



CANADIAN AERONAUT

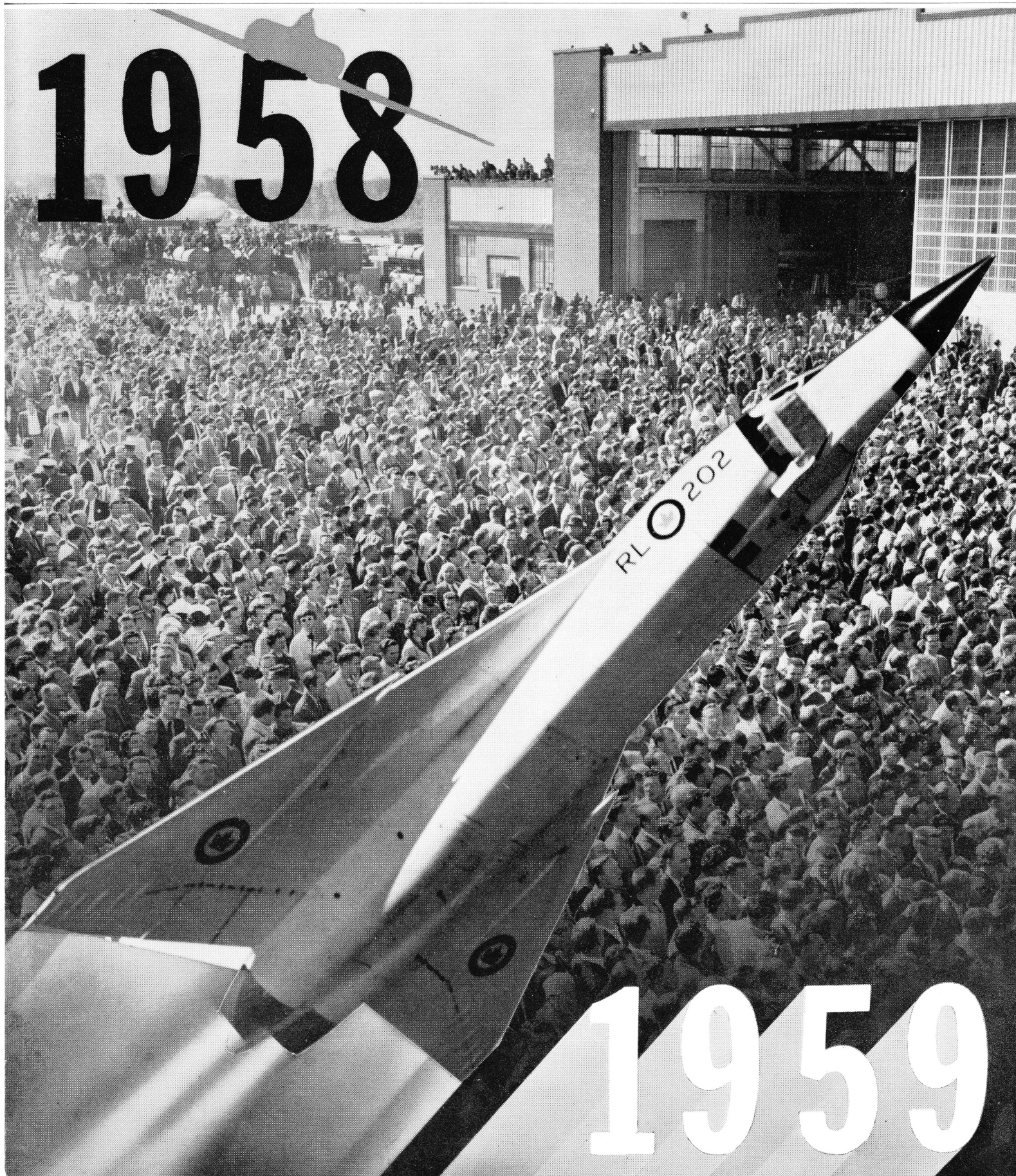


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EDITORIAL

INDEPENDENCE IN JEOPARDY?

The Avro Arrow is unquestionably the finest aircraft of its type in production to-day. It was specifically designed to meet a Canadian requirement, that requirement primarily being the defence of Canada against any and all aggressors. It is a shining example, indeed a potent symbol, of the capabilities of the Canadian craftsman and the result of years of painstaking study and research.

It took a team to build this plane, a team of engineers and technical personnel possessing design and production know how that was fostered through the development of the CF-100. This team is the backbone of the Canadian aircraft industry and we believe, as do many others, that any decision on the part of the Diefenbaker Government to cancel the Arrow programme not only would be a breach of faith with the Canadian people, but also would be a decision to sabotage the future of aviation in Canada.

The fact has been established by numerous competent military observers, that there is a definite need for the manned interceptor in the defence scheme of this country. Accepting this fact, it should be quite obvious that the Government's prime consideration should be aimed at the support and nourishment of Canadian Industry and Labour where such industry and labour has shown its level of technical achievement to be at least comparable if not superior to that of other major countries.

The Canadian Aeronaut, being the voice and pulse of Aeronautical Industrial District 717, cannot and will not condone any action by the Government to purchase American built interceptors for the defence of our country. Any move in this direction would be a gross insult to our forefathers, to those who fought for and won, at such great cost, our independence as a nation.

We are determined not to sacrifice this independence, this way of life, at the whim of a government seemingly dedicated to make us subservient to a friendly though foreign nation.

In conclusion may we offer a resolution carried unanimously at the annual meeting of the Air Industries and Transport Association, Nov. 1958 at Quebec City, Quebec—"That the Air Industries and Transport Association shall draw to the attention of the Canadian Government, as a matter of urgency, the subject of the long range utilization of the potential of the Canadian Aircraft Industry and recommends the maximum utilization of Canadian Technological talents for the design, development and production of civil and military aviation products, and the need to implement proper and proportionate Canadian participation in the production of North American defence equipment.

Profile of International Association of Machinists

By A. J. HAYES, International President

(Continued from Dec., 1958 issue)

PART III—PERSONNEL

Elected Officers—International President, General Secretary-Treasurer, nine General Vice Presidents

Law Committee—five members

Delegates to AFL-CIO—three members
One Delegate to Canadian Labour Congress.

Field Staff—Nearly 900 members of the full time field staff, including Grand Lodge Representatives, Grand Lodge Auditors, Special Representatives and Organizers, Local and District Lodge Business Representatives, and Railroad and Airline General Chairmen.

