

At the last session we had a very frank discussion concerning the desirability of seeking standardization of small arm weapons and ammunition among the NATO countries. A complete study of this question is now being undertaken by the principal NATO countries, and in the meantime we have no alternative but to suspend production of weapons and ammunition of the smaller calibres.

Mechanical Transport

Last April I released a statement in which I advised that preparations were being made for the partial manufacture and complete assembly of $\frac{1}{4}$ ton, $\frac{3}{4}$ ton and $2\frac{1}{2}$ ton military trucks in Canada. These orders were placed with our three major automobile manufacturers and I am delighted with the progress which they have been able to make in such a short time. Last week I had an opportunity of visiting both the Chrysler Corporation plant in Windsor and the General Motors plant in Oshawa to examine the first trucks which they have produced. Authorization has also been given to the Ford Motor Company to commence production of the $\frac{1}{4}$ ton 4 x 4 jeep, which we hope will be coming out by next December.

At the General Motors plant, a $2\frac{1}{2}$ ton 6 x 6 military truck is now in production and will be coming off the line at the rate of 7 vehicles a day by the end of next month. This vehicle is practically a duplicate of the kind that is being produced for the United States forces. It can be equipped with a snorkel breathing device which enables it to ford water up to five feet in depth. It is bigger and faster than the 6 x 6 vehicle that General Motors built in the last war and much easier to operate. All the vehicles are fitted with towing attachments and controls for operating trailers. It is planned that several thousands of these trailers will be produced in Canada in the near future.

At the Chrysler Corporation in Windsor I had the opportunity of seeing the first of the $\frac{3}{4}$ ton 4 x 4 military trucks coming off their assembly line. In these two plants we have established a source of United States-type vehicles that can be expanded quickly to meet any scale of production required by our armed services.

Naturally we are continuing to place orders with Canadian manufacturers for commercial-type vehicles and for the repair and maintenance of existing equipment.

Electronics Programme

The total Canadian electronics programme as tentatively outlined amounts to \$560 million. Of this \$110 million represents electronic gear to be installed in F86E and CF-100 aircraft. The remainder includes expenditures for receiving and transmission sets and radar equipment for all three services.

Anti-aircraft fire control radars are already under production for the Canadian armed forces. Twenty-four sets have already been delivered. Deliveries of the one-mile infantry pack set are expected to begin by December. There is every possibility that we will receive additional orders for these types of equipment from one or more of our NATO allies.