

War Appropriation—Air Services

bombers which the United States Navy call the PVI. Then there are of course, the Catalinas and Canso long range flying boats and still a few of the old faithful and almost obsolescent Lockheed Hudsons.

All in all, we had engaged in western hemisphere operations almost as many squadrons as we have Royal Canadian Air Force squadrons overseas. The departure of the Japanese from the Aleutians and the improvement in the U-boat war situation in the Atlantic have so improved the general situation that we have been able to release a number of western hemisphere operations squadrons for service overseas. On the west and east coasts our western hemisphere operational squadrons, during 1942 flew 62,500 operational hours compared with 86,000 hours in 1943. This flying time is equivalent to something like 7,500,000 nautical miles in 1942, compared with 10,000,000 nautical miles in 1943. In 1942 our aircraft flew 3,579 sorties escorting shipping compared with 2,097 sorties in 1943, but of course the aircraft range was greater. In addition to this, there were 9,649 miscellaneous sorties in 1942, such as sub hunts, reconnaissance, etcetera, as compared with 21,874 miscellaneous sorties in 1943.

In order to round out still more our Atlantic coverage, one of our anti-submarine patrol squadrons has been detached from the east coast and is now operating from a base in Iceland. It can be recalled should the enemy return to his attacks on shipping or close proximity to our coasts. Whilst we rejoice in the fact that no enemy submarine was sighted from our coast line during 1943, and no attacks were made in Canadian territorial waters, we do not propose to neglect our defences. The submarines may find it more profitable to return to narrow waters, there may be a recurrence of the intensive activity near our coasts as in 1942, when they attacked convoys leaving our shores rather than in mid-Atlantic, as they did in 1943. For that reason we cannot afford to denude ourselves of convoy protection and anti-submarine patrols in home waters. Our job is to hunt submarines wherever they are to be found, and we will hunt them, whether close in shore or far out to sea.

I now come to a discussion of the overseas operations of the Royal Canadian Air Force units, and again I would ask the consent of the committee to place on *Hansard* a statement of the expenditure since the outbreak of the war on overseas operations. The total estimated expenditure September, 1939, to March 31, 1945, is \$910,819,643. There is also an explanation attached to the statement

[Mr. Power.]

showing how there has been a substantial increase in the expenditure overseas as compared with last year's expenditure. The statement is as follows:

Overseas Operations

Overseas War Establishment:

Cash expenditures from the outbreak of war, are:	
Fiscal year 1939-1940.....	Nil
Fiscal year 1940-1941.....	\$ 4,995,360
Fiscal year 1941-1942.....	13,699,336
Fiscal year 1942-1943.....	23,665,980
(9 months) Fiscal year 1943-1944	252,351,727
<hr/>	
Total for above period.....	\$294,712,403
Estimated additional to March 31, 1944	
	152,950,098
<hr/>	
Total estimated expenditure, September, 1939, to March 31, 1944.	\$447,662,501
Estimated cash 1944-1945.....	463,157,142
<hr/>	
Total estimated expenditure, September, 1939, to March 31, 1945.	\$910,819,643

The increase in estimated overseas cash requirements for 1944-1945 over estimated expenditures for 1943-1944 of approximately \$58,000,000 is attributable to the increase in maintenance of overseas squadrons and increased personnel costs. Capital expenditure for overseas squadrons will continue as our squadrons are reequipped and rearmed with more up-to-date and more costly equipment. Provision has been made for the maintenance of forty-four Canadian squadrons overseas as against thirty-eight in the previous year.

The continued posting of aircrew and ground-crew graduates overseas, together with promotions, will continue to reflect increases in overseas pay and allowances and this item alone accounts for approximately \$39,000,000 of the increase over 1943-1944.

Overseas Operations. Before speaking of the record of the Royal Canadian Air Force overseas, I shall endeavour to make a clear distinction between the various classes of Canadian air representations overseas. There has, I find, been a great deal of confusion in the minds not only of Canadians generally but also of members of this house as to just what classes of Canadians come under the jurisdiction of the Royal Canadian Air Force.

First in chronological order, though small in numerical importance, are Canadian nationals who are members of the Royal Air Force. There are men and some few women who joined the Royal Air Force in the years before the war, or in the months immediately after the outbreak of the war. Most of them were enlisted in England. A few are Canadians who have remained with the Royal Air Force in the years since the last war. None of these men whose numbers are not available but who at a rough guess might be about 2,000 have any connection with the Royal