

Supply—Trade and Commerce

firms seeking to establish new plants in Canada, and aids firms already established to expand into new lines. During the year, over 500 representatives of firms or individuals interested in establishing plants in Canada discussed their plans with the division, and a like number of Canadian representatives sought similar guidance. In 1949, approximately 180 firms established themselves in business in Canada; 128 from the United States, 42 from Great Britain, and the remainder from continental Europe.

Then there are trade controls which are administered by the export permit division. Certain commodities are still subject to export control, more particularly commodities that are classed as strategic materials. It is more of an area control today than it is a commodity control. However, the export permit division has charge of that responsibility.

Mr. Macdonnell (Greenwood): Can the minister give us some instances of things which are still controlled?

Mr. Howe: Yes, a good many manufactured items are not allowed to go behind the iron curtain.

Mr. Macdonnell (Greenwood): Is that our control or theirs?

Mr. Howe: Our control; our exporters are not allowed to ship uranium to Czechoslovakia, for instance; that is an extreme case.

Mr. Macdonnell (Greenwood): I understand about strategic materials, but does this affect other ordinary materials as well?

Mr. Howe: There are very few items today upon which export control remains.

Mr. Macdonnell (Greenwood): Will the minister tell us the things that cannot be shipped?

Mr. Howe: Live hogs, and I believe certain precision instruments.

Mr. Gillis: With the hon. member's permission, I should like to follow up one question with the minister. A few moments ago he said that economic surveys had been made in certain maritime areas, such as Sydney and New Glasgow. As a result of those studies employment had improved greatly—

Mr. Howe: Not as a result of our studies.

Mr. Gillis:—to such an extent that his relatives could not get gardeners. Perhaps they did not pay the last one. However, that is not what I wanted to say. In addition to the general economic survey, the minister did conduct a personal survey about a year ago, and it is about that I wish to question him. It concerns an airport, which is not only a

matter that affects the civilian population, but one that is of importance from a defence point of view. When the estimates of the Minister of National Defence were before the house, I questioned him as to what that department was prepared to do to improve the Dartmouth airport to the point where it could accommodate larger ships. Nothing over 60,000 pounds is allowed on that airport at the present time. When his estimates came in first, the Minister of Transport said that, as far as that problem was concerned, it was one for the Minister of National Defence. Then the Minister of National Defence, in discussing the matter with me on his estimates, said that as far as he was concerned he would take another look at it but he thought the responsibility was in the hands either of the Department of Transport or of the Department of Trade and Commerce.

I wish the minister could give us some definite answer. It is a matter of great concern to the community. T.C.A. have no landing field there as such for planes like the North Star. It is a large centre without airport facilities in the regular way. It is in bad shape as far as defence is concerned because it can land only the smaller ships. The minister made a survey personally a year ago, according to statements I have seen in the press, accompanied by the then senior member for Halifax who has now gone to the other place. At that time the minister thought that the establishment of a new airport—and I am speaking from memory of what I read in the press statement—or the spending of an additional \$8 million or \$10 million to make a new airport was not the thing to do, but he thought that any money that might be spent could be used in extending the Dartmouth airport to serve the dual purpose of T.C.A. and defence. I wonder if the minister could give us some answer with regard to that matter because that would be something practical arising out of a personal survey on the part of the minister. As to the other regular economic survey as pertaining to the maritimes, I do not think anything has come out as yet. Can the minister bring us up to date on that Dartmouth airport proposition?

Mr. Howe: I was in process of answering a question asked by the hon. member for Greenwood. I will, however, interrupt that in order to answer this question. My hon. friend mentioned three ministries interested in the administration of Dartmouth airport, and was kind enough to mention Trade and Commerce.

I might say that our interest is a minor one. As I understand it, Dartmouth airport is adequate for the services it is called upon