tion of industrial processes to permit the work to be carried on by women, or by adolescents. The gain in the number of females engaged in manufacturing in 1943 as compared with 1939 was 142 p.c.; that reported for male employees was 74 p.c.

From the beginning, the development of war production brought with it shortages of skilled labour and materials; to cope with this situation, drastic curtailment of consumer goods was ordered by the Government, and steps were taken to regulate the labour market. Regulation and stabilization of wages and salaries were also decided upon to prevent important loss of production through industrial disputes, and to curb the inflationary tendencies inherent in a state of full, or practically full, employment accompanied by short supplies of consumer commodities.

By the end of 1941, the reserve of unemployed persons was virtually exhausted; the employment of women, and of the older and the younger workers, substantially increased, and there were important changes in the industrial distribution of the wage-earning population. In that period, the number employed in the production of durable goods more than doubled.

The next stage followed the outbreak of war in the Pacific in December, 1941. This period was characterized by increasing shortages of labour and materials, and by a considerable degree of co-ordination of Canadian production with that of United States industry. During this phase of the changing situation, the general advances in employment were at a rather retarded pace, owing to the great strides that had already been made in the mobilization of the resources —human and material—of a country with a relatively small population. In manufacturing, the movement continued steeply upward, although here, too, a tendency for the curve to flatten was discernible. The movement in the first five months of 1943 was almost continually unfavourable, partly owing to the reassertion of seasonal influences, while the expansion in succeeding months was limited in extent.

Wartime Developments in Specific Industries

Aircraft.—Progress in the field of aircraft production in Canada has grown from a modest undertaking employing 1,000 workers turning out about 40 'planes annually before the War to the employment of more than 120,000 men and women producing over 4,000 'planes in 1943.

Twenty types of aircraft have, at one time or another, been manufactured in Canada for war, but to simplify and speed up output the number in mass production at the end of 1943 had been reduced to 8 types, as follows: Four world-famous types of service aircraft—the giant Lancaster bomber; the all-wood construction Mosquito; the twin-engined naval-patrol bomber, the P.B.Y. Catalina; and the Curtiss Hell-Diver, recognized as the latest and most powerful dive bomber in the world. Three trainers—the Cornell (a primary trainer); the Harvard (a secondary trainer), the most widely used aircraft under the Commonwealth Air Training Plan; and the Anson (a twin-engined navigational trainer). The Norseman, used earlier as a service craft but now detailed for use as a military transport.

Judged by civilian standards, one of Canada's biggest businesses of the peak war years was the repair and overhaul of aircraft and engines. This work has been carried out by the Department of Munitions and Supply in 20 major plants assisted by 65 smaller contractors and 50 ancillary firms strategically located across Canada. Many thousands of aircraft have been taken down and thoroughly overhauled annually.