

Supply—Transport

not be repeated in 1956-57, as the extension of the grain elevator there has been finished; and expenditures at Saint John will also be somewhat lower, although they will still amount to about \$845,000. Expenditures of almost \$2 million at Halifax are provided for and include a sum of \$1,285,000 for the continuation of a new deep-sea pier which, complete with sheds, will cost about \$2,500,000. When the volume of traffic warrants it, this new pier can be doubled in length, and additional sheds constructed upon it.

In Montreal the board will continue the works that I referred to last year, namely the extension of two wharves, the raising of the level of the Sutherland pier by 14 feet, the building of a new transit shed, the extension of another transit shed and the carrying out of work on the grain conveyor gallery. The board's expenditures in the coming fiscal year on these works are expected to amount to \$5,200,000. The second stage in the board's program of works calls for expenditures this year of \$6,146,500 for a certain number of new projects. These consist of:

1. The building of wharves and piers, including the construction of a new grain jetty serving elevators Nos. 1 and 2 for the unloading of the large lake vessels, the raising of the Laurier pier, and the extending of certain oil wharves.

2. Dredging the ship channel in the upper part of the harbour and the approach channels to certain of the oil wharves.

3. Provision of grain receiving facilities from the proposed new jetty to serve elevators Nos. 1 and 2, and changes to grain galleries to serve elevators "B" and 1 and 2, as part of the work to be done to provide for rapid unloading of large lake vessels.

4. Certain miscellaneous items including improvements to the cold storage plant and other facilities of the harbour.

The work of providing an extra lane for highway traffic on the Jacques Cartier bridge, for which provision was made in last year's estimates, was delayed by a shortage of steel. I understand that it is expected that the work will be finished by the end of May, but it is necessary to revote \$440,000 for this purpose. The estimates for the coming fiscal year also include a provision of \$950,000 for the alterations to the southern approach of the bridge which will be necessary partly because of the raising of the bridge in connection with the seaway and partly in order to speed up the flow of traffic.

The total of these expenditures will be \$12,736,500 of which \$1,390,000 will be supplied from the board's funds, and \$11,346,500 is to be appropriated by way of advances to the board.

[Mr. Marler.]

At Quebec capital expenditures this year will be increased to \$1,687,000. In addition, the harbours board have under development a plan for new facilities at Quebec. These will include accommodation for lakers, and new facilities for grain unloading and storage, including an elevator capable of storing an additional two million bushels. The total cost of this program, which will be initiated in 1957, will be over \$5 million.

I am sorry, Mr. Chairman, that my remarks have been so tedious and have contained so many references to figures. However, it seems to me that it is perhaps desirable that we should have on the record a comparison of the expenditures by objects so that hon. members may see what is taking place in the estimates for this year. I hope that hon. members opposite will find that the credits that my department need for the approaching year are very modest, and that they will pass them with great rapidity.

Mr. Green: Mr. Chairman, I am sure we are all grateful to the Minister of Transport for giving us this comprehensive statement today. It will be helpful in the study of his estimates. I should very much like to meet his final request. However, I am afraid he is asking too much and that we shall be obliged to have him run the gauntlet for at least a time in connection with these estimates.

Today I should like to place before him certain matters which he either did not touch at all or just barely touched. I suppose it is to be expected that the opposition would concentrate on items coming in that particular category. First, I would suggest that, in the future, steps be taken to make the annual report of the department available before the estimates are brought up for discussion. I realize that the minister tabled his report in typewritten form, I believe, some weeks ago; but unfortunately the printed report has not yet been distributed. The result is that we enter upon the discussion of these estimates without having had the opportunity to review the report of the department itself. It should be remembered that, even when they are tabled, these reports are generally a year or more out of date. The last report I have of the Department of Transport is for the year which ended March 31, 1954. That is practically two years ago. Somewhere in the way the government does business there is a grave defect in that these annual reports are not made available at an earlier date.

Then the minister said nothing about the commission which have been considering the question of coastal shipping. I understand that they have concluded their public sittings and are presumably now working on a report.