

Canadian casualties from the beginning of the war until July 31, 1944, are as follows:

	<u>R.C.N.</u>	<u>Army</u>	<u>R.C.A.F.</u>	<u>Total</u>
Dead and presumed dead	1,184	9,788	9,848	20,820
Missing, prisoners (including escaped and repatriated) interned	351	5,108	5,217	10,676
Wounded	<u>303</u>	<u>18,343</u>	<u>896</u>	<u>19,542</u>
Total	1,838	33,239	15,961	51,038

In this world war as in the last, the allies are fighting at the end of supply lines stretching across the world's widest water spaces. Keeping open the north Atlantic route, "the lifeline of Europe," has been of first importance. It is in the work of convoy protection and U-boat hunting that the Royal Canadian Navy found its chief role up to the invasion of western Europe.

Following Japan's attack on Pearl Harbor, United States naval strength has been largely centred in the Pacific, with the result that the protection of the Atlantic routes has rested almost entirely on the United Kingdom and Canada. From 1942 to the spring of 1944, Canadian convoy escort never fell below 40% and was often as high as 48%. After the invasion the R.C.N. assumed considerably increased responsibilities and for the summer months of 1944 provided 100% of close escort for all North America United Kingdom trade convoys. During August, 1944, the largest convoy of the war, more than 1,000,000 tons of cargo, arrived at United Kingdom ports from North America with wholly Canadian close escort protection.

Besides its responsibilities in close escort -- continuous protection provided by warships accompanying the convoy to its destination -- R.C.N. ships made up approximately 30% of all support force units in the north Atlantic during the summer of 1944. It is expected that the R.C.N. will continue to be responsible for the major burden in this theatre for some time to come.

Other tasks of the Canadian navy are to guard Canadian shores, to destroy or capture enemy merchant and fighting ships and to assist in blockade operations.

Since the beginning of the war the Canadian Navy has sunk 15 submarines. Canadian ships have participated in actions which have sunk or damaged more than 60 enemy surface ships. Most of this activity has been in recent months -- before the spring of 1944 the RCN had had only two encounters with German ships.

Increase in personnel of the R.C.N. during the war (from about 1,800 in 1939 to more than 90,000 men and women in 1944) has been paced by an increase in ships. From an original 15 ships in 1939, it has grown to more than 700, of which about 350 are fighting ships. This represents an almost 50-fold increase in the number of ships.

Canada is now the third largest naval power among the United Nations. Canadian shipyards have concentrated on the production of small, sturdy ships, fast and manoeuvrable enough to elude enemy torpedoes and run down enemy submarines. Greatest strength of the Canadian navy lies in its corvettes; but the R.C.N. also sails frigates, fairmiles, minesweepers and destroyers built in Canadian yards.

To increase offensive strength, Canada is to have a flotilla of eight Tribal class destroyers, the largest, fastest and most powerful type of destroyer afloat. Four of these, built in British yards, are already in use. One, H.M.C.S. ATHABASKAN, was sunk in April while taking part in an engagement off Brest in France. The others are being built in Canada.

During April, 1944, the R.C.N. acquired a new fleet of class destroyers. Sixteen British built corvettes are being added to the R.C.N. in exchange for 16 Canadian-built Algerine class Fleet minesweepers.