

*War Appropriation Bill*

Mr. HOWE: I can assure my hon. friend that a copy is not in my possession. I have never seen such a letter. If there is such a letter I would be very glad to have someone show me a copy. I have never seen any such copy. Perhaps my hon. friend would say where he gets his information because I shall ask Mr. Sloan.

Mr. DIEFENBAKER: The stock answer would be, "it is not in the public interest."

Mr. HANSON (York-Sunbury): I do not know anything about this matter, but there is no reason why we should not try to ascertain the facts. If there is such a letter, that seems to be a perfectly proper proposition.

Mr. HOWE: The hon. member said that there was a copy.

Mr. HANSON (York-Sunbury): He asked the minister if he had heard that there was.

Mr. MACKENZIE KING: I should like to refer to a well known rule of the house, that an hon. member has no right to refer to a communication unless he is prepared to table such communication. The hon. member has referred to a communication and he should table it.

Mr. HANSON (York-Sunbury): He did not say that he had such a letter, he asked the minister if there was such a letter.

Mr. LAPOINTE (Quebec East): Innuendoes.

Mr. HANSON (York-Sunbury): You can make your own interpretation of it.

Mr. LAPOINTE (Quebec East): Anything by insinuation.

Mr. HANSON (York-Sunbury): I do not know of any one more capable than the Minister of Justice (Mr. Lapointe) at that.

Mr. HOWE: This report is dated January 27, 1940. I call the attention of hon. members to the fact that it was prepared while I was away from Canada. I had no knowledge that the report was to be prepared and I had no hand in its preparation. A copy was given to me at the same time as a copy was given to the Minister of Finance (Mr. Isley), and I have no information to report other than that. There is no hand of mine in this report. I shall read the aircraft section, which starts at page 10:

Aircraft. Anticipated production for Canadian account of various types is as follows:

(a) Anson's. Production might not start until after July, 1941, and might reach only 200 to 300 in 1941, but if carefully reorganized at several key points and if time lost by failure of sub-contractors can be recaptured, 1941 production might be doubled and production January to March, 1942, might be 300 to 400, or a total of 800 to 900 by March 31, 1942.

[Mr. Diefenbaker.]

I may say that I consulted with Mr. Mac-Millan as to what key points he had in mind. There has been considerable reorganization, and we have a good deal of hope that we shall be able to pick up some of what he calls "lost time" in that connection.

Bolingbroke. Apparently production difficulties have been surmounted, and, unless unforeseen stoppage arises in supplies or components, contract will be completed by December 31, 1941.

Mr. HANSON (York-Sunbury): What was that contract? What type of plane and how many?

Mr. HOWE: Bolingbroke bomber. I shall give the figures later on because I intend to go fully into production.

Noorduyn. Manufacturing technique the furthest advanced of any Canadian plant. Unless held up by non-receipt of ordered materials or components will complete 210 Harvards by March 31, 1942, 56 Norsemen by September 30, 1941.

Vickers. It seems well in hand and subject to causes beyond their control will complete their contracts January 31, 1942.

Boeing aircraft. Plant building will be finished March, 1941. They should complete 14 amphibians by March 31, 1942.

National Steel Car. Lysanders on order for Canada should be finished March 31, 1942.

Fleet. Trainer production by this company is on a smooth running production basis and should finish—404 fleet 16B by March 31, 1941, 200 Fleet 60 by September 30, 1941.

De Havilland. Trainer production here also on smooth running production basis. Their order should be completed—554 Tiger Moths by September 30, 1941, and 135 Menasco Moths by June 30, 1941.

Now come details of the orders which we have placed on behalf of the British government:

Canadian Car. Manufacturing difficulties have been surmounted. If delays arise they are likely to be due to British causes, changes in design, delay in receipt of necessary goods or drawings. Production of 600 Hurricanes is expected to be completed by July 31, 1941.

Canadian Associated Aircraft. Delays have been numerous due to new designs, non-receipt of essentials from Britain and divided management. If no more delays, 160 Hampdens should be completed by March 31, 1942.

I may say that this was the first company in Canada to undertake war orders in substantial volume. It is a company which was formed by the trade itself and is controlled directly from Great Britain. The general manager was brought to Canada from Great Britain. Up to this time the Canadian government has had no hand in the operations of this company. It is rather interesting to note that with one or two exceptions the companies making up Associated Aircraft are those to which my hon. friend said the contracts should be given if handed over to the trade.