

Supply—Transport

In the field of telecommunications, we are continuing a steady and gradual expansion to meet the growing requirements of our country for these services. The vote for the telecommunications division is increased by \$811,000 to a total of \$17,164,000. The increase is largely with respect to operations. The first section of our transcontinental VOR airway system, from Windsor to Montreal, has been placed in operation. The second section from Toronto to Winnipeg is at present under development. Orders have been placed for equipment to cover the balance of the transcontinental system. We have also ordered for very early delivery four short-range radar sets for air traffic control at four major airports, pending delivery of a larger number of long-range radar sets, which we have ordered to provide transcontinental radar coverage on our airways for traffic control. Our work in telecommunications in the far north is also expanding rapidly as civil and military activities there give rise to the need of new communication facilities. The expected growth of intercontinental flying over northern polar routes, that has already started and seems likely to increase, adds materially to our responsibilities in this field.

So far as the administration of the Radio Act and the regulations made under the act are concerned, we are providing for a small increase in expenditure, but we do not have a sufficient staff to enable us to keep fully abreast in the field investigation of complaints regarding radio interference. We have found it difficult to recruit trained personnel for telecommunications work and are returning to the practice of providing special assistance in training personnel for our own requirements.

In the field of meteorological services, I reported last year that our meteorological staff was opening an additional major station at Banks island in the western Arctic. We hope to complete this year the construction in the Foxe basin area of another new station. When this station is established we will, we believe, have provided about as many major observation posts in the Canadian Arctic as ought reasonably to be expected for the present. We are, however, developing a plan by which the Canadian meteorological services will provide the extensive and specialized weather information that is necessary for the operation of the defence lines in northern Canada, both the D.E.W. line and the mid-Canada line. Our expenditures of \$9,112,000 represent an increase of \$695,000, which is attributable entirely to operations.

In the field of aviation, the rapid growth of flying, both civil and military, continues.

Because I do not wish to detain hon. members unduly I shall not give a full description of what has been done in the past year in the way of airport and airway development, air traffic control, construction of physical facilities and installation of technical equipment. I shall merely mention the fact that we are now well advanced in our program of providing new terminal buildings at the important Canadian airports. Those of Saskatoon and Seven Islands have been completed, while new terminal buildings at Montreal, Quebec, Gander and Windsor are under construction. A start will be made in the course of the present year at Ottawa, Torbay, Regina, Stephenville and Vancouver. A temporary addition to terminal facilities is being made at Toronto and planning in connection with completely new major buildings for Toronto and Winnipeg is also in hand, although it is not intended to commence building operations in 1956. The new airport for Halifax is under construction and planning is under way for new airports for Edmonton and Prince Rupert, though construction is not likely to start before 1957. Our estimates on civil aviation construction are down \$1,261,000 to a total of \$15,453,000. We believe that under present conditions and with our somewhat limited staff we cannot at this time plan to carry out a more extensive program.

In the field of regulation, in order to cope better with the growing problems of airway control, we shall be doubling our present air traffic control staff, which will increase our expenditures by some \$762,000, and we have opened our own traffic control schools at Winnipeg and Toronto where we are training personnel.

We have also taken other steps—in the matter of technical regulation—to promote the maximum degree of safety in the air. We still have under consideration a proposal to set aside certain altitudes on our airways which at all times, and even under good weather conditions, would be used only by aircraft, whose movements would be subject to complete traffic control. As is to be expected, some groups, particularly light plane owners, fear that they may not be able to achieve the higher standards of competency necessary to fly at these altitudes. We think that the difficulties have been somewhat exaggerated, because light aircraft do not normally use these altitudes; and though we are not indifferent to the rights of operators of light aircraft we think that we must give a high priority to all factors affecting the safety of large aircraft which carry a substantial number of passengers.

The national harbours board will be continuing its improvements in our major harbours. Heavy expenditures at Churchill will