Technicians and Professionals

Legal Department—three full-time Attorneys (with retainer fee arrangements with several law firms)

Research and Statistical Department—staff of 13

Research Director, Economist, Statisticians, Analysts

Educational Department—Director and Staff

Weekly Newspaper, THE MACHINIST—staff of eight

Editor, Reporters, News Writers, one full-time Artist

Legislative Department—staff of two (work integrated with liaison representatives with Government Agencies)

Representative for International Affairs— one full-time

Department of Health and Welfare

Full-time Medical Director and Health Consultant

Public Relations—full-time Representatives in field, in addition to public relations director

Field Technicians—two experts in job evaluation and incentives

Special Trade Coordinators

one for Railroad Industry

one for Air Transport Industry

one for Automotive Industry

Librarians—two full-time

PART IV—GOVERNMENT

Basic Law prescribed in Constitution of Grand Lodge.

All Laws enacted, revised, and repealed by referendum vote.

All Officers elected by referendum vote for four year terms.

All Elective Officers subject to recall according to terms and conditions prescribed in Constitution.

Supreme Governing Body is the Grand Lodge Convention, held every four years.

Executive Council governs between Conventions but cannot alter laws. All poli-

(Continued on page 5)

STATEMENT FROM THE PRESIDENT AND GENERAL MANAGER AVRO AIRCRAFT LIMITED

January 20th, 1959

To The Editor,
Canadian Aeronaut.
Sir:

With the re-opening of Parliament and the commencement of the debate in the House on the Speech from the Throne, the place of the Avro Arrow program in the national defense planning is re-emphasized for those of us at Avro.

In the light of the considerable attention being paid to the future of the Arrow, you have asked me to express my views, through the medium of your journal, as to the probable future course of the Arrow program, as it directly affects Avro and its people.

In general I can only repeat what I have said before: That the Prime Minister has announced that the development program for the Arrow will continue until the end of the Government fiscal year, March 31, when it will be reviewed in the light of the then existing circumstances.

In addition, I have expressed the opinion to you in the past that there is no question in the minds of those people who have to defend this continent that the Arrow is a vital link in our chain of defense and that these sentiments have been voiced by the top people in NORAD whose job it is to defend North America.

I made those statements as far back as September 24, shortly after the Prime Minister's announcement with regard to the Arrow, and as recently as shortly before our plant shutdown for the Christmas Holidays.

Nothing has happened over the four-month period which has elapsed to alter my thinking. And I say this in full knowledge of the great activity that has gone on, in the interim, in the communications media of television, radio, magazines and newspapers. This public debate in respect of our affairs is normal and natural by reason of the importance of the Arrow in over-all Canadian defense. It is part of our way of life, for the "Press" is charged with the traditional responsibility of giving full expression of opinion on matters of national interest and backing same

with editorial expressions of opinion of the editorial writers and publishers themselves.

This being so, the fact remains that few of us have escaped a restlessness, if not actual deep concern, as to the future of the Arrow and this Company as a result of much of this "Press" speculation.

All of us have individual preferences for newspapers, magazines and so on. Some listen to one radio station and others to different ones. Similarly, we have varying choice in our selection of newspapers and magazines and television programs. So it is that we pick up one paper and read where our program is virtually buried, and we turn to another paper and read where the Government has every intention of putting us into production. Then, we turn on our car radio or our home set and find an equal divergence of opinion at one twist of the dial.

To repeat myself, this is our way of life and this liberty of expression is one of our most cherished possessions. I am simply pointing out to you that a gloomy prediction in a communications media should not by any means spoil your day or plunge you into despondency. Instead, I would suggest that we all recall the facts. And they are: The Government is now reviewing its air defence policy and will make known its decision prior to or no later than March 31, according to the Prime Minister. All else, so far as public speculation is concerned, is just that and nothing more. Speculation.

In previous statements, I have asked you to carry on with your work to the best of your ability in this unhappy atmosphere as in the long run the decision will face up to the quality of our product and its capability. This you have done. So now, I am taking the liberty of congratulating you all, along with all our suppliers and others associated with the program, most sincerely on the way you have carried on. It is in the atmosphere of endeavour and constancy of purpose where I feel sure that the reward of success is achieved. Let's keep it that way therefore!!

Yours very truly,

Signed:—J. L. PLANT.

WANTED - - AN EDUCATIONAL PROGRAM

The recent issue of "The Machinist" told of how Al Hayes had asked the U.S. Govt. to assist in furthering apprenticeship plans in the U.S.A. He told of how some of the large A/C plants have "pirated" skilled help from other plants and have done nothing to increase the available supply of craftsmen. How true is this of our own employer?

On the positive side Avro used to have a school for the aircraft trades, but local supply long since overcame local demand and the school has been closed for quite a few years. The Company gives a few scholarships to those children of employees who show promise, but these are for scientific courses — there are none for the Arts. The Company has been known to pay part of the cost of technical courses some of our brothers have taken, and by a recent gesture has shown that management anyway heartily approve of the habit of lunchtime studies. Is this enough? From a purely commercial standpoint, it probably is. There is reputed to be two hundred mechanical engineers with degrees out of work in Toronto at the present time. There are many times that number of skilled craftsmen looking for work. However, Avro and N. America generally do not exist in a vacuum. The future will be seized by others if we do not grab our share. The Russians are producing 13,000

engineers a year. Many of these will be "exported" to the under-developed nations. The Chinese are planning similar moves. In Red China today, there is reported to be a tremendous hunger for education and the government is taking steps to satisfy it.

Meanwhile in the U.S.A. "egghead" is a term of contempt, and in Canada there is still to be found a lingering of the old 19th century "if everybody is educated, who will do the work?"

Let's face it, if we all get ourselves the best education and ensure the same for our children, we will all do the work. We may find that a lot of the effort that we used to put in was misdirected, like the toolmaker who learned logarithms as an after-thought and found he could do trigonometry in a third of his previous time. Some people complain that the "old head won't take it any more." Analysed, this statement is pure balderdash. The brain is probably the most immortal part of the body. Capacity to learn does not fall off in later life. Only the will to learn.

Industry, in co-operation with Labour and the Government, should undertake an aggressive apprenticeship and further educational programme. If this does not happen we may find—before many more years have passed that we are the peasants!



LODGE 1922 EXECUTIVE BOARD FOR 1959

Back Row L. to R.: Wm. Boothroyd (G.L. Rep.), Frank Jones (Treas.), Herb. Brooks (Sentinel), Joe Birbauer (Vice-Pres.), Mike Rygus (G.L. Rep.), Al Breadman (Bus. Rep.).

Front Row L. to R.: Pete Rogers (Rec. Sec.), Larry Perry (Conductor), David O'Donnell (Trustee), Mary Hendry (Fin. Sec.), Bill Kanis (President), Vern Bock (Trustee), W. (Sandy) Wilson (Trustee), Centre: Ken Woods Chairman Office Committee).

Editorial

PLENTY AND POVERTY

The first January meeting of the Sister Lodges saw the election of the Lodges' Committees: Entertainment, Welfare, By-Laws, Educational, etc. Perhaps the most important of all these internal committees is the Educational, having, as its object the job of informing membership what is happening in the labour movement as a whole and the responsibility of keeping membership aware of legislation either being processed in the various levels of government or on the books to be processed.

