

Transparent Films.—Transparent film sold under the trade names "cellophane", "sylphrap", "diophane", "pliofilm", "protectoid", "kodapak" and any similar wrapping materials are subject to an order dated Oct. 23, 1941, prohibiting their use for any purpose except for making cellulose adhesive tape or for packaging food, candy, drugs or tobacco when not in tin or glass containers. The order does not apply to film of over a specified thickness or to scrap transparent film or existing supplies on hand as at Nov. 1, 1941.

Manufacture of Principal Munitions of War

Far-reaching transitions have been necessary in manufacturing industries to establish them on a war-time basis; these are of vital importance to a study of Canadian industry in the period through which it is now passing. At a later date, when a better perspective is possible, it is proposed to deal with the subject of war-time production in a special article. In the meantime, short descriptions relating to the manufacture of the principal munitions of war in Canada are given. These afford some idea of the progress that has been made to Jan. 1, 1942, in the manufacture of such essentials as aircraft, ammunition, tanks, guns, ships, etc. Exact statistical information regarding their production cannot, of course, be published at this time.

Aircraft.—Less than 3,000 aircraft were built in Canada during the First World War and, following its close, the manufacture of aircraft in the Dominion ceased. At the outbreak of war in 1939, there were eight aircraft companies in Canada and one or two plants providing overhaul facilities. The number of personnel employed during the four years prior to the War averaged less than 1,000, and fewer than 40 aircraft were produced each year.

Under Government encouragement, existing plants were expanded and new plants added. At the end of 1941 the aircraft industry employed upwards of 37,000 men and women, and produced in a week more aeroplanes than were built in a pre-war year. Part of the increase in personnel arose from the larger production of service and advanced training craft, requiring many times the number of man-hours as the production of primary trainers. In order to simplify and speed up the output, current Canadian manufacture was confined to 7 types of aircraft as compared to 15 types which, at one time or another, were in production. Manufacture of propellers was undertaken and Link trainers were built in Canada for the first time.

The aircraft overhaul and repair program employed a personnel numbering, at the close of 1941, more than 5,500, occupying some 30 plants of all types strategically located across Canada. When the vast British Commonwealth Air Training Plan reaches its peak, facilities will be required for the overhaul and maintenance of over 10,000 aircraft annually.

Ships.—During the final year of the First World War the Dominion undertook a large ship-construction program, but in the succeeding years shipyards were idle and the skilled labour dispersed. In the early days of the present war, plants were laid for the development of a program to meet the vital needs for naval and cargo vessels. This program included merchant vessels of 9,300 and 4,700 dead weight tons, destroyers of the tribal class, two types of corvettes for convoy duty, three types of minesweepers, motor torpedo boats, patrol boats, base-supply ships and a host of small craft both powered and without power. The huge volume of work involved was represented by the total orders exceeding \$500,000,000 at Jan. 1, 1942,