

*War Appropriation Bill*

wings and they piled up to such an extent that Boeing had to lay off men and stop the manufacture of wings.

Mr. HANSON (York-Sunbury): They are there yet.

Mr. HOWE: They are there yet. That is a war situation that one cannot control. Here is an arrangement that was perfectly clear at the time; circumstances made it impossible for Britain to ship Ansons, with or without wings, therefore Ansons did not come, therefore the wings were not used. I mention that just because my hon. friend mentioned it. That was a circumstance beyond the control of anyone.

Mr. MacNICOL: Is not the bottle-neck completely connected with the design of the engine, and the fact that up to the present an engine satisfactory in all particulars to all the engineers who have to pass upon it has not been developed? Should the engine not be completed first?

Mr. HOWE: Is my hon. friend referring to the engine for the Anson?

Mr. MacNICOL: Everything pertaining to the engine.

Mr. HOWE: We developed an American type engine to fit a British type plane. Of course everything about the engine is different from the British engine; all the engine fittings are different. I think that is only one of a number of things that had to be redesigned in adapting the British Anson for construction in Canada. I doubt if there is a single part of the plane exactly the same in the Canadian version as in the British version, unless possibly it is the wing.

Mr. HANSON (York-Sunbury): The minister was, I think, going to tell about the experience with Canadian Car when somebody interrupted.

Mr. HOWE: I was using that just as an illustration, because that is perhaps the most successful show in Canada to-day; certainly it is the largest. We expected and the company expected a production of thirty planes a week there by this time. Actually they have a production of fifteen. We consider that very good, and it is very good, but it is only half what they expected to have. I think this is about the best operation we have, with about five thousand men employed there, but this shows what can happen even in a well managed plant.

Mr. BRUCE: Is that at Malton?

Mr. HOWE: No; at Fort William.

[Mr. Howe.]

Mr. MacNICOL: Is the pilot plant for the plane not made by that company at Fort William?

Mr. HOWE: No, I do not think so. There is one plant there, a very good plant. The success at Fort William, of course, has been brought about because of the high type of people they have had to deal with in that locality and the great ability the workmen in that district have shown. Even with that advantage, however, they have been able to get up to only half their schedule.

Mr. HANSON (York-Sunbury): I heard there were German saboteurs in that plant, but I did not pay any attention to that.

Mr. HOWE: Oh, no; not at the head of the lakes. I make this statement simply in order to indicate some of the difficulties that have arisen. If I were asked the number of planes we hope to get by next July, I would attempt to give a forecast, but I would assume that any such forecast would be taken by hon. members as my best view of the subject at the present time. I would not expect that they would come along a year later and say, "You told us in July, 1936, that in March, 1937, we were going to have so many planes and we got only half that number." That is the difficulty in working with an industry that has no background. I could predict very closely in connection with the motor car industry, because I know and the operators of the plants know what they can do. The same is true in connection with the steel industry or any other industry that has been going a long time and has a background. We know from what they have done in the past that, given certain facilities, they can do certain things in the future and by a certain time, but that is not possible in connection with the aircraft industry.

I do not want to hold back anything with regard to the aircraft industry. If my hon. friend is worrying about facts, I will give them to him as best I can; or if I cannot do that offhand, I will get the information. I am not holding back anything, nor do I desire to hold back anything. There is nothing I could give in a secret session that I am not prepared to give in open session, so far as the aircraft industry goes. That does not apply, however, to other types of production, in connection with which the British government has placed us under the seal of secrecy.

Mr. HANSON (York-Sunbury): That is in connection with guns. Nobody is asking for that information, nor do I think we should ask for it.