The past six months has revealed a strong point by management in its determination to hold the line and allow no further monetary or contractual advances by labour. Yet a glance at the daily financial pages of the press reveals a startling healthy economic picture despite the dismal spouting of management and politicians alike. We seem to be living in a strange land of plenty and poverty.

Cabinet Ministers assure the populace, don't fret, we have a fine sound healthy economy. Employment Service Officers assure the job seekers; there is nothing and won't be for some time.

And all the while the poison of dissatisfaction and despair pervades more and more of our people, much to the delight of a certain great foreign power.

We live in a curious world, where interplanetary travel is envisaged and national and international poverty is ignored.

TRAFFIC ACCIDENTS IN 1957

"Accident Facts 1957" available from the Motor Vehicles Branch, Ontario Department of Transport, Toronto 2, presents some shocking information about the tragic toll of human folly on our provincial highways.

Of the 76,302 accidents reported, three types made up 88.6% of the total: Collisions between vehicles accounted for 66%; non-collision accidents (where vehicles left the road and overturned) made up 12.8%; collisions with fixed objects such as bridge abutments amounted to 9.9% of the total.

The months when most accidents occurred were December, January, November. The biggest percentage happened in broad daylight on clear dry roads.

Younger drivers were involved in a disproportionate number of accidents. The age group 16-19, made up 6.8% of all licensed drivers in 1957, but accounted for 11.3% of all drivers in accidents. Drivers in the age group, 20-24 represented 12.1% of all licensed drivers, but accounted for 18.5% of all the drivers in all accidents and 18.7% of the drivers in fatal accidents.

The actions of drivers reported most frequently were:

(a) **All Accidents**—1. Inattentive driving; 2. Speed too fast for road or traffic conditions; 3. Drove off roadway; 4. Did not have Right of Way; 5. Following too closely.

(b) **Fatal Accidents**—1. Speed too fast; 2. Drove off roadway; 3. Driving on wrong side of road; 4. Inattentive driving.

THE ROAD TO SERFDOM

*Published in the 17 Dec. 1958
Issue of the Toronto Globe
and Mail*

Since Prime Minister Diefenbaker announced, last September, that a decision on the future of the Avro Arrow would be delayed for the following six months, one thing—not too clear at the time—has been definitely established. Manned aircraft are not to be abandoned in favor of missiles. Every military authority worth mentioning has been very firm on this point. All have insisted that manned aircraft are to be an important weapon for the West's defense for as far ahead as anybody can see.

Suggestions have been made that the Canadian Government took the United States-produced Bomarc missile as a more advanced defense weapon which would replace the Arrow. This is not the case. So the question comes back, not as a matter of military policy, but as one of effectiveness and efficiency in terms of economics. Canada has spent a great deal of money on the Avro Arrow. Certainly, some of that money was wasted; but this was not Avro's fault.

What counts now is the Arrow's value in terms of alternate weapons and Canada's ability to play its part in the Western defense complex. One of the virtues of the Arrow's development has been its contribution to Canada's industrial diversification. With the Arrow (and CF-100) expenditures, we have bought new skills, new techniques, new industrial processes and plants which otherwise would not exist, but which today range far beyond the needs of the Avro program in their service to Canada. These gains are emphatically worth keeping.

There is another factor. It is the considered opinion of the military men, and aircraft experts who have no fear of being quoted, that the Arrow is the best plane of its kind in the advanced stages of development. There is, furthermore, good reason to believe it has in no sense attained its full potential. If, as these men also say, manned aircraft are essential, it must be assumed that—for the foregoing reason alone—the Arrow has a part, and a big part, to play.

Supposing the Arrow is not permitted to play its part? If that is the case, there will be a wide gap, an inviting gap, in Western defenses for the next two or three years, until the F-108 becomes available. This is a U.S. plane, similar to the Arrow, but in one vital respect very different from it. While the Arrow is in pre-production, the F-108 is still on the drawing-board. Yet everyone is talking about adopting it—adopting it before it has even been seen, adopting it because of somebody's "guesstimate" of what it

(Concluded on page 11)

717 TURBO SAFETY COMMITTEE REPORT

JANUARY 1959

1. It was reported to the committee that their recommendation made at the previous meeting that Plant No. 1 and Plant No. 2 Safety and Housekeeping committees be asked to consider the pros and cons of plant inspections being performed by Union Safety Representatives had been complied with. It was further reported that the consensus of opinion of the two Safety and Housekeeping committees had been that such inspections should not be performed, and that they had recalled that the function of the Union Safety Representatives was primarily to provide a channel of communication between the unions and the company on matters of safety, and not to act as safety inspectors or stewards. This reaction to the union safety representatives earlier suggestion was received unfavorably but further discussion was postponed until the next meeting to permit the remainder of the business before the meeting to proceed.

2. There was further discussion on the subject of whether plant inspections should or should not be performed by Union safety representatives. The Safety Engineer said that the opposition to such inspections expressed by the Plant No. 1 and No. 2 Safety and Housekeeping Committees did not automatically rule them out in future. The whole question was, he said, one that should be resolved as part of the regular business of this committee which is empowered to establish its own procedures. Members of the committee asked that Mr. Nesbitt be invited to attend either the next regular meeting of this committee on January 21st 1959 or a special meeting of the committee called before that date and to discuss outstanding questions regarding the committee procedures including this question of plant inspections by committee members.

3. There were no lost time accidents to report to the committee. Accident Investigation Reports were submitted to the committee as requested at the previous meeting. One such accident was queried, it concerned the sweeper who was injured when a section of partition left unsafely by contractor's employees fell on him. The committee strongly recommended that contractors be required to observe the same safety standards as those required of this company's personnel.

4. It was reported to the committee there had still been no change in the amount of space available for the Experimental Sheet Metal Planning Area complained of in Hazard Report 3586 on March 21st, 1958. The committee asked Safety Department to try again to clear up this matter.

5. Safety Department reported that all recommendations issued following this committee's inspection of Experimental Test Cells on 1st of October, 1958, had been satisfactorily dealt with. The committee discussed in detail the items which mention material projecting from racks in Test House Stores and the special problem of wiring blade test setups in Vibration Lab. and asked the Safety Engineer to give special attention to this matter.

6. The committee suggested that we should have better lights on vehicles which travel between Plants No. 1 and No. 2 at night.

7. Mandatory use of eye protection was reported to be still awaiting approval.

8. Plant No. 1 Safety Rep. asked whether certain Grinding Machine operators in Plant No. 1 could be provided with tinted safety glasses owing to the specialized nature of their work. It was stated this could be done if necessary but it was suggested that the method used in Plant No. 2 be investigated first.

9. Plant No. 1 Safety Rep. inspected the grinding section with Safety Engineer and found it much easier to supply the few men affected with tinted glasses. Mr. W. Farrant said he would look after this matter with the men in Plant No. 1 grinding section who needed tinted safety glasses.

