

## STOP Order On The Arrow

THE Government's long-awaited decision on the Arrow, just announced by Prime Minister Diefenbaker, is courageous and unequivocal. The decision is to abandon production of this fighter aircraft.

The Arrow program, started by the former Government, faced the present administration with one of its most difficult decisions. The Arrow has been many years in the making. So complex are the weapons of modern warfare, its full operational use would be still some years ahead.

If the decision had been that Canada could afford this very expensive program, The Telegram would have been pleased, because everyone recognizes that halting the Arrow program is a most serious blow to the production of military aircraft in Canada.

Obviously, the Government's decision rests upon the most serious consideration and the most thorough examination of the whole question, in which all points

of view have been heard. The Government has had to face the unpalatable reality that a large scale fighter program is not for this country.

Without going into detailed technical arguments, the fact remains that the Arrow is at the very least two years away, and possibly more, from being operational. The aircraft itself has a limited effective fighting range at supersonic speeds. In this context, "effective fighting range" means fully equipped with armament and fuel so that the aircraft can fly at top speed to a potential battleground, do battle, and return to base at top speed for reloading to fight again.

In view of the inherent limitations of supersonic fighter aircraft, plus the tremendous cost involved and the uncertainty of its role beyond the next three to ten years in which missiles will be developing rapidly, the Government has shown courage in grasping the nettle and making its decision.

There will be distress and chagrin. In this The Telegram fully shares. Serious difficulties now face the A. V. Roe Company, which, over the years, has built up an outstanding team of engineers and skilled workers.

The Canadian Government is fully aware of the need to maintain an aircraft industry in Canada. The other day, General Charles Foulkes, chairman of the chiefs of staff committee, speaking in Ottawa, stressed the necessity for closer co-operation between the U.S. and Canada in the whole area of industrial procurement and production. Unfortunately, Washington, subject to strong political pressure from U.S. aircraft companies, has so far not been fully sympathetic to this point of view. Top level U.S. Government and military circles see that every effort must be made to maintain Canada's industrial and military strength for the benefit of the whole North American Continent.