

FIRST CROW!

Seeing the season's first crow yesterday leads Mrs. R. S. Carcaud 21 Baidrow Cres. to observe that spring must be just around the corner—but she wonders which corner.

This crow is no stranger for this is the third year she has been feeding it and the bird is becoming a family pet.

Mrs. James Corner, 63 John St. E. is another resident who reports seeing one of these early harbingers of spring.



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UNION CHURCH LADIES OBSERVE PRAYER DAY

The Women's Interchurch Council World Day of Prayer program was observed by the members of the Union WMS on Friday February 13th when they held their special meeting at the home of Mrs. Jack McDonald.

An address on "Prayer" by Mrs. Fraser Macdonald followed the "Story of Hannah" a paper prepared by Mrs. Don Dolson and presented to the meeting by Mrs. Lloyd Crichton. In keeping with the theme, the roll call was answered with "a thought on prayer," and Mrs. Lloyd Davison presented a piano solo.

Reporting on the Toronto West Presbyterian meeting were Mrs. Clarence Anderson, morning; Mrs. Harvey Puckering, afternoon; and Mrs. George Leslie, evening.

Assistant hostesses at the meeting were Mrs. Harvey Puckering, Mrs. Art McKane, Mrs. J. L. Young and Mrs. G. H. Leslie.

SQUIBS CATCHING UP IN BOWLING LEAGUE

The league trailing Squibs were again the team that made the big gain in Golf Ladies' Bowling on Monday. Captained by Mrs. Len Ward the cellar club took seven big points from Mrs. Scotty Herkes' Rockettes and now pursue that team by but a single point. The Rockettes have 44 points the Squibs 43.

At the other end of the standing Eleanor Spitzer's Chumps took the extra point in a split with the pace-setting Chop Chops captained by Mrs. Ross Duncan but still have 17 points to make up to catch the leaders. The Chumps, 4 points left them with a 53 total while Mrs. Duncan's squad boasts an even 70.

The high singles race was the closest it has been in some time with 246, 243 and 241, the top three games rolled by Mrs. William McNally, Mrs. Jack Malcolm and Mrs. Len Ward respectively. Mrs. Ward also registered the high triple on the afternoon, a 615. Mrs. Jack Malcolm and Mrs. Scotty Herkes posted three game scores of 575 and 557.

The season's leaders went unchallenged again this week. In singles it is Mrs. Ken Nash, 315, Eleanor Spitzer 288, and Mrs. Cyril Brandford, 279; triples Mrs. Nash, 742; Mrs. Ken McCauley 693; and Mrs. Scotty Herkes 677.

Mrs. Ron Kitchen shows the best average, a 188, followed by Mrs. Herkes 177 and Eleanor Spitzer, 174.

to time changes in requirements of deterrent power.

Some Important Comments on The Arrow-Bomarc Controversy

A story in The Aeronaut, a union publication, headed "Dispels Cost Myth" is of local interest, dealing as it does with the Arrow and Bomarc controversy, and is reprinted for the information of readers.

There was speculation in British newspapers last month that the Canadian CF-105 Arrow might be bought for the Royal Air Force. This was flattering and encouraging to Arrow supporters, for it served as an endorsement of the airplane's suitability for a modern defense system.

But no one connected with aviation in Canada or in Britain took the rumour seriously. They realize that to any mature and seasoned government matters of defense and economics are inseparable.

Much as the British government might be impressed with the Arrow, they are also conscious of the necessity for a healthy defense industry within the U.K. And the British aviation industry is hungry for military aircraft orders.

Mr. Diefenbaker would do well to study the attitude of the British government in this respect and to think again on the Arrow and Bomarc. He should look particularly at the cost of the two systems. For if he has been advised that the Bomarc will be cheaper he has been grossly misinformed. And as a result the public has been grievously misled.

The figures below show our estimated costs for the different systems to give comparable defense coverage. That is for substantial equipment of RCAF squadrons with the CF-105, or alternatively for construction and equipment of ten Bomarc sites.

It will be seen that the Bomarc is the more costly proposition, as must be obvious to anyone with a knowledge of aviation, and military. For the Bomarc, like all present-day anti-aircraft missiles, is limited in coverage, is costly, and is a one-shot expendable article.

Comparative Costs to Canadian Defense of the Interceptor of Missile Programs

AVRO CF-105: sufficient quantity for squadron service. Already invested — \$ 400 million
Production of Arrow with U.S. missile and fire control \$900 million
Stage system (necessary for both a/c & missiles) \$100 million

Total \$ 1,403 million

BOEING BOMARC: construction and equipment of ten installations. Already spent on CF-105 \$403 million (Must be included as part of overall defense investment.)
Ten Bomarc install's. \$820 million
1000 missiles (100 per squad) estimated at \$400 million
Stage system (necessary for both a/c & missiles) \$100 million

Total \$1,723 million

These costs would probably be projected over about the next five years. This represents a future outlay of about \$200 million per year for the Arrow, and about \$240 million per year for the Bomarc. For an additional \$300 million on top of the estimated Bomarc costs, the full Arrow-Astra Sparrow system could be supplied to all RCAF squadrons.

To refresh Herald readers' memories, we reprint the prime minister's speech of some months ago, pertaining to defence matters and more specifically, the CF-95 jet.

