Beechcraft T36A, the latter for U.S. account. A.V. Roe at Malton will produce the CF 100 Jet Fighters and the Orenda Gas Turbine Engines. Canadian Car and Foundry at Fort William is now turning out Harvard Trainers, for which Pratt and Whitney in Montreal will shortly be producing the Wasp Engine, while DeHavilland is producing the general purpose Beaver aircraft. Added to this is the reconditioning and modification of Lancasters, Harvards, Mitchells, Expeditors, DC-3's and Avengers, as well as the repair and maintenance of all operating aircraft. It is pretty clear that the balance of $1,200 million still to be placed in contracts in the aircraft programme will be a continuation of the pattern that has already been set. As you know, most of the facilities needed to support production of the Orenda and the aircraft I have mentioned have already been set up or are nearing completion: blades, fuel systems and combustion systems for the jet engine; ball-bearing facilities for both engines and air-frames; and a source of supply for instruments to be installed in the aircraft. There are, of course, many other sub-contracts still to be arranged by the prime contractors in this programme, and it may be necessary, as time goes on, to expand certain facilities to meet the monthly production rates which are being set for the prime contractors. The point I am making, however, is that, in the aircraft programme, industry is pretty well informed of what lies ahead and the manner in which the as yet uncommitted part of the programme will be spent.

In the field of shipbuilding, the programme contemplates new construction of naval vessels as well as the conversion and refitting of 34 minesweepers and frigates, at a total cost of between $150 and $200 million. The situation here is substantially the same as in aircraft, in that the nature of the programme and its magnitude is pretty well known to industry, although only about half of the total programme has so far been covered by contracts.

In mechanical transport our requirements are such that a good part of the programme has to be procured outside of Canada. The part of the programme that is to be placed in Canada, principally the partial manufacture and complete assembly of the ¼ ton, the 3/4 ton, and the 2½ ton trucks, is now well in hand. In addition, of course, we are continuing to place orders with Canadian manufacturers for commercial-type vehicles and the repair and maintenance of existing equipment.

Our textile programme, which will involve some $300 million, is well advanced, with the major impact from here on being on the clothing manufacturers as distinct from the producers of fabrics. The course of our textile procurement programme, particularly in woollens, has been quite interesting over the last few months. We started off with a very large requirement from the Services, which had to be superimposed on a high-price market that was short of supply of raw materials. To meet this situation, we entered the raw material market ourselves, and allocated production orders, working in conjunction with the industry Associations. Good progress was made and the market situation materially changed so we are now reverting to our basic principle of purchasing by tender, and expecting industry to provide their own raw materials. But here again the pattern of the orders still to be placed in the overall programme is pretty well known to industry.