

Before taking up my official duties in Ottawa, I heard much talk concerning the fact that the British Commonwealth Air Training Plan was not progressing as it should. I am glad to be able to say to you, and this most emphatically, that, quite to the contrary, great progress has been made to date, and that the programme is being carried out entirely in accordance with the prescribed and pre-arranged schedule.

And I may add the pre-arranged schedule came from Great Britain.

Since the inception of the plan, the following units have been opened up and are in operation:

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 (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
 A.I.D. inspectors' school, Toronto.

In addition to which over 20 recruiting depots are actually functioning throughout the country.

The British Commonwealth Air Training Plan provides for the training of many thousands of pilots, air observers, and air gunners each year. Practically all air recruits in the United Kingdom will be trained at home.

I draw the attention of my right honourable friend to that statement.

Those from New Zealand and Australia will receive their preliminary training in their own country and will come to Canada to complete their courses in our service flying training schools, air observers' schools, bombing and gunnery schools, etc., in readiness to go overseas with our own Canadian airmen to join the Royal Air Force in Great Britain.

Estimates of the cost of this project are naturally subject to wide variations, but the total cost of the entire programme up to the expiration of the agreement on March 31, 1943, is expected to approximate \$600,000,000, and Canada's share of the expenditure will be around \$350,000,000.

Canada will, of course, bear the whole burden of the initial and elementary training because these services will be exclusively devoted to the training of her own men.

A supervisory board meets in Ottawa at frequent intervals under the chairmanship of the Minister of National Defence. The other members of the Board are the Minister of Finance, the Minister of Transport, the High Commissioner of Great Britain, the High Commissioner of Australia, a representative of New Zealand, the Deputy Minister of National Defence for Air Services, the Chief of the Air Staff, and the financial and technical advisers of the various governments concerned.

Hon. Mr. DANDURAND.

Among the many factors which have contributed to the successful planning and the remarkable progress made by the British Commonwealth Air Training Plan since its inception, one should especially mention the quality, ability, and experience of the splendid staff of officers of the Royal Canadian Air Force, of which we are all so justly proud.

There are these further remarks by Mr. Duncan:

We should mention the splendid co-operation of the Department of Transport, under the dynamic leadership of the Hon. C. D. Howe, who not only has placed at our disposal the facilities of the Trans-Canada Air Lines,—

I may say the Trans-Canada Air Lines are practically the creation of Mr. Howe.

—but the highly trained executives of his department, who have co-operated with us in the selection, surveying, and development of aerodrome sites throughout the Dominion.

As an outsider who has suddenly been interjected into this plan, I marvel at the work which has been accomplished, at the knowledge and resourcefulness displayed by the vast body of carefully selected officers, operating under the outstanding leadership of Air Vice-Marshal Croil, and above all, at the spirit of self-sacrifice and devotion to duty which exists amongst all those who are co-operating in the development of this tremendous enterprise.

I think this commendation by Mr. James S. Duncan is worth presenting to honourable members.

I will add these further details of the aeroplane work at present under way in Canada, giving the names of the companies to which contracts have been awarded. These contracts may be divided into three categories: Canadian Government contracts; British Government contracts; British Commonwealth Air Training Plan contracts.

The following tabulation shows, firm by firm, the orders on which Canadian plants are at present working, classified according to these subdivisions:

1. Boeing Aircraft Company of Canada, Vancouver, B.C.
 Canadian:
 17 Shark III near completion: \$1,910,000.
 BCATP:
 700 sets Anson spars, ailerons, and flaps.
2. Canadian Car and Foundry Co. Ltd., Montreal, P.Q.
 Canadian:
 The overhaul of Rolls Royce engines.
 The overhaul of Hurricane aircraft.
 British:
 60 Hawker Hurricane fighter aircraft: \$2,400,000.
 40 sets of wings for the Hampden aircraft (C.A.A.): \$1,200,000.
 BCATP:
 Fort William:
 The assembly of approximately 352 Anson wings and aircraft.
 Amherst:
 The assembly of Anson wings and aircraft.
 The overhaul of Anson aircraft.