SAFETY COMMITTEE,
Mr. J. Williamson
Mr. G. Pearce

PROFILE OF

(Continued from page 2)

cies adopted by Council must be consistent with basic law.

Authority not specifically delegated in Constitution reserved for membership.

Local Lodges

Nearly 2,100

Create own laws which cannot be inconsistent with Grand Lodge Constitution (must be approved by Grand Lodge)

Local Lodges Elect own officers and representatives without interference from Grand Lodge.

Local Lodges Negotiate own contracts with general assistance from Grand Lodge (Officers, Grand Lodge Representatives, Field Technicians, Research Department, etc.)

Action by 10 Percent of Lodges can initiate referendum to change laws between Conventions.

District Lodges — About 165 — in four principal categories:

Industrial, Airframe, Railroad and Air Transport.

PART V—IMPORTANT BASIC LAWS

No Secondary Membership (all members enjoy same rights, privileges, benefits, etc.).

Jurisdiction—both craft and industrial. General classifications covered:

Die Sinkers, Diecast Die Makers, Tool Engineers, Tool and Die Makers, Machinists, Specialists, Helpers, Apprentices, Production Workers, Common Labor (this includes women employees in these classifications).

Law Denies Membership or maintenance of membership to anyone who advocates or encourages Communism, Fascism, Nazism, or any other totalitarianism philosophy or ism.

No Strike Without Formal Sanction of Executive Council.

No Formal Sanction can be granted without $\frac{3}{4}$ majority vote after full compliance with Taft-Hartley Act and after exhausting mediation and conciliation efforts.

Strike Benefits—\$35 per week after first week of strike to be paid out of special fund voted by membership February, 1958.

Death Benefit—ranging from \$50 after three years' membership to maximum of \$300 after 20 years.

Unemployment Stamps for those unemployed major portion of month.

Withdrawal Cards for those advanced to position above working foreman, those who leave the jurisdiction of the Organization, and those who enter the armed services.

Retirement Cards to members who have retired, at cost of \$1.00 per year.

Exemption Cards for partially or wholly disabled members with 30 years or more membership.

Life Membership Cards with diamond pin for those in membership 50 years or longer.

Bonding of financial officers is required by the Constitution.

Complete Procedure for Granting Fair and Impartial Trial to members charged with violation of Constitution, general

(Concluded on page 10)

18 MUNICIPALITIES

PLAN ARROW SUPPORT

Jan. 16, 1959

Mr. John Bassett,
Publisher and Chairman,
TORONTO, Ontario.

Dear Sir:

Further to our telephone conversation with respect to the relative merits of the Arrow and the F-106.

The Arrow was designed to meet **Canada's** geographic and climatic needs. The **American** F-106 is not comparable. It weighs half as much, has less speed, altitude, range, carries only one man, and is powered with only one engine.

The Prime Minister himself in his statement of September 23rd said that both the Arrow and the Iroquois engine appear to be better than any alternative expected to be ready by 1961. The former's statement estimated the cost of the Arrow at about 9 million. This figure includes total development and production costs of 400 million spread over five years. On the basis of 100 aircraft this means that 4 million of the 9 million represents development costs. I submit therefore that it is not fair to include development costs in the case of the Arrow and exclude it in the case of the F-106. We must therefore consider only what we would incur from now in either case since the development cost on the Arrow is not recoverable. What then is the realistic cost comparison?

ARROW

3.5 million for the first 100. To maintain present level of employment would require 2 per month. Mr. Fleming therefore in calculating his 1959-60 budget would figure on 24 planes at 3.5 million each or 84 million on the year.

F-106

The American substitute built under license in Canada would cost 4.5 million for first 100. If we were to purchase the American product directly from the U.S. the cost would be 2.8 million for first 100.

OTHER CONSIDERATIONS

- (1) Cancellation of the Arrow would require the payment of compensation for a great many contracts presently in force.
- (2) Cancellation of the Arrow would bring economic hardship to 18 municipalities in Toronto and outlying areas as well as to Canada as a whole.
- (3) Purchases from the U.S. would put Canadian Dollars in the hand of the American Treasury. Money spent in Canada makes money and a large portion of this is returned to the various levels of government through taxation.
- (4) At a time when unemployment is our number one problem—this country needs production, not cancellation of Canadian industry in favour of inferior American products.

Yours truly,

P. Podger,
Business Representative.



Carmen Core, Mayor of Brampton, announced that representatives of 18 municipalities in and around Metropolitan Toronto would meet with Prime Minister Diefenbaker to emphasize the economic importance of maintaining full employment at the Avro and Orenda Plants. More than 50 representatives met with District 717 Reps. on Wednesday, Jan. 14th at the Royal York Hotel.

NOTICE

INCOME TAX RECEIPTS FOR UNION DUES LODGE 1922

Income Tax Receipts for Union Dues will be given to **every member** this year along with their new Membership Cards for 1959.

Every effort is being made to have these available for membership as early in February as possible.

NOTE: Don't forget to Notify the Union Office of any Change in Address.
CALL: BUTler 6-4551.

Mary Hendry,
Financial Secretary.

The Editors would like to thank the Public Relations Dept. of Avro Aircraft Ltd. for their co-operation in obtaining our front cover photograph.

MUNICIPAL REPRESENTATIVES GETTING FACTS ON ARROW



Jim McQueen, Bus. Rep. District 717, discusses with Reeve H. O. Waffle and Councillor John Allen of Etobicoke Township the merits of continuing the Arrow program at Malton. The meeting followed an all day discussion with 16 Toronto and District M.P.'s at the Royal York on Jan. 13th.



Reeve Mary Fix of Toronto Township exchanges views with T. McCollum, Councillor, Pt. Credit, Ont. Both pointed out that the growth of their municipalities was to a great degree associated with the growth of the Companies at Malton.



Municipal representatives listen attentively as McQueen sets out the facts about the Arrow program. L. Sheffe, UAW, DeHavilland and P. Podger, Dist. 717 also addressed the meeting. Seated in the front row L to R—H. O. Waffle, Reeve, Etobicoke Twp.; Jack Allen, Councillor, Etobicoke Twp.; and Reeve Mary Fix, Toronto Twp.



Ed. Blair, Deputy Reeve, Chinguacousy Twp., urged all union members to contact their M.P.'s so that a favourable decision would be forthcoming as quickly as possible. On his right George Blair of Caledon East expressed grave concern over the future of the Arrow and its affect on Caledon East, where A. V. Roe payrolls provide over a million dollars purchasing power annually.



Fred Kline, Deputy Reeve of Brampton, was one of 50 municipal representatives representing the citizens of 18 municipalities in Metro Toronto and outlying areas. Each rep. received a copy of the Union's brief on the A/C Industry as well as other supporting evidence.



