

Supply—Transport—Airports

Mr. BROOKS: Why is it called a feeder service?

Mr. HOWE: Because we do not run around that way in going to the coast.

Mr. BROOKS: I mean at the eastern end.

Mr. HOWE: You can call it what you like, but the fact is it is a trans-Canada service.

Mr. BROOKS: The services from Halifax to Moncton and from Saint John to Moncton were called feeder services the other night.

Mr. McIVOR: Through the efficiency of the Department of Transport we shall soon have a fine air field at Fort William. Our city council are most enterprising and enthusiastic and they have great visions for the future. A by-law was recently passed to provide \$40,000 for this purpose, but a local paper at Ottawa had the amount as \$400,000. The amount increased greatly in the passage of the news from Fort William to Ottawa. We appreciate the advertising which we received from the Ottawa paper, but I wanted to make this correction.

Mr. BETTS: I should like to commend the department for increasing this vote by \$300,000, but in my opinion we are still far behind in the pace we should set in developing our air transportation. There is no country in the world with such an enviable record as Canada as far as the exploits of flying men in the war were concerned. There is no country where private enterprise in the development of aviation has gone ahead as fast as in Canada. But there is no civilized country in which the government has hung back more lamentably. A grant of \$800,000 for the assistance of municipalities to improve existing airports or to provide new airports is merely a drop in the bucket. As far as this type of transportation goes, we are still in the backwoods. Sums of money are being spent on public buildings and other public enterprises which had far better be diverted into the Department of Transport and devoted to this very item. I would ask the minister not to grow weary in well-doing but to press onward and go in for more development and help the municipalities, providing for better air fields everywhere, because that is money which will pay big dividends in the near future.

Mr. LAWSON: I would refer back to the question asked by the hon. member for Fraser Valley (Mr. Barber) in order that I might have a little clearer picture in my mind of the basis of these grants. Am I correct in my interpretation of the minister's answer?

[Mr. Howe.]

Let me assume that the municipality has spent \$300,000 on an air field. The department decides that it is to be a landing field in the trans-Canada system and that it needs further moneys expended upon it for the purpose of bringing it up to the required standard. Does the department thereupon automatically advance to the municipality by way of grant an amount not exceeding in the aggregate \$100,000 without the municipality first putting up any more money?

Mr. HOWE: Yes; we survey the needs. Take an airport such as my hon. friend has mentioned where \$300,000 has been spent. If we find that it needs the expenditure of another \$100,000 to bring it up to standard, we grant the city the full \$100,000. If \$200,000 is required, we grant \$100,000 on past work and another \$25,000 against the city's \$75,000 for future work.

Mr. LAWSON: And the same rule will be applied to all municipalities?

Mr. HOWE: All municipalities that we require for our services.

Mr. CLARK (York-Sunbury): Fredericton, the capital of New Brunswick, is situated near the main Trans-Canada line. Will this contribution apply to that city when the situation there warrants it?

Mr. HOWE: I dislike giving snap judgments on such a situation, but if Fredericton will write to the department we shall go into the matter, send our engineer down and have the field looked over.

Mr. GREEN: In connection with an earlier item I asked the minister whether he could tell us the policy of the government in regard to assisting cities that are not on the Trans-Canada airway. I asked what assistance would be given in the construction of airports in such centres, and was told that I should have to wait until this item came up. Can the minister tell us now what the policy is?

Mr. HOWE: We do not lay down blanket policies for situations we know nothing about. If my hon. friend will mention some specific situation, we shall look into it and see what help can be forthcoming, but we have no general policy for situations of that kind. Our staff is so busy in this particular work, which we hope to finish this year—the work of getting the Trans-Canada under way—that we can not spend much time on these other problems. If my hon. friend has one particular problem in mind, we shall be glad to look into it.

Mr. GREEN: I have not any one particular problem in mind. At any rate, the depart-