris: I am afraid I have the details in dollars rather than tons. I see that I have the details broken down by areas in tons, but only in terms of the increase. Therefore I would have to have the original figures. For example, the increase in coal movement in Nova Scotia was 959,631 tons. Waterborne on the St. Lawrence river amounted to 299,000 tons. These are additional to what was estimated, but I cannot give the grand total.

[Mr. Green.]

Mr. Nowlan: These figures are up to when?

Mr. Harris: The 31st of March.

Mr. Brooks: Are they only for Nova Scotia?

Mr. Harris: No.

Mr. Johnston (Bow River): Did I understand the minister to say there was an amount of money paid for the movement of coal by boat? If so, how much was it?

Mr. Harris: There are various amounts depending on whether it is all rail or waterborne to certain points in the province of Quebec; that is, transshipped there to rail. It is quite a complicated statement. I shall be glad to give it to my hon. friend but I do not think he would understand it if I were to read it. This item, of course, covers all coal subventions, in the east, in the prairie provinces and in British Columbia.

Mr. Johnston (Bow River): What was the amount of the subsidy granted to the western coal mines for movement by rail and movement by boat? Would the minister have those figures here? Possibly we will have to get them from the minister of the department.

Mr. Harris: The total expenditure for Alberta coal is \$2,426,000, for British Columbia coal, \$13,750, for Saskatchewan coal, \$196,000, for Nova Scotia coal, \$8,752,000, a total of \$11,454,000. As the amount of the main estimate was \$9,850,000 the amount of this supplementary item is \$1,604,000.

Mr. Johnston (Bow River): I should like to say a few words about these coal subventions, though I do not want to carry on a debate at this time. The point that concerns me is that I am not sure that the amount of the subsidy is large enough. It seems to me that when we find our coal mines, particularly in the west and in the maritimes, suffering so badly because of lack of markets, some effort should be made by the government to increase the subvention to an amount that will enable our coal mines to get their fair share of the markets in Ontario and Quebec. There is no use increasing the subvention by 50 cents a ton if that is not sufficient to permit the coal mines of western Canada and the maritimes to get their coal to the markets of central Canada and compete favourably with imported coal.

We know a tremendous amount of coal is being imported, something like 22 million tons as against 15 million tons produced in Canada. It does seem to me that if we ever expect to get our coal mines back on their feet, we are going to have to increase the subvention to an amount which will enable those mines to compete with imported coal in