

fiscal year 1943-44 the estimate is \$3,435,000,000. At the end of 1943 there were more than 1,000,000 people engaged in direct and indirect war employment, and of these about 800,000 were engaged in manufacturing war equipment.

War production proper, excluding construction, showed an increase of more than 150 p.c. in 1942 over 1941 and an increase of about 35 p.c. in 1943 over 1942. During 1942 and 1943 certain war production targets were reached. This involved considerable program revision—reduction of some items and expansion of others. For the most part, the Canadian manufacturing capacity was sufficiently flexible to meet the constant need for such program revision.

**Aircraft.**—At the outbreak of war in 1939 the Canadian aircraft industry employed about 1,000 persons. Including the overhaul plants, the primary contractors and the sub-contractors, there were 122,000 persons employed in aircraft manufacture at the end of 1943, of whom 39,000 were women. The following statement shows the number and the weight, excluding engines, of aircraft produced in Canada each year since the beginning of the War.

Year	Production of Aircraft	
	No.	Weight lb.
1940.....	846	1,628, 118
1941.....	1,697	6,358, 442
1942.....	3,811	17,578, 309
1943.....	4,133	20,088, 864

Since the beginning of the War, Canada has produced some 20 different types of aircraft. During 1942 and 1943 the emphasis of production was shifted from trainer to service types; this shift tended to reduce output in terms of numbers, inasmuch as one service type may involve fifty times the man-hours required for production of a primary trainer.

At the end of 1943 Canada was producing 8 types of aircraft—3 trainers, 1 former service craft converted to use as a military transport, and 4 service types. The trainers included the Cornell (a primary trainer), the Harvard (a secondary trainer), and the Anson (a twin-engined trainer). The Norseman was used earlier as a service craft and was shifted for use as a military transport. Production of service aircraft at the end of 1943 was confined to 4 world-famous types—the Lancaster, the Mosquito, the PBY Catalina and the Curtis dive-bomber. Production of each of these types called for all the skill and ingenuity of the Canadian aircraft industry. Elaborate tooling was required and personnel had to be absorbed and trained concurrent with production.

One of the main objectives of the Canadian aircraft production program from its inception was the provision of all the trainer aircraft needed for the British Commonwealth Air Training Plan. This objective was attained. Production of trainer craft has been geared closely to the needs of the Air Training Plan and as these needs declined trainer production was curtailed.

**Military Vehicles.**—Production of armoured fighting vehicles in 1942 amounted to 12,500 units and increased to 15,500 in 1943. Production of mechanical transport vehicles was 192,000 units in 1942 and dropped to 175,000 in 1943 but the 1943 production consisted of heavier and more costly types. In addition to production of complete units, the automotive industry and component manufacturers produced an average of \$7,500,000 of spare parts in each month of 1943 and the spare parts production will increase because of the importance of there being adequate supplies of parts available for the maintenance of vehicles in the field.