Georgetown's Mayor, J. Armstrong, expressed his thanks for information received and assured that his council would do everything possible to keep the Arrows rolling out of Malton. Beside him is Walter Gray, Deputy Reeve, Georgetown.



PRESIDENT'S MESSAGE

I appreciate very sincerely the confidence which the members of Lodge 1922 have placed in me for the coming year. The responsibility of maintaining and extending the enviable record of our organization depends almost entirely on the co-operation and assistance we all put forward, as well as in a business like approach towards the solution of our problems.

This year, for example, one of our most important considerations will be the matter of "Publicity"; for little doubt exists as to the marked impression the printed word has on the public. It is, therefore, saddening to realize, that in this complex area known generally as Metropolitan Toronto, and which encompasses $\frac{1}{2}$ of Canada's working force, (2 $\frac{1}{4}$ million) that we have no labour publication of any consequence. It becomes very necessary, then, that we acquaint ourselves, not only with what we may read in any of our three major newspapers, but many other facts, which, unfortunately, never seem to receive any coverage. By doing this, the working man will be able to arrive at a much more intelligent understanding of what his union is doing for him.

W. Kanis,
President, Lodge 1922

TO SEE OURSELVES

*People don't know me
As well as they should;
Never was mortal
So misunderstood.*

*Moody, they call me —
Simply absurd!
Temperamental's
The accurate word.*

*Stubborn, they say:
I object to the term.
Others are stubborn —
Me, I'm firm.*

*Cocksure? No, confident.
Frugal, not tight.
Why don't they ever get
Anything right?*

IAM-UAW JOINT COMMITTEE REPORT

IAM-UAW joint committee for the maintenance, stabilization and improvement of production and employment in the Canadian aircraft industry.

Ottawa,
Jan. 8, 1959.

Ottawa — Continued expansion and development of Canada's aircraft producing facilities was urged upon the federal government at a meeting here today between a group of aircraft employees and representatives of the Cabinet. Subsidies for civil aircraft development and production were also proposed by the aircraft workers.

A delegation from the International Association of Machinists and the United Auto Workers, second and third largest affiliates of the Canadian Labor Congress, made the proposals in a 32-page brief submitted to Defence Minister George Pearkes and a number of his colleagues. The two unions represent all organized workers in Canada's aircraft industry.

The union brief said that the Canadian aircraft industry "is deteriorating at a serious rate" and that this process would be hastened by failure of the government to order the CF-105, Avro Arrow into production in substantial numbers. Prime Minister Diefenbaker stated last September that a decision on whether or not the supersonic interceptor will be placed into production will be made in March.

Production costs of \$12.5 million per Arrow, quoted by the Prime Minister, were questioned in the IAM-UAW submission. The brief cited the estimate of Crawford Gordon Jr., of A.V. Roe Canada Ltd., who told Avro shareholders that the cost per plane would be \$3.5 million for 100 aircraft and \$2.6 million per plane for an order of 200 Arrows. "We cannot escape the conclusion", the unions' submission said, "that the Government's figure is based upon an exaggerated cost estimate".

Calling for a substantial order of CF-105s, the unions suggested that "the question of production of the Arrow will, in large measure, decide whether or not Canada is to maintain an aircraft industry in the future."

Claude Jodoin, president of the 1,100,000-member Canadian Labor Congress, and George P. Schollie, general vice-president of the International Association of Machinists, headed the delegation which represented 35,000 aircraft workers. The submission estimated direct and indirect employment in the aircraft industry at more than 80,000 and noted that wages and salaries paid in the industry during 1957 totalled nearly \$200 million.

Expansion of Canada's population and economic development of the country, increase the need for a fully developed and integrated aviation and aircraft industry the unions maintained. The brief said that it would be no exaggeration to predict that "Canadian aviation will play

the same role in the north as Canadian railroads played in the opening of the west".

Civil aircraft development can only be extended if subsidies are provided by the Government of Canada in a similar manner to the subsidization carried on by nearly every other country in the world with a commercial aircraft industry. The brief suggested that expansion of civil aviation throughout the world, predicted by competent authorities, would provide possible export markets for Canadian civil aircraft.

In addition to the steady expansion of civil aviation in Canada, the submission quoted numerous military authorities who have stressed the need for continued employment of manned aircraft in defence systems. If Canada does not build her own military aircraft, the brief maintained, she would become a political satellite of another country and her "emergence to full nationhood" would be retarded.

Production of military aircraft in Canada, it noted, also avoids the expenditure of public funds in other countries from which no return in national income or taxation is received.

A serious depletion of Canada's force of scientists, engineers and technicians was predicted by the IAM-UAW delegation if the nation's aircraft industry were allowed to disappear. The brief cited advertisements from Canadian and U.S. newspapers urging skilled Canadian aircraft personnel to emigrate to the United States and take jobs in the aircraft industry there. More than 7,000 scientific and engineering personnel . . . a significant portion of Canada's total . . . are employed in the industry. "With the loss of these skilled personnel" said the brief, "an important segment of the Canadian economy will wither".

THE SUBMISSION CALLED FOR: Continued and extended Canadian development and production of military aircraft for the defence of Canada—The establishment of a program for the development of civil aircraft to meet Canada's growing needs as a nation, with government assistance to achieve this end.

NOTES ON 717 NEGOTIATIONS

Correspondence was received January 16th, 1959, from J. B. Metzler accepting Mr. D. Montgomery, Secretary-Treasurer of T.L.C. as the Conciliation Board Member representing the Union.

Mr. J. C. Adams has been appointed the member to the Conciliation Board representing the Company.

Mr. Montgomery and Mr. Adams will convene a meeting in the immediate future in an attempt to mutually agree on a chairman for the board.

BRO. BOB McKAY,
Chairman, Joint Committee.

LETTER TO THE EDITOR

The Editor,
Canadian Aeronaut.

Dear Sir and Brother:

I wish to take this opportunity to thank everyone who contributed in any way to the collection for the late Jock Cormie. I am sincerely grateful for the very full measure of support given on this occasion but perhaps it would not come amiss if a special thank you was given to the Chief Stewards of D1, Brothers Bevins and Roy Leonard, Lodge Treasurer Frank Galvin who audited the collection sheets, and the Welfare Committee of 717 A/C.

It is good to know that our departed Brother was buried free from all debt. I am sure that Brother Jock Cormie would have appreciated this.

Mrs. Horrocks, Brother Cormie's landlady, wishes to be associated with this letter of thanks.

Fraternally yours,
Dave Macpherson.



The way I figure, if we elected
her sentinel, our meeting attendance
would double.

POEM

*I watched T.V. the other night
And saw a show, The Price is Right;
A thought did chill me to the marrow
The price tag now pinned on the Arrow.*

*Because the government did moan,
They've cut the price down to the bone;
But still the boys on parliament hill
Just don't say won't, or won't say will.*

*I have a plan, 'twill work I'm sure,
An Arrow set at Markham and Bloor;
Let's not haggle with a government head,
But have the price tag set by Honest Ed!*
Member of Toolroom, A/C.

