

War Appropriation Bill

With \$19,000,000 of orders, many of them outstanding a long time, nothing being very recent, I do not think there is room for complaint. I will admit that we called upon them to do a good deal of odds and ends, assembling planes built in the United States and building components; nevertheless the output of finished planes has been very disappointing and there is no foundation for the charge that they have not been given work to keep their facilities fully occupied. The orders amounted to \$19,800,000 and the finished products represent only \$3,900,000. Therefore the charge that there is not sufficient work there hardly stands up.

Mr. JACKMAN: I presume the minister will tell us of the difficulties in some of these plants. I hear rumours that in the early days National Steel Car had to work under more severe labour regulations than the other aircraft plants. Is it the minister's intention to discuss these complaints now or later?

Mr. HOWE: I shall be glad to answer all the questions I can, but it is news to me that the labour conditions in that plant are different from the conditions in others. I am sure it is not true.

Mr. JACKMAN: I am not saying now; but in the early stages the limitation of hours was greater in the National Steel Car plant than in other plants, with the result that National Steel Car lost a great many of their skilled workers to the other aircraft companies.

Mr. HOWE: I should like to carry on without interruptions, if I may. We are in committee and questions can be answered later.

Mr. HANSON (York-Sunbury): I appreciate the minister's desire to proceed without interruption, and I will not be a sinner in this respect. The charge made with respect to the National Steel Car and others was not confined entirely to the *Financial Post*. Does not the same thing appear in the *Winnipeg Free Press*?

Mr. HOWE: Yes.

Mr. HANSON (York-Sunbury): Well, let us name them all.

Mr. HOWE: I should be glad to name them all if I knew them all, but they come so thick and fast and I have not my catalogue with me.

Mr. HANSON (York-Sunbury): You have one catalogue with you.

Mr. HOWE: Next we come to Noorduynd Aviation. This firm was started on the training programme and it is referred to in Mac-

[Mr. Howe.]

Millan's report as very efficiently operated. I am sure it is. They have contracts for about 45 Norsemen, planes used in training and transport work, and 210 Harvard trainers. That is a standard single engine advanced trainer.

Mr. HANSON (York-Sunbury): That is an intermediate trainer.

Mr. HOWE: It is an advanced trainer.

Mr. HANSON (York-Sunbury): They call it an intermediate trainer.

Mr. HOWE: Perhaps so, but it is supposed to be the most advanced single engine trainer. We call it advanced, but that does not matter. Here again we have a company that has been working very efficiently since their first contract. The first Harvard contract is dated December, 1940, but the actual arrangements were made in May, 1940. It is the first of the advanced trainer contracts and they expect to be in production on Harvards by November. The first Harvard has been delivered in the last few weeks.

Mr. HANSON (York-Sunbury): That contract was not given until after June.

Mr. HOWE: No, it was before June. We always anticipated Canadian production of a certain number of Harvards. We bought some in the United States and some here for British account.

Mr. HANSON (York-Sunbury): I understand they were trying to get contracts for two years.

Mr. HOWE: They got their first real chance on Harvard production. They were chosen as exclusive contractor for Harvards and they have an efficient operation. They are coming into production and we expect that they will do well.

That covers the manufacturing field. I shall be glad to answer questions at another time, but just now I wish to discuss the much maligned Anson programme, the history of which is this. As hon. members know, it was never contemplated, when the air training programme was drawn up, that Canada would provide any advanced trainer aeroplanes. The expense of the plan was to be borne largely by Canada, with some help from Australia and New Zealand, and the British contribution was to consist in the furnishing of all aircraft needed in training, with the exception of primary trainers—that is, the Fleet Finch and the de Havilland Moth. Therefore in the early stages no plans had been made for providing any intermediate or advanced aircraft in Canada. Britain specified