

bombers, radar sets, submarine chasers, anti-aircraft guns and all the other complicated apparatus of modern war are not to be picked off the shelf. It takes months and sometimes years between the placing of orders and the final delivery of the finished items. Nevertheless, deliveries are coming forward in ever-increasing volume.

Next year I expect the rate of deliveries to increase greatly. According to present plans, the peak will come in 1953. In other words the programme is gathering momentum and will soon be moving along at top speed.

Overall figures, helpful as they may be to indicate the direction a nation is going, do not tell the real story of a defence effort. This is particularly true in the case of Canada, for the major characteristic of our programme is its specialization. Our defence production efforts put greatest emphasis on three programmes, aircraft, electronic equipment and shipbuilding. Similarly, our defence building efforts are so designed as to provide primarily the facilities we need to fit into North American defence strategy and to supplement our specialized defence production programme. Our defence construction projects, therefore, emphasize greatly the provision of airfields, radar stations and coastal defence installations.

Perhaps I might illustrate Canadian emphasis on specialization by reference to a few examples. A short time ago I had the pleasant task of turning over to the RCAF its first Canadian designed and built jet aircraft -- the CF-100 "Canuck", which is fitted with the "Orenda" jet engine, also developed and produced in Canada. It has taken less time to get the "Canuck" from the drawing-boards into production than similar aircraft in the United Kingdom and the United States - the "Canberra" and the "Scorpion". The "Canuck", which is being produced by A.V. Roe Canada, Limited, of this city, will be used eventually to equip long-range all-weather fighter squadrons and thus will play an important part in the defence of the northern frontiers of America.

Then there is the F-86E jet interceptor, which is now being produced in quantity at the Canadair Limited plant, in Montreal. Already 145 of these aircraft have come off the production line. Canadair is also going to produce the T36A Beechcraft twin-engine trainer for the USAF, and the T33 jet trainer, developed from the "Shooting Star", for the RCAF. When the Canadair plant is rolling out all three aircraft, it will probably be employing around 18,000 people, making it one of the largest aircraft factories in the world, and all this is just part of the Canadian aircraft production story.

In the electronics field one of the outstanding pieces of equipment developed in Canada is the mobile early-warning radar set, the No. 4 Mark VI, used for anti-aircraft and other defence purposes. This item is Canadian developed and engineered. From the comments about it and orders we have been receiving for this radar set from our allied friends it is becoming apparent that it is the best piece of equipment for the specific purpose at present in production anywhere. We have produced a limited number of these for ourselves, we have undertaken to make 300 units available to European NATO countries as part of our Mutual Aid Programme, we have shipped a small number to the United States, and negotiations are currently under way for further purchases by that country.