

I stated that discussions were being held at the present time to make arrangements for the army to take over this Pacific coast system, which they would use for training purposes. I shall be glad to put before the Minister of National Defence for consideration the representations of the hon. member for Cariboo when the army resumes control of that service.

Mr. CASTLEDEN: On November 2 when this item was under discussion we were dealing with the destruction of certain instruments at Penhold, Alberta. In answer to a question placed on *Hansard* on October 1, regarding the destruction of radar equipment, it was indicated that 256 tons of freight and twenty-three tons of express had been shipped from various stations, R.C.A.F. and R.A.F., all across Canada. This included seventy tons of radar and 209 tons of wireless equipment and instruments, and the last part of the question indicated that there were four tons of radar equipment and nine tons of wireless equipment left. What we are interested in knowing is what instruments were sent there for destruction. What was the quantity of each? If they were of no value, as the minister intimated the last time, what was the purpose of paying express and freight on so many tons of this equipment going to the Penhold station merely to be destroyed? An explanation should be given.

Mr. GIBSON (Hamilton West): There seems to be a misconception as to why the equipment was shipped to Penhold. At Penhold we had a repair depot to which technical signals equipment was sent either for repair, or to find out whether it was repairable, and consequently such equipment from all over western Canada would go to that station for examination and testing and to be dealt with either as not being fit to be repaired or as repairable. That accounts for the large quantity which was sent to Penhold during that period.

Mr. MacINNIS: How many tons of freight and express of that material went in, and after it was tested how much went out as useful or saleable?

Mr. GIBSON (Hamilton West): That question would have to be narrowed down over a definite period, because the material would be coming in for a considerable time and going out when repaired during that period.

Mr. MacINNIS: Suppose we take the period covered by the questions asked by the hon. member for Yorkton. How much would there be in that period?

Mr. GIBSON (Hamilton West): The situation was that when this equipment was coming in, the Japanese war was still on. At the conclusion of that war a lot of the equipment became surplus and there was no further requirement for it. For that reason it was not worth while spending the time in repairing it. I shall be glad to find out what evidence we have as to the quantity of shipments that came in and the quantities that went out over that period. I do not remember what the period was.

Mr. CASTLEDEN: It was from March 1 to September 1. Could the minister tell us exactly what instruments there were and the quantities of each? What were the instruments that were shipped there?

Mr. GIBSON (Hamilton West): It was technical signals equipment of all kinds. Penhold was a repair depot for signals equipment.

Mr. CASTLEDEN: Radar equipment?

Mr. GIBSON (Hamilton West): Radar equipment and airborne signals equipment.

Mr. CASTLEDEN: What other instruments were included in that? Can the minister give some detail of the actual instruments that were destroyed at that time?

Mr. GIBSON (Hamilton West): There are two different questions. If it is a question of what was destroyed or what was shipped in, I should like to get it narrowed down, because that is a depot where all types of equipment are received and from which they go out. If it is a question of what was destroyed, I can get a statement of the quantity.

Mr. CASTLEDEN: That is what I wish to know. Were there any radio receiving and radio sending sets, and what radar machines were there?

Mr. GIBSON (Hamilton West): The equipment that was destroyed was all airborne signals equipment. I was wrong the other day. I said that it was all of a type that could not be used except in the air, attached to the motor of an aeroplane. I find that there were some which, while used in aircraft, could be used with a battery, and some could have been used to get ordinary bands if it were in service condition.

Mr. JOHNSTON: Is not this question to be referred to the committee on war expenditures? If not, there are many of us who would like to ask some questions pertaining to it. If, however, it is to be turned over to the committee, it seems to me a waste of time to discuss it now.