

Mr. SMITH (*Simcoe North*): Who operated these ships prior to Confederation?

Mr. HEES: I imagine Newfoundland operated them themselves.

Mr. SMITH (*Simcoe North*): Did they operate at all prior to Confederation?

The CHAIRMAN: Are there any other questions?

Mr. HOWARD: I have a question on the same subject. It relates to the requests that have been made over the years for the expansion of our own shipbuilding industry in Canada. I just wondered why these ships were built in the United Kingdom, not that I am opposed to having them built there, but because I am concerned with the development of our own shipbuilding industry.

Mr. HEES: I can answer that. These ships were built in 1951 in Great Britain for the Canadian National Railways. In 1951 or 1952 the contracts were placed by the Canadian National Railways. I do not know the details concerning these contracts. I was not in office at that time.

Mr. HOWARD: I realize you were not in office at that time, or even at the time they were delivered for that matter. That is perhaps why you cannot give us the reason why this took place. I hope that in the future if such ships are to be built that we will attempt to develop and expand our own shipbuilding industry. The expansion of this industry is a problem which faces the employees of shipbuilding firms and the general public residing in areas where these industries are located.

Mr. HEES: I would think that if the member heard the announcement I made in the house last session in respect to the number of contracts on hand that he would appreciate that my views are the same as his in that regard. We are having additional ships built for this service and we expect to place contracts for those ships in Canada.

The CHAIRMAN: Are there any other questions in respect of the general administration item? If not—

Mr. CHEVRIER: Yes. There was a question I wanted to ask about air service.

The CHAIRMAN: Could you leave that question until we reach the item covering air service?

Mr. CHEVRIER: Mr. Chairman, I do not think this item should pass this morning. I would like to discuss a number of other things.

The CHAIRMAN: All right.

Mr. CHEVRIER: I would like to know what effect the speed of aircraft is having on landing strips. Is the Department of Transport forced again to build longer and stronger airstrips across Canada because of these faster aircraft that are being developed, and what is the position with reference to the I.L.S. systems that have been installed? Are we installing any more I.L.S. systems or have we now turned to the newer system of ground control approach? I wonder if the minister or perhaps the deputy minister could give us some information in that regard?

Mr. HEES: Regarding the newer and bigger aircraft, as Mr. Chevrier probably knows, we are lengthening and strengthening a number of airstrips in Canada that are being used by those larger aircrafts.

As far as the I.L.S. systems are concerned, they have proved satisfactory and we are installing more of them.

Mr. CHEVRIER: Have we any ground control approach systems in operation?

Mr. HEES: We have one ground control approach system in operation at Gander. That is the only one we have.