

played from time to time on that occasion has been dissipated, and that we may pursue the discussion of this subject in a calm and philosophical manner.

At the time of adjournment on Wednesday I had partly placed on *Hansard* a statement which I had handed to the press on Thursday, February 20, the opportunity of reading which was denied to me at that time. I had carried the matter down to the point of the various recommendations made by the manufacturers to the acting Minister of Munitions and Supply in January last. I then adverted to the fact that the matter had been given attention by the chairman of the war-time requirements board, who had brought in from the United States a capable executive who was an authority on aircraft production. Apparently there is some little difference of opinion between myself and the Minister of Munitions and Supply with regard to the views of this gentleman. I am informed that his views with respect to Federal Aircraft were in accord with the views of the manufacturers; it has been so stated to me.

Mr. HOWE: I think it is only fair to give the source of that information, because the three gentlemen associated with him have told me the exact opposite.

Mr. HANSON (York-Sunbury): If the minister had waited until I concluded I think I could have saved him the necessity of interrupting. I will repeat that statement. I was informed—and I will now say that I was informed by a member of one of the manufacturing concerns—that this gentleman's views as expressed to them were in accord with those of the manufacturers. The minister stated the other day that the gentleman in question had not so expressed himself to the minister, and I accept that statement. There is no printed record of what the gentleman in question said, so I think the matter will just have to be left at that point. Even if he had said one thing or the other it would not settle anything, but in any case, as far as I am concerned I have to leave there the discussion of what his views were.

I was also informed from the same source that as a result of the expression of that gentleman's views the chairman of the board was in accord with and recommended the dissolution of Federal Aircraft. I am bound to say that according to the chairman's report as it appears in the *Votes and Proceedings*, and from what the minister has said, that information was not well founded. I hasten to say so, and I am sure that is a correct position for me to take. I want to say, however, that with that single exception, everything I said in my statement with regard

to this matter of the production of Anson aircraft is in accord with what the minister has said, and in accord with the facts. So far as I know there is just that one item of misinformation that was given to me.

Mr. HOWE: I just want to call my hon. friend's attention to the fact that according to my recollection of his statement it said quite definitely that the programme was very much behind schedule. I do not think that is indicated by the record.

Mr. HANSON (York-Sunbury): We will just see about that. I think I can demonstrate that myself.

I now wish to place on the record the more important of the concluding portions of the statement, in order that the matter may be fairly complete in *Hansard*. The statement proceeds:

The matter was delayed to await the return of the minister, but as yet the public is unaware of any steps taken to change the existing Federal set-up. On the 31st of January the minister is reported as having said:

"I can see nothing at the moment to indicate that we would get more planes by upsetting the Federal apple-cart." He went on to make a forecast of production, which is considered by aircraft manufacturers to be little short of fantastic.

I am further advised that after his return from England the minister communicated by letter with the aircraft manufacturers who had signed the original memorandum.

That is, to the acting minister.

He promised that a thorough study of the situation would be made at once, and upbraided some of the firms for being behind in their deliveries. All the firms were requested to answer as quickly as possible three questions:

1. Will the taking of steps you recommend accelerate production of Ansons in Canada, and if so to what extent?
2. On what facts do you base your opinions?
3. What guarantee can you and your group give as to a date when substantial deliveries of Anson planes will be made, provided your recommendations are accepted?

I am advised that a joint reply was made to this request, but I am unaware as to its nature, except that the manufacturers have reiterated the basic theme of the complaint against Federal Aircraft, which is that there can be no guarantee of performance under present or proposed reorganization so long as no schedule can be obtained from Federal Aircraft as to when engineering data, raw materials, parts, proprietary articles, castings, forgings, and finished parts, which are to be supplied by Federal Aircraft, will be available.

I believe that paragraph contains the gist of the defects of Federal Aircraft production. I am not going to allocate the blame to anyone. The minister stated that this was a mushroom industry, something that had never before been attempted on a large scale in Canada, the magnitude of which I