

*War Appropriation Bill*

aeroplanes on December 31, 1939; four, January 1, 1940; and four a month down to March, 1940; then six in March, and six a month up to August, 1940, in which month production was to step up to eight a month.

On July 18, 1940, a revised schedule for the delivery of Hampden aircraft was made as follows: A schedule was prepared based on flight testing, because the contractor had no control over shipping dates. That is, they put out a new schedule by which they would flight test their planes. The first delivery was set back to July, 1940; one in July, two in August, three in September, four in October, five in November, and eight in December—a much more modest schedule.

Mr. HANSON (York-Sunbury): Was there a change in design?

Mr. HOWE: Changes in design are being made in connection with every aircraft. That schedule was stepped up to eleven in January, 1941; fourteen in February, and fifteen in March.

On August 27, 1940, this company was given an order for another eighty planes of the same type, so its orders to date are for 160 planes. There is no use in giving very much more of this. Up to date this company has shipped to England eight aeroplanes, and I think they have two more flight tested and ready to deliver.

Mr. HANSON (York-Sunbury): That is a British contract?

Mr. HOWE: It is a British-owned company and this is a British contract. I once again say that the owners of the company in Canada are the aircraft men who thought that we should disband Federal Aircraft and put it in their hands.

Canada Car and Foundry company are, I think, the leading aircraft builders in Canada at the moment. They have had, up to this time, contracts of a value of \$29,574,000. They have delivered to a value of \$5,715,000, and there is outstanding \$23,859,000 worth.

Mr. HANSON (York-Sunbury): How many of these were for the Canadian government and how many for the British government?

Mr. HOWE: All these orders were placed by the Canadian government. Some of these planes were ordered for Canadian account, but when Britain was having difficulties in obtaining sufficient planes we turned our order over to Britain. The output of the plant has all gone to Britain although the early orders were placed for the account of Canada and for use in Canada. To date I think all the planes have gone forward to Britain.

[Mr. Howe.]

Mr. JACKMAN: Were they engined in Canada or sent over to be engined in Britain?

Mr. HOWE: They use an engine not made on this continent, and they were sent over to Britain without engines.

Mr. CASTLEDEN: Did the contract call for a unit price?

Mr. HOWE: No; a target price.

Mr. CASTLEDEN: What is the basis of the contract for these planes?

Mr. HOWE: I would prefer to come to that later. I have a long way to go yet and the afternoon is wearing on, but I shall be glad to lay the contract on the table. Substantial deliveries have been made under this contract. I think they are delivering at this time at the rate of between twelve and fifteen aeroplanes a week, or better than two a day, which is pretty well up to schedule.

Canadian Vickers Limited. This firm have had contracts of \$5,989,000; they delivered planes to the value of \$2,664,000, and they have outstanding orders in the amount of \$3,253,000. The original contract was for four Deltas, and those four were duly delivered. They have got a contract for two Stranraer boats.

Mr. MacNICOL: If I might interject, it would be more helpful to the committee if they knew in each case, assuming the information is available for the public, what aeroplanes the minister is referring to. For instance, Canada Car and Foundry company; is the plane a Hurricane, or what?

Mr. HOWE: A Hawker-Hurricane, yes; and the other is a Northrop Delta. The first contract was for four of those, which were duly delivered. The second contract was for two Stranraer flying boats, which have been delivered. There was another contract for four Deltas, which were duly delivered; also a contract for three Stranraer flying boats, and another for nine Deltas, all of which were delivered. Next, a contract for six Stranraer boats, three of which have been delivered. A contract for another twelve Stranraer boats, which are not delivered; and since then a contract for another eighteen Stranraer boats.

The de Havilland Aircraft Company of Canada, Limited, have had contracts of \$8,068,000. They have delivered to this time finished planes in the amount of \$2,028,000, and have outstanding \$6,040,000. All these planes are Tiger Moths, and the company is well ahead of schedule. I cannot state, without doing some addition, exactly how many they have delivered, but substantially the number is about 350 to 400, and they have a large number to deliver.