

Mr. HOWE: That is quite right. I do not, however, wish to be represented as holding back information that may be helpful to the committee or to hon. members.

Mr. BLACK (Cumberland): What number constitutes the present programme for the re-engineered Anson machine?

Mr. HOWE: I gave Mr. MacMillan's view on that in the report which he made following a very recent study, in which he had the benefit of the best technical advice he could find in Canada and the United States. I would prefer to leave it at that. I do not remember the figures, but the report is in *Votes and Proceedings*.

Mr. BLACK (Cumberland): But I presume the department would set an objective, that they would want a thousand or five thousand Anson machines. The other day I understood the minister to say that six thousand of these Jacobs engines had been ordered for Anson machines.

Mr. HOWE: No; I said that something over five thousand Jacobs engines had been ordered, and we are using them not only in the Anson but also in the Fleet 60 and the Cessena.

Mr. BLACK (Cumberland): Then the minister does not care to say just what the Anson expectations are at the present time?

Mr. HOWE: It is all on page 7 of *Votes and Proceedings*.

Mr. DOUGLAS (Weyburn): Before the minister goes on to another point, may I say to him that we are not asking him to make a forecast. I do not think such forecasts have a great deal of value. We wish to know what steps are being taken to deal with a situation which the minister admits is bad; what is being done to deal with the inefficiency, the lack of coordination, the poor management in certain instances. Are any steps being taken at all? Have we any reason to believe the condition will be better six months from now than it is to-day? Forecasts are not worth a great deal, but is any investigation being carried on to find the reason for the present situation, to remedy it and to accelerate production? That is what we had in mind.

Mr. HOWE: We are carrying on intensive investigations, and we have succeeded in bringing in some men with wide manufacturing experience. It is very difficult to get them, because the aeroplane industry everywhere in the world is expanding as quickly as it is in Canada, if not more quickly. It is difficult to get these men, but we have succeeded in getting two or three who already have been

able to make quite a contribution and will continue to do so. Similarly, the manufacturers themselves are gaining experience from day to day. Gradually, the situation is getting less chaotic and more systematized. In the beginning it was difficult to give orders for months ahead. Now we have practically the entire industry on the basis of twelve months ahead. The industry knows exactly what it will be called upon to do for the next year, and it is getting in shape. I think three months from now, we shall have a different looking industry from the one we have to-day, but I can only say that it is improving steadily. The other day I told the press that I thought the industry was about three months behind its expectations, and I still think that is a fair statement. In other words, what we expected to have to-day we shall probably have about three months from now. As I say, everything possible is being done to get the industry on a better organized and more efficient basis, and I think every contractor is working as hard as we are to that end.

Mr. DOUGLAS (Weyburn): May I suggest one thing which I do not think is being done and which I believe ought to be done. In Great Britain, production speeded up the moment it was possible to get labour behind the war effort on an organized basis. Some similar attempt has been made in this country by the setting up of a labour supply committee, but not on anything like the same scale. Some of these firms that are working on government orders actually have refused to allow the men to organize. I have here a copy of a notice which was posted in one plant, stating that they did not want these men organizing, and that they would consider any man who tried to organize them or connect them up with any trade union as being subversive.

Mr. HOWE: May I ask my hon. friend if that is not illegal? He knows the law better than I do.

Mr. DOUGLAS (Weyburn): It may be illegal, but I suggest that it is being done.

Mr. HOWE: Then why not prosecute?

Mr. HANSON (York-Sunbury): I would suggest to the minister that there is something in this suggestion, and further I give him the name of a plant: Canadian Vickers. If he will send his public relations men, or whoever may be the proper people, to get in touch with the men in that plant, they will find that there is among the workers in Canadian Vickers a lack of morale which ought not to exist. This is due to the fact that the