

CANADIAN AVIATION: Speaking in Los Angeles on October 8 on the occasion of the presentation to him of the David Guggenheim Gold Medal for his contribution toward the development of aviation, the Minister of Trade and Commerce, and Minister of Defence Production, Mr. C. D. Howe, in an address entitled, "Progress Report on Canadian Aviation," reviewed the development of aviation in Canada and went on to outline some of Canada's hopes and plans for the future.

He said at the conclusion of his review:

"Now that the build-up necessitated by Korea has been completed, we are undertaking new tasks. We are preparing for production of two types of anti-submarine aircraft, to strengthen our forces engaged in this important work. One of these aircraft is for the use of the Royal Canadian Navy. This marks the first time that production in support of Canadian naval aviation has been undertaken. We are also much concerned with future fighters, in order to keep the quality of our forces up to the required standard.

"Finally, we are beginning to tackle, in a small way, guided missile problems. For the present our attention is restricted to missiles of the air to air variety, but we expect to produce these devices in any form, when acceptable types are available, and when our requirements reach a level at which production in Canada becomes economically sound.

FOR NATO ALLIES

"Our recent military aircraft programme has not been confined to supplying aircraft to our own military forces. For several years, some 15% of the Canadian defence budget has been spent on equipment for our NATO allies. Canada has supplied to the United Kingdom 370 F-86 aircraft, and, more recently, approval has been given to the supply of 164 additional aircraft of the F-86 type to other allies. We, on our part, have never accepted military aid from the United States, but have purchased our requirements from your country at going prices.

"You will realize from the review I have given of Canadian aviation that there has been, during most periods, a certain amount of design and development activity. Development of modern military equipment is an expensive process, and I would like to review briefly our thinking on this matter.

"We have decided that our major military effort will be in the field of aviation, and the sharing of tasks arranged through NATO is such that our contributions to the common effort will be in the fields of training, anti-submarine patrol, and fighter forces. Therefore, our industrial effort is concentrated on aircraft for these duties. Support operations are carried out using aircraft purchased from other countries, or with aircraft developed from existing types available to us. In our specialized fields, we do not seek to develop our own equipment if we can obtain a

satisfactory type elsewhere. If such a type is available, we normally obtain a licence to manufacture in Canada. If our military advisers decide that Canadian problems require a solution different from that needed elsewhere, then we undertake the necessary development.

"In addition, the Government is supporting aircraft developments which are useful to the military and which may have commercial possibilities. There is thus a possibility of reducing the Government outlay needed to keep the industry in a state of readiness. In summary, our policy on development is to undertake such work when it is necessary to meet our military situation, or when it appears to be economically sound. National pride is not permitted to stand in the way of sensible policies. This policy applies to civilian type aircraft as well. Trans-Canada Air Lines, although Government-owned, is free to purchase its aircraft as its management may decide.

"You will perhaps be inclined to agree that developments over the past nineteen years may justify Canada's claim to a place in world aviation consistent with its population, both in civil and in military aviation. I take some satisfaction in the fact that our progress on the physical side is backed up by skilled operation by our air personnel. Canadian air crew have a reputation for efficiency of which Canadians are proud. . . ."

* * * *

PRINCESS PATS CEREMONY: Two people - a former princess and a retired army officer - met on German soil last weekend to see a famous Canadian infantry regiment, which they founded 40 years ago, carry out the impressive ceremony of Trooping the Colour.

Lady Patricia Ramsay, youngest daughter of the Duke of Connaught, Canada's 10th Governor-General and a granddaughter of Queen Victoria, reviewed, as Colonel-in-Chief of the Princess Patricia's Canadian Light Infantry, the 2nd Battalion of her regiment now stationed near Soest.

Standing by the Princess will be Brig. A. Hamilton Gault, DSO, ED, of Montreal, Honorary-Colonel of the regiment and the man who, in August of 1914, offered the Canadian Government \$100,000 to raise a small mounted corps to place at Britain's disposal.

* * * *

APPLE CROP UP: The hurricane which struck the apple orchards of Nova Scotia's Annapolis Valley in mid-September reduced the estimated 1954 apple crop by about 11%, but the yield is still expected to top last year's, the Dominion Bureau of Statistics has reported.

Allowing for a minimum of 850,000 bushels in Nova Scotia, total Canadian production is estimated at 11,800,000 bushels for this year, slightly above the 1953 crop of 11,700,000 bushels.