Text of Prime Minister Diefenbaker's statement on changes in the Canadian air defence program.

In recent weeks the Government has fully reviewed the Canadian air defence program in the light of the rapid development that has taken place during the last year in missiles for both defense and attack. In doing so it has had detailed advice from its military experts on the nature of attacks on North America that might be expected should a major war take place. A number of changes in the air defence program now have been decided upon. The Government has concluded that missiles should be introduced into the Canadian air defence system and that the number of supersonic interceptor aircraft required for the RCAF Air Defense Command will be substantially less than could have been foreseen a few years ago, if in fact such aircraft will be required at all in the 1960's, in view of the rapid strides being made in missiles by both the United States and the USSR.

The development of the Canadian supersonic interceptor aircraft — the CF-105 of the Arrow was commenced in 1953, and even under the best of circumstances it will not be available for effective use in squadrons until late in 1961. Since the project began, revolutionary changes have taken place which have made necessary a review of the program in the light of anticipated conditions when the aircraft comes into use. The preponderance of expert opinion is that by the 1960's manned aircraft, however outstanding, will be less effective in meeting the threat than previously expected.

It has therefore been decided to introduce the Bomarc-guided missile into the Canadian air defence system, to be used in defense against hostile bombers. This is a long range anti aircraft missile guided from the ground with the aid of the same radar system as that used in guiding interceptor aircraft. It can be used with either a conventional high explosive warhead or a nuclear warhead.

Two Canadian bases for firing such missiles will be established in the general northern Ontario and Quebec areas. The use of this missile will be in accord with the approved policy of NORAD for the air defense of the North American continent.

Other Bomarc bases may be located in Canada in the later development of the program but priority is being given to the two mentioned. Most of the industrial areas in Canada considered to be potential targets of air attack will be within the defensive range of the two protected Bomarc bases or others under NORAD control and located in the northern United States.

Negotiations are under way with the United States to work out arrangements for obtaining these Bomarc missiles and the necessary

equipment for maintaining, testing and launching them. Discussions will also be held on the best way for Canadian industry to share in the production programs related to such missiles and associated equipment.

The government has also approved the extension and strengthening of the Pinetree radar control system, which was constructed and is being operated jointly by the United States and Canada. Several additional large radar stations will be constructed. These add the existing stations will be supplemented by a considerable number of small intervening stations.

In order that the Pinetree radar system may be able to deal more effectively with the increased speed and numbers of aircraft to be controlled and with the introduction of the Bomarc guided missiles, the government has decided to install the Sage electronic communication and control operations. This will be integrated as a part of the North American Sage system under NORAD.

Discussions are being initiated with the U.S. authorities for the supply of the large electronic computers needed for the operation of this system and to arrange for Canadian industry to share in the production of the equipment required for the expansion of the radar network and the introduction of these semi-automatic communication and control operations.

The nine Canadian air defense squadrons already equipped with the CF-100 aircraft will continue in their present role pending their replacement with Bomarc weapons or squadrons with later type of aircraft. The whole complex of missile and aircraft defense will be worked out, as changes are made, on an integrated North American basis under NORAD operational control.

In view of the introduction of missiles into the Canadian air defense system and the reduction in the expected need for manned, supersonic, interceptor aircraft, the Government has decided that it would not be advisable at this time to put the CF-105 into production.

The Government believes, however that to discontinue abruptly the development of this aircraft and its engine, with its consequent effects upon the industry, would not be prudent with the international outlook as uncertain and tense as it is.

As a measure of insurance with present tensions as they are, therefore, the Government has decided that the development program for the Arrow aircraft and the Iroquois engine should be continued until next March, when the situation will be reviewed again in the light of all the existing circumstances at that time.

Although both the Arrow aircraft and the Iroquois engine appear now to be likely to be better than any alternatives expected to be ready by 1961 it is questionable whether in any event their margin of superiority is worth the very high cost of producing them by reason of the relatively small numbers likely to be required.

As a further consequence of the reasons given above, the government has decided that it would be clearly unwise to proceed with the development of a special flight and fire control system for the CF-105 aircraft known as the Astra and of a special air-to-air missile to be used as its armament known as the Sparrow.

In the meantime, modifications of the CF-105 will be made during its development to permit the use of a fire control system and weapon already in production for use in U.S. aircraft engaged in North American defence.

The important saving achieved by cancelling the Astra and Sparrow programs and substituting these alternatives now in production would amount to roughly \$330,000,000 for a completed program of 100 aircraft.

The total cost to the Canadian government of developing the Arrow aircraft and its associated elements up to the beginning of September has been \$303,000,000. To finish this development of the CF-105 and its components, including Astra and Sparrow, and to produce enough to have about 100 aircraft for squadron use would cost another \$1,250,000,000 — approximately \$12,500,000 per usable aircraft. By substituting the alternative fire control system and missile for the Astra and Sparrow the cost could be reduced to about \$9,000,000 each.

The Government has had to make highly difficult decisions on the basis of the best judgment as to the probabilities in matters of uncertainty and importance, and opinions of military and other experts. Ensuring peace by the maintenance of an effective deterrent against aggression must clearly have priority over other considerations including cost but in working out a defense program, regard must be had to the relative effectiveness and cost of various means of achieving the essential objective.

While Canada's role in the com-



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