

non-ferrous forged blades; Rotax (Canada) Limited at Scarboro turning out fuel systems for the Orenda engines; Cockshutt Plow's new development at Renfrew for the manufacture of combustion chambers; Light Alloys Limited which will make magnesium castings and forgings; the Fleet Manufacturing Company which will produce wings at its Fort Erie plant, and Chatco Steel Products Limited supplying tail assemblies.

Until these components, many of which are being produced in Canada for the first time, are available in sufficient volume, quantity production of the CF-100 is clearly impossible.

The F86E and the CF-100 are two major aircraft projects, but there are other important programmes being undertaken in this field. The Harvard primary trainer will start coming off the production line before the end of this month. At the present time we are purchasing the engines for this plane, but by next summer we expect that Pratt and Whitney of Canada will be producing engines in their new Canadian plant just outside of Montreal.

The Beaver general purpose aircraft, is now being manufactured in Canada in substantial volume for the United States air force.

Tooling up is underway for the manufacture of the T33 jet "Shooting Star" type trainer for the Royal Canadian Air Force, production being scheduled for next year.

In June I advised the house that Canada would participate in the production of the United States twin-engine trainer, the Beechcraft T36A. This is a brand new plane. The prototype has yet to be built and flight-tested. Full scale production is therefore not expected to get under way before 1953.

In addition to these production programmes we are now engaged in the re-conditioning and modification of Lancasters, Harvards, Mitchells, Expeditors, DC-3's and Avengers. This work is being done at Edmonton, Winnipeg, Toronto, and St. John's, Quebec. In addition, aircraft maintenance and repair is being carried out at these cities as well as at Vancouver, Calgary and Halifax.

Shipbuilding Programme

Outlays on the construction of naval vessels and repair and maintenance being undertaken on behalf of the Royal Canadian Navy will result in expenditures of from \$150 to \$200 million between April 1, 1951, and March 31, 1953. In addition contracts are being discussed with Canadian manufacturers for torpedoes to a value of some \$39 million.

In January I mentioned that contracts had been allotted for one icebreaker, 14 minesweepers, 14 escort vessels and 5 gate vessels, as well as a number of harbour craft.

Of the 14 minesweepers on order, 7 are scheduled for launching by late fall 1951 and the remaining 7 by early spring and summer of 1952. Eight ships are scheduled for sea trials during the spring and early summer of 1952 and the remaining 6 for mid-summer and early fall of the same year. Four of