

transport. In some cases the normal peace-time production of these requirements had been expanded many fold, and Mr. Howe felt that any shortages of equipment would in consequence be very temporary indeed.

Because of the magnitude of the British Commonwealth Air Training Plan, a special supply problem confronted the Board in the provision of 80 airdromes, housing accommodation for schools and personnel, and several thousand airplanes. Of these latter, the Minister mentioned that 1,282 training planes would be wholly manufactured in Canada except for engines, which would be imported. Wings for 1,622 other aircraft would be manufactured in Canada, and the planes, built in England, would be assembled in Canada. In addition, 870 complete aircraft on order in England would be assembled in Canada, and 593 planes to Canadian order would be built in the United States. Deliveries from abroad were expected to begin in May, 1940.

Mr. Howe estimated that in construction, assembly, and overhaul work some 10,000 Canadian workmen would be employed, and that teaching staff and ground personnel in the Schools would reach 35,000 men.

The shipbuilding programme contemplated by the Board, comprising 72 units—wooden crash and salvage craft, steel submarine chasers and larger minesweepers—would involve an expenditure of about \$17,000,000 on behalf of both the British and Canadian Governments.

Answering complaints about lack of orders from Britain for munitions and mechanical equipment, Mr. Howe mentions that the tempo of war activity had not been as rapid as at first anticipated. But, he warned, "large munition orders for Canada may well reflect long casualty lists at the front. We can well afford to lose the orders if we be spared the casualties". And, he added, "there is little doubt that our full productive capacity will be needed before the struggle ends."

Mr. Howe concluded by declaring that it would be his purpose, as spokesman in Parliament for the War Supply Board, "to reply to criticism with the fullest possible disclosure of the facts." If criticisms were proved valid, quick corrective action would be taken. Legislation had been enacted for the purpose of returning to the Government any abnormal profits arising out of war expenditure. Profiteering would be difficult, and so far as the will of industrialists was concerned, there existed every patriotic motive likely to ensure efficient activity without inflation of costs.

4. THE WAR LOAN

(a) *Announcement by the Honourable J. L. Ralston, Minister of Finance, 9th of January, 1940.*

More than 225 representative Canadians will act on the National War Loan Committee to sponsor Canada's First War Loan when it is launched,