

Supply—Defence Production

two years, because according to the information we are able to obtain its successor, the CF-105, will not be off the assembly line or in production until two years hence.

I give that brief survey of the history of the CF-100 because I sometimes feel that, with respect to the program under way at the present time, we are heading into some of the same mistakes that dogged our footsteps in our first effort at producing an all-Canadian military aircraft. It was originally expected that the CF-100 would be in demand by the R.A.F. and some of the other allied countries which did not have a modern all-weather jet interceptor available or even in process of production at that time. As it turned out, the CF-100 was never sought by any other country and the total demand for the Canadian all-weather fighter came from our own Royal Canadian Air Force. Today in military or aircraft production—I can almost use the words interchangeably, because by the very nature of the circumstances aircraft production and the stimulus to aircraft production have been pretty closely tied to the demands of defence and military activities—we are gradually shifting the emphasis toward the CF-105 delta wing interceptor and the CL28 anti-submarine or coastal reconnaissance aircraft which is being developed from the Bristol Britannia.

The Deputy Chairman: Order. It being five o'clock, the house must proceed to the consideration of private and public bills.

Progress reported.

PRIVATE BILL**NIAGARA LOWER ARCH BRIDGE COMPANY LIMITED**

The house in committee on Bill No. 434, respecting Niagara Lower Arch Bridge Company Limited—Mr. Houck—Mr. Applewhaite in the chair.

The Deputy Chairman: This bill comes to the committee from the standing committee on railways, canals and telegraph lines, where one amendment was made.

On clause 1—*Declaratory*.

Mr. Michener: Would the chairman inform the committee what amendment was made? My copy does not show it.

The Deputy Chairman: In the railways, canals and telegraph lines committee, clause 2 of the bill was amended by adding the word "sale" immediately after the words "provided that such". The clause then would read: "Provided that such sale, assignment, transfer or conveyance shall have been first approved—"

Mr. Michener: This, I take it, is a non-contentious bill and I do not know that it needs any explanation to the committee. The bridge in question is one with which members, I think, may be familiar. It crosses the Niagara river in the city of Niagara Falls, Ontario, to Niagara Falls, New York, and is one of two bridges in that locality, the other being called the Rainbow bridge or honeymoon bridge which is closer to the falls than this by about a mile and a quarter.

This bridge, unlike most of the bridges in the Niagara district, is a privately-operated bridge, being operated by the company described in this bill and a corresponding company on the United States side. The Rainbow bridge is operated by a semi-public commission appointed by the government, as is the Peace bridge at the top of the Niagara river. The only other bridge which spans the Niagara in this district is the one at Lewiston.

As the bill indicates, the purpose is to clear up the authority of the private company which operates the bridge to dispose of its assets, including its franchise, and there appears to be no reason why they should not have the full authority to carry out whatever plans they may have. The bill seems to be limited to that one specific objective, and there seems to be no objection to it.

Clause agreed to.

Clause 2 agreed to.

Preamble agreed to.

Title agreed to.

Bill reported, read the third time and passed.

The Acting Speaker (Mr. Applewhaite): The business reserved for the private and public bills hour having been disposed of, the house will resume consideration of the business interrupted at five o'clock.

SUPPLY

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

DEPARTMENT OF DEFENCE PRODUCTION

85. Departmental administration and payments to Canadian Commercial Corporation and other corporate agencies for services provided in connection with defence purchasing and production, \$6,145,727.

Mr. Dinsdale: Mr. Chairman, continuing the discussion that was interrupted at five o'clock, I was making the point that the new developments in our Canadian aircraft industry emphasize the CF-105, the delta wing fighter, plus the CL28, the Britannia coastal reconnaissance aircraft. While these, as military types are meeting a fundamental and primary need