

## Supply—Transport

Also I think it is only fair to say that the representative of the Aluminum Company of Canada—I have forgotten his name—who was present fully detailed to the committee the scope of his company's operations and the effect that they would have on the other operations of the company in Canada. He answered to the satisfaction of all members of the committee any question that was asked. I am sure that all British Columbia members are pleased indeed to see this huge development of our natural resources and I am sure they are also pleased with the competent and careful way in which the officials of the Canadian National have considered this question before recommending the bill to the government and for the consideration of the house and committee.

Section agreed to.

Sections 2 to 9 inclusive agreed to.

Schedule agreed to.

Preamble agreed to.

Title agreed to.

Bill reported, read the third time and passed.

## SUPPLY

The house in committee of supply, Mr. Beaudoin in the chair.

## DEPARTMENT OF TRANSPORT

463. Departmental administration, \$1,370,576.

**The Chairman:** These estimates are to be found in the blue book at page 62. Perhaps I might say at the outset that it is the normal practice to have a general discussion on the first item. I would ask hon. members to make the general discussion as thorough as possible so that they may satisfy themselves and in order that later we may have an orderly discussion strictly relevant to the item under consideration.

**Hon. Lionel Chevrier (Minister of Transport):** Mr. Chairman, it has not been my practice in the past to make a general review prior to the discussion of my estimates but this year, in view of some of the changes that have been made in the preparation of these estimates, I thought I might make a brief statement to the house dealing with some of the major projects that have to do with items that are now under consideration by the house. The 1952-53 estimates for the Department of Transport cover some 70 items and amount in all to the sum of \$105,800,638. The transport department proper accounts for about \$96.6 million of these and the various boards and commissions that come under the department account for the remainder.

What I propose doing now is to touch on a few of the categories referred to which can be found in the summary of standard objects of expenditure and special categories at the back of the estimate book. May I take two or three of those and deal with them briefly. Category 1 deals with civil salaries and wages, and the amount in the estimates this year is \$30,136,043 compared with \$27,323,373 in the last fiscal year, an increase of \$2,812,670. I think the house is entitled to some explanation for that increase.

The amount for 1952-53 covers salaries, wages and overtime payments for 11,541 positions which are detailed throughout the estimates. There is a net increase of thirty-seven positions over last year. This is considered remarkably low considering the nature of our operations. The net increase in positions to which I have just referred is the result of many internal changes in classifications. However, I might mention that seven new positions were provided for our new work boat in Newfoundland, and that eight additional positions were provided for the stand-by weather ship, *St. Stephen*, on the Pacific coast. These changes can be found if members want to refer to them in vote 470 dealing with marine steamers.

Then there are 38 new radio operators and assistant technicians needed as a result of the assumption by the department of three stations in the north Atlantic international aeronautical service at Goose, Montreal and Moncton. These services were formerly operated by Trans-Canada Air Lines and the details appear in vote 496, telecommunication division.

A significant decrease in positions has been achieved in aids to navigation due to 108 lightkeepers' positions of various classes being dropped because of the electrification of lights or when the attendance of minor lights has been provided for under local arrangement.

Then there is category 8 which deals with telephones, telegrams and other communication services. The amount provided under this category for the present fiscal year is \$2,665,850 compared with \$2,321,771 for 1951-52, an increase of \$344,079. A portion of this increase is the result of the 18 per cent increase in rates authorized for telegraph services by the board of transport commissioners, effective November 1 last. In addition, other increases for telephone services have been approved by the board between 1950 and 1952, ranging between 17.8 per cent and 20.7 per cent according to locations.

In vote 500, Marconi operated radio stations, as the result of benefits granted company employees by a conciliation board in 1951 an additional \$80,000 is required for