

We have quite a nucleus for an air force. Nineteen of the latest and best air machines were presented to us by the British people, sixteen through the Overseas Club and three through the Imperial Air Fleet. In addition to that we expect to get from the British Government ninety-two aircraft, made up as follows:

- 30 only Avro two-seater biplanes.
- 12 only single-seater-camels (Scout fighters).
- 50 only two-seater D.H. 9. Day Bombing Machines.

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This is a gift from the British Government whenever we wish to accept it, and, in fact, I understand it has already been accepted. There are many other aircraft which are available for Canada. Of captured enemy aircraft there are 21 Fokkers, 39 various other enemy aircraft and 5 Gothas, which, including the nineteen to which I referred to before, make 84. Then we have an expectation of getting 14 machines from the French Government, 16 from the Italian Government and 24 from the British Government and, I believe, there are already in Canada 50 Curtiss machines from the British Government. Therefore, I sincerely trust that all this equipment and the training of our airmen will be made use of, not only in a military but in a commercial sense.

Mr. NICKLE: Has the minister given any consideration to the lines along which this air force will be developed, whether it is to be an independent force or is to carry out work in conjunction with the military and naval branches of the service?

Sir EDWARD KEMP: I cannot say as to that, as my work has been in England. Perhaps the Minister of Militia might be able to give my hon. friend some information on that point.

Mr. MARCIL (Bonaventure): I noticed in the Montreal papers last night that a German submarine had reached Montreal on its way to the Great Lakes, having been handed over by Germany to the British authorities and by the British authorities to the United States Government. It has created a great deal of interest amongst the people of Montreal, and no doubt it will be exhibited in the different towns and cities on the Great lakes. Is Canada to be honoured in this way?

Sir EDWARD KEMP: My duties did not extend to the naval forces. I would say, however, that as this submarine must pass through Canadian waters, there should be

no difficulty in having her visit cities on the St. Lawrence and the Great Lakes.

Mr. MARCIL: Does not the minister think Canada should be presented with a gift of this kind?

Sir EDWARD KEMP: If my hon. friend would put that question to the Prime Minister, who has been to the Peace Conference, he would no doubt be able to answer more definitely than I can as to what is going to be done with the German warships and submarines which are now in British ports.

Mr. LEMIEUX: The Mother Country received so many of these vessels on one day last Fall, that I think she might give some to the colonies.

Sir EDWARD KEMP: Would my hon. friend be in favour of receiving them on condition that they become a part of the Canadian navy?

Mr. LEMIEUX: I stand for the Canadian navy still, and I believe one, if not two, of the minister's colleagues do. Can the minister tell us how many Canadians were enlisted in the British navy during the war?

Sir EDWARD KEMP: I have not the figures for the naval forces. The work of the Canadian railway troops should not be overlooked. In 1915 the Canadian Pacific railway organized, at the request of the Department of Militia and Defence, over which my hon. friend from Victoria (Sir Sam Hughes) then presided, the Canadian Overseas Railway Construction Corps, composed of 500 picked men of the construction forces of the Canadian Pacific railway. This corps proceeded to France in August, 1915. In May, 1916, the War Office asked the Dominion to furnish another unit, approximately 1,000 strong, for railway construction work. This unit was organized by Lieut.-Col. J. W. Stewart, who afterwards became Major-General J. W. Stewart, C.B., C.M.G.

Mr. LEMIEUX: Is that Mr. Stewart, of Montreal?

Sir EDWARD KEMP: No, Mr. Stewart, of Vancouver, who is well known in Canada as a railway contractor.

Mr. LEMIEUX: They say he did excellent work.

Sir EDWARD KEMP: Through the methods he introduced in France he rendered very great service, and he doubtless helped to bring the war to an earlier conclusion. In the summer of 1918, after occupying the position of Deputy Director of Light Railways, as well as being in imme-