ELECTED COMMITTEES FOR 1959

LODGE 1922

OFFICE COMMITTEE

Chairman—Ken Wood
Members—George Pulker
—Grant Laing
—Peter Vale

Alternates—Bill Sherlock
—John Bennett

COMPANY-UNION WELFARE REPRESENTATIVES

Member—Marianne Worsey
Alternate—Norm Bourne

UNION WELFARE REPRESENTATIVES

Plant #1 Rep.—Grant Laing
Plant #2 Rep.—Cyril LeBreton

PUBLICITY AND EDUCATION COMMITTEE

Frank Jones
John Bennett
W. F. Hammett

SAFETY REPRESENTATIVE

Representative—Jim Clancy
Alternate—Ed Raftis

BY-LAWS COMMITTEE

Committee—Moss O'Brien
—John Bennett
—Vern Bock
(Alternates—George Pulker
—Peter Rogers)

LODGE 2030

OFFICE COMMITTEE

R. Stuart
J. Goodison
F. Rogers

ALTERNATES

E. Holmes
A. Craig

WELFARE COMMITTEE

H. Campbell
W. Payne
E. Maniex
J. Hex.)

Alternates

BY-LAW COMMITTEE

M. Cahill

W. Lamble

F. Rogers

SOCIAL

R. Coffen
H. Cowell

W. Gancher

J. Goodison

P. Kerr

ED & PUB

R. Mason

S. Caveney

J. Hex

SAFETY

REPRESENTA- TIVES

Mike Cahill

Bill Gancher
(Alternate)

SOCIAL NOTE

The Club Kingsway was agog with excited Avroites on Sat. Jan. 17th when the popular casanova of the Milling Dept. A/C succumbed to Sheila's charms and placed a 'rock' on her finger. Now Bill Matte will join his old pal Bert in all work and no play.

Verse for Today

TORONTO - 1959

*To the tune of the Mountains of Mourne.
Oh, Mary, Toronto's a wonderful sight,
With its people all workin' b'day and
b'night,*

*They all have big autos and boats and
the like,*

*Sure, you might go two weeks without
seeing a bike,*

*The new City crosswalks are now all
the rage,*

*But the people who use 'em aren't long
for this age,*

*If you must cross the roadway, your
future looks black,*

*If they miss you going over, they won't
coming back.*

*The Street Cars are handy, they soon
get you there,*

*You can change half-a-dozen times for
the one fare,*

*But don't try to fool 'em and make a
round tour,*

*For they'll catch you and fine you, or
jail you for sure.*

*The new four-lane highways are all very
fast,*

*The old 'puddle jumpers' they never
would last,*

*But for all of its good points, I'd still
rather be,*

*Where the Mountains of Mourne sweep
down to the sea.*

*The new City Hall—sure it will look a
treat,*

*T'will be 1990 before it's complete,
Why do they need it when the other
one's fine,*

*Why not spend all that cash on the new
Subway Line?*

*At least if they did that it would help
to cure,*

*Those terrible traffic tie-ups along
Bloor,*

*What the devil—why should I care, for
soon I will be,*

*Where the Mountains of Mourne sweep
down to the sea.*

The city is now full of '59 Cars,

*But if they miss on a payment they'll
be behind bars,*

*So why try to own one and look like a
'toff'*

*When the week after next they may all
be laid off,*

*At least when I asked them, that's what
they said,*

*So if you invest you've got rocks in your
head,*

*Just think it all over, then come and
join me,*

*Where the Mountains of Mourne sweep
down to the sea.*

A PATH TO PEACE

*"If there is righteousness in the
heart, there will be beauty in the charac-
ter; If there be beauty in the character,
there will be harmony in the family
home, there will be order in the nation;
When there is order in the nation, there
will be peace in the world."*

Aeronautical Lodge 717 Aircraft Shop Committee Report

At this time I would like, on behalf of the Shop Committee, to thank the 1958 Executive and Stewards for their encouragement and support during the past year.

We wish to record our appreciation for the valuable service and assistance rendered by Brothers Alex Walker and Sammy Thompson and wish them well in the future. I would like to extend a warm welcome to Brothers Tom Johnston and Jimmy Brown, new members to the Committee. I wish to thank the Committee for electing me as their chairman for the coming year.

With the continued support of the Executive, Stewards and membership we shall serve diligently and ever mindful of the tremendous responsibility with which we are charged.

- (1) On January 13, 1959, we received notice of Lay-Off of 260 employees affecting approximately 35 groups. Since that time this figure has been reduced by 26 employees due to open jobs.
- (2) We have at present a few grievances in the Pre-Arbitration stage.
- (3) Elections were held for Chief Stewards on Wednesday, January 14th, 1959. We would like to welcome Brother R. Gray as the only new Chief Steward as all others were re-elected.

Submitted on behalf of the
Shop Committee,
H. Daley.

PROFILE OF

(Continued from page 5)

laws and policies, principles of trade unionism, etc. (Recommendations of impartial trial committee accepted, modified, or rejected by local lodge in regular session—decision of local lodge appealable to International President—International Presidents decision appealable to Executive Council—Executive Council's decision appealable to membership at large or Grand Lodge Conventions.)

Compulsory Retirement of officers and representatives at age 65.

Pension for officers, representatives, and employees.

No Assessments Without Referendum Vote.

FINANCIAL PROVISIONS

1. **Careful use of Union's finances** — Basis of all disbursement of funds.
2. **Initiation Fees and Dues**—Determined by members of each local lodge subject to certain minimum standards set by the membership at large.
3. **Financial Reports**—Monthly report on Receipts and Disbursements to each local lodge; Semi-Annual audit of books by auditors including Certified Public Accountant; Copy of full report furnished to each local lodge. Quarterly audits of District and Local Lodge books.

Turbo Shop Committee Report

January 19th, 1959

1. A policy grievance, Nobel Fitter Tester "A" work being performed by Test Technicians has been answered by Company.
2. 18 people were declared surplus and lay-off on Friday, Jan. 16th. All these people have been absorbed in other classifications.
3. Complaint regarding Assemblers being assigned progress work—Policy grievance forthcoming from Union.
4. Special shift to take care of situation in high altitude test facility. We are in receipt of correspondence from the Company which will be challenged by us.
5. Further discussions on letter to Company regarding theft of 3 tool boxes have taken place at end of the month of January. To be answered by the Company as soon as possible.
6. Grievance of Gougeon - Carpenter "B" Nobel. Recommend Arbitration.
7. Some complaints from Engine Inspector "B" on assignments of work in assembly area.
8. Two new descriptions "Mechanic and Operator, Balancing Machine" under discussion with the Company.
9. New description "Applier, Plastic Laminations" job not settled yet. To continue under review.
10. Four grievances by Bros. White, Broadhurst, Dix and Minard signed off by the members concerned.

