

savings drive, although many of them are very much opposed to doing so because of the manner in which, they think, the war is being carried on. Notwithstanding that, the people of Canada are patriotic and will sink their differences and get behind this government in a drive of that kind.

I do not think that at this time I should go into the question of the developments of the army and navy and air force. There will be a further opportunity to do so, and the subject will bear further scrutiny and examination. We shall hear a good deal this session about Canada's production of war equipment and supplies. We are always being told what is going to be done, but we have never had a full statement of what has been accomplished; and if the government persists in its present policy, we shall never know what has been the measure of that production. The reason is always given that the British government does not want production in terms of units known. We are told in terms of dollars and cents, but nothing more. That does not seem to be the policy in Australia, where the people are kept informed as to production by their government. The reasons which impel the British government to indicate that figures of production should not be given would appear to be applicable to Australia. And I venture to say that, compared with our wealth, national resources, man power and population, Australia has done much more relatively than we have.

The reason is quite clear. The sister dominion was never limited to a policy of moderate participation; they have been committed to a policy of all-out effort ever since they went into the war. It seems to me that it would be quite appropriate for us here in Canada to pay a formal tribute to Australia for its recent and notable military achievements. As the Prime Minister has not done so, I deem it a great privilege, as leader of the opposition, to have this opportunity.

Australia has done a great job in the middle east. As I stated a few moments ago, it has been the spear-head of General Wavell's attack. It has demonstrated the new science of assault warfare. It has helped to prove the potency of the offensive spirit of the empire. It has set an example to the world in gallantry and effectiveness.

Australia is also now at Singapore and in the Malay peninsula. We can confidently expect that the Australians will give the same high account of themselves in these new theatres of war as they have in Egypt and in Libya, should the need arise.

Australia, from the outset of the war,—indeed, long before the war started—has oper-

ated on the principle of maximum contribution. It has set the highest standard of service and sacrifice, and has lived up to it. The inspiring consequences of this policy are well known, in terms of the mobilization of man power for home and overseas service, air personnel, aeroplanes built in Australia, naval strength, and so forth.

Australia has raised an army corps comprising four divisions for overseas, together with corps troops and adequate reserves. At least two, and possibly three of these divisions are already on active service in the middle east. An additional fully equipped force arrived recently at Singapore. By the 1st of November, 1940, the Royal Australian Air Force had recruited more than 37,000 men, of whom 12,218 had been chosen as aircrew. Squadrons have been sent abroad to England, the middle east and Singapore.

At the end of 1940, the personnel of the Royal Australian Navy exceeded 15,000, including reserves. I have not been able to secure exact figures for the number of men mobilized and trained for home defence. However, the objective repeatedly stated by the Prime Minister is 250,000, and energetic steps are being taken to achieve that objective within the shortest possible time.

In aircraft, Australia is producing an intermediate training machine, the Wirraway, which is similar to the Harvard. These Wirraway machines are now being turned out at the rate of rather more than seven a week; and the first 200 have already been delivered. The Wirraway is powered with a Pratt and Whitney single-row Wasp engine, which is also manufactured in Australia.

The Australian Tiger Moth, an elementary trainer manufactured by the de Havilland Aircraft Company, was, before the end of 1940, being produced at the rate of two Tiger Moths a day. The two-hundredth machine out of a contract of 500 was delivered at Christmas. The Gypsy Major engine with which these planes are equipped is planned, assembled and tested by General Motors-Holden's in Melbourne. The actual parts are made by thirty-six manufacturing firms in Adelaide, Sydney and Melbourne. These engines are now being turned out at the rate of two a day.

The production of Beaufort bombers is under way, and the first complete Beaufort is expected to undergo tests in April next. By the middle of 1941, the Beaufort project will be the largest single industry in Australia and it is estimated that it will ultimately employ about 10,000. The Beaufort project was originally contingent on the supply of Taurus engines from England. As these were