

the planes have been waiting for this part before they can be completed and assembled. I am told that one man could complete the whole order of 52 parts in an hour, but this whole group of Lysanders has been held up waiting for this particular part. The 12 planes which had been completed in January waited weeks for this part before they could be finally completed.

I should like to refer for a moment to the Boeing aircraft factory in Vancouver. Early in the year the Vancouver newspapers carried a story to the effect that between 150 and 200 men had been laid off. Trade union officials have told me that the parts which they had manufactured were stored in the Canadian Pacific shops and had not been shipped east because the firms in the east were not ready for them. At a time when young men were coming out of the technical schools hoping to go into the Boeing aircraft plant, between 150 and 200 men were laid off because of lack of material. This has had a serious effect upon the labour market.

Our newspapers carried an advertisement showing a picture of a young aviator, under which appeared this message, "Only you can give him wings. Buy war certificates." The Canadian people have made it possible to buy these wings; it is now the task of the Department of Munitions and Supply to give him the wings. When between 150 and 200 men are laid off in an aircraft plant at a time when we are supposed to be accelerating our war effort, it is quite apparent that there should be a serious investigation.

A word about the Fairchild aircraft plant in Montreal. In this case the trade union became so discouraged at the lack of efficient production methods that they submitted a memorandum to the Minister of Labour on February 6. This memorandum dealt with hours and wages and concluded with a paragraph which I should like to read. This trade union represents about 1,900 men of those who work in the Fairchild plant. The submission is:

Besides all of the above, men have been known to quit because of the fact that they were forced to hang around killing time, there being no jobs for them. This condition is chronic in some departments, especially on the night shift where days are spent on jobs which would ordinarily take only hours. Men wishing to do their best in the war effort, are actually ashamed to take their wages, and the nights seem ten years long.

Supervision is such that dozens of pieces are scrapping before an error is discovered. This is often blamed on the men unjustly.

Such is the atmosphere of suspicion and distrust created in the minds of the employees, that production schedules must be seriously affected.

The feeling of insecurity in employment consequent on the mass lay-offs which have taken place from time to time, is most demoralizing.

The men are being goaded into rash actions which are becoming increasingly difficult to control.

We feel that, in the interests of the country and the war effort, a thorough inquiry into the running of this plant is in order. We will be willing to cooperate in any such inquiry.

I suggest that the labouring men of this country are interested in this war effort—as much as any other group—and when they find reason to complain and to submit a memorandum such as this to the Minister of Labour, there is need for action.

I will pass on to the minister the main criticism which I hear. He is a technical man; the rest of us are not, and all we can do is report what we hear as to complaints in the industry. After all, the minister knows this industry; he is an engineer of high standing in this country. To most hon. members long lists of figures and schedules mean little, but results mean something, and all we can measure by is whether or not the figures which he reads in this chamber are followed by actual results in planes which take the air.

The main criticism I hear is that throughout the entire aircraft industry there is a lack of direct communication; that information goes, for instance, from the Department of Munitions and Supply to Federal Aircraft Limited, Montreal; from there to National Steel Car Corporation at their headquarters in Hamilton; from there to the plant at Malton; and when inquiries have to be made they go right round the circle again. It may be that we have created so many intermediary steps, so much red tape, so many cogs in the machine, that the machine is slowing down or at least it is not doing the job which it was intended to do.

I want, therefore, on behalf of the group with which I am associated, to make one or two suggestions, not only with reference to the minister's department but with regard to this whole war appropriation.

The first is that the government ought to enunciate a clear statement of war policy. It has been suggested in some places that we should have a war cabinet of a few ministers who would not be charged with administrative responsibility and who could give time to laying out a clear-cut war policy. I was hoping that during the discussion on this appropriation the Minister of National Defence would make a statement with reference to the government's whole war policy. All of us know that the Canadian people can produce only a certain amount of goods and services; somewhere there is a limit to our