ALEX. WHITE.

IN MEMORIAN

C. Baldacchin	—	Member
C. Roberts	—	"
D. Gallagher	—	"
G. Bath	—	"
D. Patterson	—	"
A. Lavin	—	"
A. McGraw	—	"
A. Surrey	—	"
J. Cormie	—	"
E. Finn	—	"
J. Marr	—	Mother
C. Giles	—	"
A. Boyd	—	"
J. Holmes	—	"
M. Wardlaw	—	"
R. Tindall	—	"
R. Wilson	—	"
E. Cardinell	—	"
G. Oke	—	"
G. Buchanan	—	"
A. Bennett	—	"
L. Toth	—	"
M. Harvey	—	Father
A. McMillen	—	"
R. McCallum	—	"
A. Cowgill	—	"
H. Smith	—	"
H. Marshall	—	Wife
H. Oldfield	—	"
H. Cosbey	—	Brother

Aircraft & Guided Missile Council Of Canada

The tenth conference of the Aircraft and Guided Missile Council of Canada will be held at the Fort Erie Hotel, Fort Erie, Ontario, February 13th-15th, 1959, Al Breadman, Secretary-Treasurer, reports.

Due to the precarious position of the aircraft industry in Canada at this time and the marked effect it can have on union members of both the I.A.M. and the U.A.W., this will be a most important conference.

It is expected that every lodge with members in the aircraft industry will be sending delegates and that many visitors from the U.A.W. will be present to discuss important problems and formulate plans for the future.

Panels will be set up to consider future negotiations, education and publicity and further activities of the Council. Addresses on these subjects will be given by prominent labour leaders.

It is also anticipated a number of resolutions will be submitted by affiliated lodges for discussion and action by the delegates.

AL BREADMAN,
Secretary-Treasurer,
Aircraft and Guided Missile
Council of Canada.

Announcement

There will be a Forum on the "New Party in Canada" on Saturday and Sunday, Jan. 31st to Feb. 1st at the King Edward Hotel.

Sponsors—The United Steelworkers
The Textile Workers and the I.U.E.

Speakers—David Lewis
William Sefton
John Whitehouse

Births

John and Doreen Bennett, a son—
John Douglas, born 29th December '58.

Bill and Christine Watson, a daughter—
Sharron. Born January 16th, 1959.

Pete Rust, a daughter—Carol Ann.
Born 2nd January, 1959.

Marriages

A marriage took place Dec. 27th, 1958, at St. Martins in the Fields between two employees of the same Dept. Metallurgical Lab. Cliff Gout and Jacqueline Rowe.

CAR ACCIDENT NEAR OTTAWA

Mr. and Mrs. Jobs are in Ottawa Civic Hospital, following a car accident on Sunday, Jan. 4, 1959. Mrs. Jobs suffered lacerations and bruises, while her husband incurred numerous lacerations, a fractured wrist and concussion. Both are reportedly recovering satisfactorily.

THE ROAD TO SERFDOM

(Continued from page 4)

will do. Not only the defense of North America, but the defense of Western Europe, is being rested on this flimsy supposition.

Here we have an extreme example of what has been evident since 1945—the determination of U.S. industry to monopolize the defense systems of the West. This is something Canada does not have to accept. Certainly, Canada wants to have integrated defense — but Canada should not accept an integration that entails economic subordination or impoverishment.

It used to be Washington's excuse that it could not share defense production with Canada because Canada did not have the necessary skills and industry. Now, after considerable cost, Canada has them. So now, we hear other excuses. They do not hold water. The harsh fact is that the U.S. is expecting a country running into the red by more than a billion dollars a year to scrap an industry which has had a large part in that country's economic growth—and to use the saving, so-called, to buy U.S.-built weapons at whatever price the U.S. wishes to put on them. In that way, we would become completely subservient to the U.S., not only in the military sense, but, and to a greater degree, in the economic one.

Now, it happens to have been shown in a good many fields that whatever the U.S. can do, we can do as well—and often cheaper. So if the Bomarc is the desirable weapon we in Canada have to lean upon, we in Canada should insist on producing it. (We doubt that Bomarc is, in fact, that good; it is our understanding that the U.S. Army, by way of showing its superiority over the U.S. Air Force in missile development, has been using the USAF's Bomarc as a "drone" for its own Nike.)

On the face of it, the Canadian Government has two alternatives. We can produce our own manned aircraft, the Arrow; and so doing, leave gaps in the West's defense line which the U.S. will have to worry about. Or we can seek a little collaboration in the United Kingdom, where, for a good many reasons, we should be buying and selling more. If the U.S. does not want a two-way street on defense production, perhaps the British do.

The British are pretty well up in most of the modern weapons. And they have suffered, as we have, from Washington's determination to dominate the munitions picture. Perhaps we can talk business with them. And if that antagonizes the U.S., if that makes the U.S. think Canada is being stubborn, we can point out that our risk is no greater than theirs.

OFFICE COMMITTEE REPORT TECHNICAL ASSOC. LODGE 2030

January 1959.

The Office Committee takes great pleasure in utilizing this opportunity to wish all the members of the Lodge a Happy New Year and may our Negotiating Committee obtain a prosperous Contract for us, not forgetting to wish the Company luck in obtaining a respectable Contract with the Government.

MEETINGS WITH LABOR RELATIONS DEPARTMENT:

An official request for Restoration of Seniority was tendered to the Company by the union for Brothers W. Kent, Dept. 7002 and J. Morton, Dept. 7006. Brother KENT'S seniority has been concurred with and has been restored to Dec. 30th, 1950 in occupational group 32.

Seniority for Brother MORTON has not been concurred with by the Company due to the fact that the Brother failed to report to work as a re-hire on April 26th, 1944.

Chief Steward WALLY LAMBLE was very alert in taking up a complaint from 717 Aircraft re Staff Expeditors performing the work of 717 Aircraft progress men. Wally spoke to Earl Wilkins the Staff Administrative supervisor who came up with a very unsatisfactory answer.

Wally then phoned me regarding the supervisor's statements. I then called the office committee together and took the case up with Labor Relations. The result was to the satisfaction of the Lodge.

The supervisor of Dept. 6014 made some detrimental remarks to a member under his jurisdiction. This was taken up by the office committee through the efforts of Brother ORTON CORBETT, the department steward. The supervisor and the Brother concerned were interviewed by a Labor Relations Rep. and myself, as acting Chairman of the office committee. The outcome of the interview was satisfactory and the results made known to the complete office committee. This kind of a case is no doubt one of many that may occur throughout the plant and pass by unheard of, BUT, as I previously remarked **without Bro. Corbett's** quick action we would not have been able to clamp down on supervision 'riding the back' of one of our members.

