

spent on national preparedness than the investment in the Trans-Canada Air Lines. I might remind you, in passing, that this vast national service was begun and developed entirely by the present administration.

During the last three years, there has also been built, with the active approval and under the guidance of the present administration, a chain of high-powered broadcasting stations.

Again, what is true of our railways is true also of our harbours. At Halifax and St. John, for example, since Canada entered the war, traffic has more than doubled. There has been no congestion and no delay. This has been accomplished under the direction of a Transport Controller, of whose excellent work like that of our other war administrators, very little has been heard or said.

While these things are sometimes taken for granted, I suggest to you that they, also, are essential elements of a well-directed and well-prepared national economy, geared for war.

#### Industry Transformed to Serve Wartime Needs.

Industry, of course, could not be transformed as readily as our transport facilities were. We had built up no huge armament industry in peace time. I hope with all my heart, and I know that you hope also that such an industrial enterprise will never need to form a permanent addition to the economy of Canada. Nevertheless, preparations had been made for the production of munitions in case the dire need for them ever arose. Long before the outbreak of war, the government had caused a complete industrial survey of Canada to be made.

The government also, in June last, sponsored at their request, a visit to the United Kingdom of a delegation organized by the Canadian Manufacturers' Association. Its object was to study the production of arms and munitions in Great Britain, and to assist in the speedy adaptation of Canadian industry to the needs of warfare, if ever it came. The

delegation was headed by Major-General McNaughton. Through the office of Canada's High Commissioner in London, every facility was accorded the delegation while it was in Britain. The assistance afforded to the governments of Great Britain and Canada and to Canadian industry itself, as a result of that visit, was of supreme value.

#### Enormous Quantities of War Supplies.

You all know of the establishment of the War Supply Board, under the control of experienced and public-spirited men. They have had two tasks. Their first duty has been to mobilize our industrial resources. Their second has been to place orders and to let contracts. Particulars of these contracts, amounting, in all, to over \$110,000,000, have been published from day to day. In awarding these contracts the members of the Board have been instructed by the government to guard against both patronage and profiteering. Its members, chosen without regard to party, have, I believe, been guided by three principles: honesty, efficiency, and economy. The government is determined that in this war the public trust will not be surrendered to private greed.

There was, at the outset, some impatience because orders were not placed more speedily. The impatience, while perhaps natural, was ill-founded. Orders could hardly have been placed by Canada before Parliament had made the necessary appropriations, or authorized the expenditure. They could not have been placed on behalf of the United Kingdom until the British government itself was prepared to place them. To meet their own immediate requirements, the allied powers had on hand large reserves of supplies of all kinds. We, like them, needed time to determine precisely what our own forces were to be, and what they would require. Moreover, it was necessary for all nations involved in the war to await developments, and to know what form the war would take. In our preparation, we all had to keep in mind many phases and stages of the conflict, the last no less than the first.