

Supply—National Defence

bureau. It is talking about the new role of the R.C.A.F. in Europe as a strike attack force. It says:

Latest entry for consideration by the government as the aircraft with which to re-equip Canada's air division overseas is the French Mirage mark III—a single seater, delta-winged jet which flies at twice the speed of sound and can work as an interceptor or strike attack aircraft.

The article goes on to talk about the Dassault Company which manufactures this plane. Later in the same article there is this statement:

Other aircraft being considered by the government include the British Blackburn NA-39, the Grumman Super Tiger and the Northrop 156. This latter aircraft, cheapest of the group, is not highly regarded by the R.C.A.F. which also has suggested the Blackburn is too slow for post-1960 conditions.

This is May 20, and there is no mention whatever of the Lockheed 104 as a possibility for the Royal Canadian Air Force.

Mr. Hamilton (Noire Dame de Grace): No mention in that particular press story.

Mr. Hellyer: I beg your pardon?

Mr. Hamilton (Noire Dame de Grace): No mention in that particular press story.

Mr. Hellyer: That is right.

Mr. Hamilton (Noire Dame de Grace): You are basing your argument on newspaper stories.

Mr. Hellyer: Not on that story alone and certainly not to the extent the Prime Minister did in connection with Avro, when he used a whole series of press clippings; government by press clipping. In an article on May 14 headed "New Fighter for Avro", in the Toronto *Daily Star*, we find this:

A new plan for joint production by the A. V. Roe Company of a U.S. designed strike-attack interceptor—the Republic F-159D—to re-equip U.S. and Canadian fighter squadrons in Europe has been put before the Canadian government.

The article goes on to talk about the possibility of production sharing for that aircraft, but makes no mention whatever of the F-104. They never heard of it for this role. Then the following night the Toronto evening *Telegram*, the government's chosen mouthpiece in Toronto, which has its own direct pipe line to the cabinet, in an editorial entitled "Planes for NATO Force"—

Mr. Pearkes: I must correct that statement, Mr. Chairman. No newspaper in Canada has its own pipe line to the Canadian cabinet.

Mr. Pearson: How naive do you think we are?

Mr. Hellyer: I do not think that interjection deserves any comment. This newspaper, which

as I said is the government's organ in the city of Toronto had this to say in talking about the air division:

The choice, if made, could be between a British jet plane, the Blackburn NA-39, and an American plane, the Republic Thunderchief 105-D. Inclusion of the Thunderchief represents a new factor in the R.C.A.F.'s and the government's problem.

There is no mention whatever of the F-104 as a possibility. Another article which was a bit earlier, March 4, in the Toronto *Star*, says:

The new hope for Avro stems from the decision by R.C.A.F. planners that the U.S. Grumman Super Tiger, a 1,500 mile per hour ground attack plane, is the best plane to replace the aging Sabres now used by eight of the twelve R.C.A.F. squadrons in the air division in Europe.

The R.C.A.F. recommendation in favour of the Super Tiger is now before the federal cabinet and there is a strong possibility the government may approve it.

Further along the article also says:

At Bethpage, Long Island, a spokesman for the Grumman Aircraft Engineering Company said today in an interview that his firm expects to hear of a Canadian decision within a month.

This, Mr. Chairman, was on March 4 that he expected a government decision within a month, yet the decision was just announced this week choosing an aircraft which had not been mentioned during all these months. It would not be possible that the aircraft could have been considered during all these months or it would have been included in the newspaper stories because these newsmen have access, through all sorts of channels, to information that even the members of the house do not have.

Mr. Pearkes: I stated categorically that this aircraft had been under examination for a year and a half.

Mr. Hellyer: The minister has just compounded confusion by saying that this plane had been under consideration for a year and a half, yet he told us a few minutes ago that it was not until the end of last year that he knew what the role of the R.C.A.F. fighter division would be. If it was considered for a year and a half, it was considered as a day air superiority fighter and naturally would have been under consideration in that regard, but not as a strike reconnaissance plane. This is the reason it is not mentioned in any of these articles which have appeared in the press from time to time.

Here is an article which appeared on May 14, 1959 in the *Globe and Mail*, a newspaper which is not usually unfriendly to Conservative governments. The article refers to a visit here by General Norstad, the supreme commander in Europe of the North Atlantic Treaty Organization. There is mention of