The office committee did not concur with a request by the Company for an odd shift arrangement in Dept. 6901 Exp. We stated that we required a complete list of all the odd shifts, in operation which had automatically terminated on December 10th due to the expiration of the 1957 Collective Agreement. We have now received the revised list and can now quote that approx. fifteen employees are on odd shifts, at one time.

SISTER MANIEX one of our Executive members complained to the union that the temperature in their new location was extremely cold. The vice president, and myself went and investigated this complaint with the result that we nearly fell over each other getting back to report to the Company. Mr. Neil Troy, of Labor Relations rectified the complaint satisfactorily.

MRS. SUMMERS #84919 Department 6014, was interviewed approx. six weeks ago and informed that she would be doing the work of a clerk Master Records "A" This she did for six weeks. She then approached her group leader and inquired as to whether or not she was going to be re-classified from the "B" Classification to the "A". Apparently she was then told that the job would be within the "B" range. ORTON CORBETT the steward in the dept. reported the matter to Fred DOWNEY his Chief Steward. Eventually, the matter came under the jurisdiction of the office committee, who investigated the case and came to the conclusion that it was a genuine case where an employee was required to work out of her classification. We met the Company over this matter. The result—MRS. SUMMERS has now been re-classified and made retroactive to November 22nd '58, without going through the usual grievance procedure.

The office committee requested Restoration of Seniority for JIM STRONG, Dept. 4301 due to sickness. This has been granted by the Company.

An employee in F. Wood's section was sick for two days, and was refused pay because she did not phone. Action by the office committee cleared up this complaint satisfactorily.

The office committee was given notice by the Company of a LAY-OFF in Staff of 20 (TWENTY) employees and has since met with the Company to discuss this matter. By the 30th of January the lay-off and bumping procedure will have been completed.

The Chairman of the Steward Body will issue a detailed list, together with the Mechanics of This Lay-off, as soon as the information is available.

Fraternally,
Tony Barr,
Acting Chairman, Office Committee
Technical Associates Lodge 2030.



G.V.P. Elmer E. Walker congratulates G.L.R. Bill Boothroyd in his 15 years good standing. Also in picture reading L-R Brothers Ray Teeter and Abe Bedford; L.L. President W.J.R. Benson; G.V.P. Schollie; and Brother H. Gallinger.

717 AIRCRAFT PRESENTS 15 YEAR PINS

The annual 717 A/C Stewards' and Committeemen's Dinner and Dance held in the King Edward Hotel on Saturday, January 17th was an outstanding success.

This, the most important festive occasion on the Lodge's calendar, had an added significance this year by the presentation of 15 year pins to the first 4 members in the history of the Lodge who qualified. Two top ranking officials in the Union participated in the ceremony. Resident General Vice-President Elmer E. Walker from Headquarters in Washington, representing International President Al Hayes, presented the pins in the name of the International Union. Canadian General Vice-President G. P. Schollie made the presentation of hand worked parchment scrolls as an added tribute from the Local Lodge.

Dennis McDermott, an International Representative of the U.A.W. was an interested spectator of the ceremony. Brother McDermott has worked in close collaboration with Business Representatives from the District Lodge in the save the Arrow programme. His invitation to attend and his acceptance is a sign of the growing co-operation between these two great International Unions.

G. V. P. Elmer Walker arrived at Malton at 2:00 p.m. on Friday, Jan. 16th. After a tour of the Aircraft Plant he paid a visit to the District Lodge Offices. Brother Walker remarked that he was very impressed with the Avro Plant. The Canadian Government, he claimed, "have

facilities for aircraft production right in Malton equal to anything he has seen in the U.S.A." He expressed the hope that the Avro Arrow would not be cancelled. After 20 years' absence he was delighted, he said, to renew his acquaintance with the Toronto area, and regretted the shortness of his visit. Al Hayes, he said, "sends his greetings and regrets that a heavy schedule prevented his attendance in person and wishes all at Malton a prosperous New Year.

Brothers Boothroyd, Gallinger, Bedford and Teeter, the recipients of the pins and scrolls, claimed that in retrospect the 15 years seemed a very short period of time but that their 30 year pins seem an eternity away. Brother Elmer Walker, less than 3 years away from his 45 year pin, assured the Brothers that when he looks back he shudders at the swift passage of time. These Brothers were not satisfied to be dues paying members, all served the Lodge in some official capacity during their 15 years of continuous membership.

Bill Boothroyd for the past 10 years on the staff of Grand Lodge was a President of the old Aeronautical Lodge. He, in many respects, can be regarded as the "Father" of Lodges 1922 and 2030, being very active in the organizing drive to bring the staff workers into the Union. Another high spot in his career was the rooting out and destroying communist influence in the early days of the Union. Bill Boothroyd, now a Vice-President of the Ontario Federation of Labour said, "The presentation of this scroll by my own Lodge has

made me very proud. It was just about the nicest thing 717 could have done."

Harry Gallinger, Electrical Dept. Bay 1, served the Union in every executive position except that of President, including a six year stint as Financial Secretary. Harry's 10 years on the Executive is unsurpassed in the annals of the Malton Locals.

Brother Ray Teeter served as Recording Secretary and for many years as Chief or Shop Steward. He has now left the plant to go into business for himself. "But", he said, "I have no intention of severing my connection with the Union. I am and always will remain a member of 717 A/C."

Brother Abe Bedford (Maintenance) looks back over the years with great satisfaction. For years he was Shop Steward in his work area. Not as active now as he would like to be—"Anno Domini", he said, "slows the best of us". Abe remains a 100% Union man. "This scroll", he said, "will be one of my treasured mementos of a fine bunch of guys—my work mates and fellow Union members." All of us wish our first 15 year men good health and good luck in the years to come.

OPEN LETTER

To Rt. Hon. John Diefenbaker,

Sir,

In 1904 I had a farm on which I grew hay for horses. At that time myself and other hay farmers had 31% of the national income. Now us farmers have only .01% of the national income. I hear that some wheat farmers argued that when they had 40% of the national income back in 1910 that they were still entitled to that percentage now. They got subsidies or something called parity prices to make up their income. Well I'm in the same boat. I can't sell my hay and I want parity prices like them other fellows. Right now I've got hay stacked up in the kitchen and even in the out-house which makes it kind of inconvenient, even if it is comfortable. I hear them wheat farmers have got their's stacked in railroad cars. While I'm waiting for my parity price cheque, do you think you could let me have a couple of railroad cars? 'Course I know I could grow something else instead of hay, but why should I, them wheat farmers wouldn't want me growing wheat would they? Now I realise that back in 1904 there were a lot of hay farmers and now there's only me. Yep, I'm getting all that .01% of the national income, but no matter. After all how many wheat farmers were there in 1910 and how many are there now? You or anyone else, can be sure of my vote, same as them wheat farmers, if I gets my parity price support too.

Hopefully, Silas Hayseed.