

Fairchild, manufacturing the Bristol Bolingbroke, have contracts totalling \$12,150,000, on which they have delivered in the amount of \$2,692,000. They have further deliveries to make of \$9,457,000. I might add that this company have been given an open order for planes up to the end of 1942, with the understanding that they will advise us six months ahead when additional firm orders are required, and that they will be authorized to buy equipment at that time. To date, they have delivered nineteen aircraft, and it is stated in this telegram, February 24th, aircraft to be delivered on March 1st, and at the rate of fifteen per month thereafter. That, I believe, is the latest information on delivery from that plant—fifteen per month.

Fleet company had orders in the amount of \$11,165,000. They have delivered to the amount of \$3,292,000 and have outstanding orders of \$7,872,000. They are making two types of planes. One is the Fleet primary trainer, "Fleet Finch" as it is called, and deliveries of that are substantially up to date. The order, I believe, was for 404, and practically all have been delivered. Fleet undertook some time last June to build an advanced trainer called the Fleet 60. The trainer at that time had been fully designed and fully test flown, and delivery was to be made beginning November, 1940. The first plane is yet to be delivered, but I am told that the manufacturing is well in hand and that deliveries will start early in March. But there is a case in point, where a firm which started with a plane that had been designed and test flown was three months late in its initial delivery. I may say that that is our experience, that we have never had an initial delivery at the time that was promised by the industry or by the time we thought we reasonably could expect to have it.

Mr. HANSON (York-Sunbury): The minister wants to be fair to these industries, I suppose. In the case of delays such as that, would he indicate whether there were changes in design, difficulties in getting the drawings of the new designs?—because I am told that in most cases that has been the cause of the delay.

Mr. HOWE: In this case it was a plane designed by the Fleet Company of Canada itself, and everything has been under the control of the Fleet company. I know of no such cause of delay in this case. But of course, on planes of British design, where the designs have come from England, there have been endless delays and great trouble on that account.

Mr. HANSON (York-Sunbury): That was one of the causes of the delay with regard to the Avro Anson?

Mr. HOWE: Yes, it has been a very serious cause. I will discuss that one separately; it has had sufficient publicity to deserve it.

National Steel Car has orders up to the present time of \$19,868,000. They have delivered up to date \$3,965,000, and have orders outstanding of \$15,902,000.

Mr. JACKMAN: That includes the British orders?

Mr. HOWE: Yes. These are largely Canadian orders. There is a British order in there of 150 Lysanders.

Mr. JACKMAN: There is a pre-war order, I take it.

Mr. HOWE: Yes.

Mr. JACKMAN: Would the minister let us know exactly what he means when he says that "planes" or "aircraft" are delivered? Does he mean the fuselages with the wings? In some cases orders would also include the engine and the instrument board and other accessories which are vital to it. Could he be more exact in the terminology?

Mr. HOWE: I mean by "aircraft" delivered that they are delivered as they are ordered to be delivered. If they are ordered with engines they are delivered with engines; if they are ordered without engines they are delivered without engines. Generally speaking, if a plane is built for British account it is built without the engine. Obviously if it uses a British engine it would be foolish to ship the British engine over to this side for installation and then back to England. If it is ordered for Canadian delivery, of course it is delivered with the engine. That is also true of the training craft.

Mr. NICHOLSON: On page 922 of *Hansard* the minister stated "The first plane has been flown but it has not been delivered." Would the minister please advise the committee just what parts of the plane were made in Canada?

Mr. HOWE: If the hon. member will permit me, I will give complete information on that when I come to the Avro Anson.

One of the attacks which has been frequently made on the department is that National Steel Car corporation cannot work to capacity because it has no orders. They say National Steel Car are using only half the plant, and they feel badly about it.

Mr. HANSON (York-Sunbury): Who made that charge? I never did.

Mr. HOWE: It has not been made in this house but it has been made in editorial comment and in articles, particularly in the *Financial Post*, that only half the capacity of the National Steel Car plant was being used.