

There are also several other important units, such as a technical training school, an air armament school, a central flying school, and so forth. In other words, there will be a total of 110 separate formations and units in existence when the plan is operating at full capacity.

To illustrate the progress which has already been made, I should like to place on *Hansard* a list of the units which have so far been established. They are:

Training command headquarters, Toronto.
 Air armament school, Trenton.
 Central flying school, Trenton.
 Air navigation school, Trenton.
 Service flying training school, Camp Borden.
 Equipment and accounting training school, St. Thomas.
 Manning depot, Toronto.
 Technical training school, St. Thomas.
 Initial training school, Toronto.
 Equipment depot, Ottawa, now being moved to Toronto.
 Equipment depot, Winnipeg.
 Wireless school, Montreal.
 Training command headquarters, Montreal.
 School of aeronautical engineering, Montreal.
 Repair depot, Trenton.
 School of administration, Trenton.
 Training command headquarters, Winnipeg.
 Manning depot, Brandon.
 Aircraft inspectors' school, Toronto.
 Training command headquarters, Regina.
 Twenty recruiting centres throughout the country.

New units are being established almost every week according to the program fixed in the plan itself.

It was estimated at the time the agreement was reached between the four governments that the total cost of the plan for the three years agreed upon would be about six hundred millions, of which the estimated Canadian share is three hundred and fifty millions.

Apart from pupils, about forty thousand officers, airmen and civilians will be employed when it is fully developed. Many thousands of pilots, air observers and air gunners will be trained each year on a progressively increasing scale.

I am aware that a growing feeling of impatience has become manifest in certain sections of the country with reference to what is believed to be the slow progress made by the British commonwealth air training plan and the fact that its contribution is not one of immediate effectiveness at this critical hour. We recognize that these sentiments spring from a very natural desire to carry at this moment a greater share of the load which is being carried by the mother country and our allies across the seas. But we do believe that they are perhaps coloured by lack of understanding of the magnitude of this undertaking, and particularly of the objectives which it is called upon to fulfil. If such a mis-

[Mr. Mackenzie King.]

understanding exists it is probably due to the fact that the public has not gained a full appreciation of the size of this project, the greatest individual effort which this dominion has ever made.

It seems to me important that I should recall to you that the British commonwealth air training plan, as I have mentioned, was based upon a request made to the governments of Canada, Australia and New Zealand, on September 26, by the government of the United Kingdom. In other words, this plan was not that of Australia, New Zealand or Canada, but was one worked out in the United Kingdom, and was proposed by them to be carried out in Canada, to provide an ever-increasing flow of trained pilots, air observers and air gunners to supplement the supply of Royal Air Force personnel available for manning additional aircraft when these were obtained through the expansion of her aircraft and equipment program and her purchases of these from abroad. It is, I am sure, superfluous for me to say that the alternative, of sending a lesser number of airmen overseas at an earlier date, rather than greatly increased numbers at a later date, was discussed by the governments concerned, but the United Kingdom government felt very definitely that in view of her aircraft manufacturing schedules the present arrangements were those best calculated to serve her purposes.

I might say to hon. members that I have in my hand at the moment a copy of the summary of the memorandum of agreement between the governments of the United Kingdom, Canada, Australia and New Zealand, relating to the training of pilots and aircraft crews in Canada and their subsequent service. One of the terms of the agreement as to costs and expenses is as follows:

The share of the cost of the scheme to be borne by the government of the United Kingdom will take the form of contributions in kind, to be delivered at such times and in such numbers as may be required for the efficient carrying out of the scheme.

I draw attention to that particular clause in the agreement because there seems to be the impression in Canada that under the agreement this country was to supply the aircraft, engines and so on needed for the carrying out of the scheme.

Mr. HANSON (York-Sunbury): May I ask if that agreement has been made public?

Mr. MACKENZIE KING: Yes, it was made public the night it was signed, December 17; or rather I have just been informed that a summary was made public.