

3. Canadian Vickers, Ltd., Montreal, P.Q.
Canadian:
18 Stranraer flying boats: \$2,700,000.
9 Northrop Delta aircraft: \$462,793.
The overhaul of Stranraer and Delta.
British:
40 Hampden fuselages: \$1,200,000.
4. Fairchild Aircraft Limited, Longueuil, P.Q.
Canadian:
97 Bolingbroke aircraft: \$7,760,000.
The overhaul of Bolingbroke aircraft.
British:
80 sets of tail units (C.A.A.): \$1,200,000.
5. De Havilland Aircraft of Canada Ltd., Toronto, Ont.
BCATP:
404 Tiger Moth trainers: \$2,000,000.
The assembly of 352 Anson aircraft.
The overhaul of Gipsy engines.
The overhaul of Tiger Moth aircraft.
The overhaul of Anson aircraft.
6. Fleet Aircraft Limited, Fort Erie, Ont.
British:
40 Hampden fuselages (C.A.A.): \$1,200,000.
BCATP:
404 Fleet trainer aircraft: \$2,000,000.
The overhaul of Fleet trainer aircraft.
The overhaul of Fairey Battle aircraft.
The overhaul of Kinner engines.
7. National Steel Car Corporation Ltd., Hamilton, Ont.
Canadian:
28 Lysander aircraft for R.C.A.F.: \$1,120,000.
92 Lysander aircraft for R.C.A.F.: \$2,634,800.
The overhaul of Lysander aircraft.
The repair of Hudson aircraft.
British:
150 Lysander aircraft for R.C.A.F.: \$5,296,000.
BCATP:
The assembly of Anson aircraft.
In addition negotiations are under way for the manufacture of 110 or more North American Harvard aircraft.
8. Noorduyn Aviation Limited, Montreal, P.Q.
BCATP:
100 Harvard trainers: \$3,000,000.
38 Norsemen: \$1,140,000.
9. Ottawa Car and Aircraft Ltd., Ottawa, Ont.
British:
The manufacture of 80 Hampden undercarriages (C.A.A.): \$1,200,000.
BCATP:
The manufacture of some 264 Anson wings and assembly of some 264 aircraft.
1,422 sets of Anson fittings.
10. Canadian Associated Aircraft, Ltd.
British:
80 Hampden aircraft: \$10,000,000.
This company is comprised of six aircraft manufacturing companies, namely:
Canadian Car and Foundry Company Limited.
Fairchild Aircraft Limited.
Fleet Aircraft Limited.
National Steel Car Corporation Limited.
Ottawa Car and Aircraft Limited.
Canadian Vickers Limited.

The work on the 80 Hampdens is sub-contracted to the six parent companies and the work at St. Hubert, P.Q., and Malton, Ontario, consists only of the assembly of the aircraft.

At the present time preliminary work is being carried out by these companies for the manufacture of 130 Stirling aircraft, a very large 4-engine bomber. This contract is expected to total between \$30,000,000 and \$40,000,000 and is expected to follow the Hampden contract. The component companies have begun the manufacture of tools for making Stirling aircraft.

Negotiations by the Canadian Associated Aircraft are carried on direct with the British Air Ministry and its operations are conducted solely in accord with British requirements.

The companies listed in the foregoing summary are the larger aircraft manufacturers in the Dominion. In addition there are a variety of industrial companies which are now producing aircraft parts and equipment in co-operation with the aircraft companies.

The following companies are solely engaged in assembly aircraft engines in Canada:

- Canadian Pratt & Whitney Limited.
- Canadian Wright Limited.

All the contracts on behalf of the Canadian Government and the B.C.A.T.P. have been awarded by the Department of Munitions and Supply and its predecessor purchasing organizations.

The production of planes in Canada since the outbreak of war has totalled approximately 128 aeroplanes. Production figures for Canadian, British and B.C.A.T.P. account are as follows:

September	3
October	2
November	5
December	4
January	4
February	5
March	6
April	35
May	64

The approximate production schedule planned for Canadian, British and B.C.A.T.P. is as follows:

Canadian Account	B.C.A.T.P. Account
1940 114	1940 754
1941 114	1941 1,359
British Account	Total
1940 160	1940 1,028
1941 110	1941 1,583

These details may be of interest to those who wish to know how this work is being carried on by our manufacturers.

I come now to Canada's war effort on the economic front. The Hon. Mr. Ralston, Minister of Finance, stated in a broadcast on the 24th of November last that Canada (1) must do the things that will count the most in winning the war; (2) its effort must be the utmost of its strength; and (3) its Allies must be consulted as to the needs which the strategy and tactics to be adopted call for. After stating what was our action towards the Canadian Army, the Canadian Navy, and the Canadian Air Force, he added:

Our programme is a heavy and constructive one. Most people do not realize what it will involve in the way of money, materials and