

The proposed land lines would have commercial value after the war.

12. Mr. Power said that these land lines were needed to provide for the efficient operation of radio detection stations already authorized and building.

The proposals submitted were necessary to an adequate system of coast defence. The United States were establishing a similar system all along their East and West Coasts.

If the plan were undertaken, it would be necessary to order, at once, certain equipment of an essential nature.

13. The War Committee, after discussion, agreed to authorize commitments for materials required for the construction of the land lines recommended, up to \$1,500,000, on the understanding that the whole programme would be reviewed when estimates for 1942-43 were being considered.

B.C.A.T.P. - additional construction
for Combined Training Organization

14. The Minister of National Defence for Air referred to the report submitted at the meeting of December the 16th, of which copies had been circulated. Decision on the proposals therein contained had been deferred.

(Departmental memorandum, December 15, 1942 - C.W.C. document 365).

15. Mr. Power, commenting on the report, said that four Service Flying Training Schools, with Elementary Flying Training School capacity to match, one flying boat Operational Training Unit, and one "Bermuda" O.T.U. were required in accordance with the B.C.A.T.P. Agreement of June, 1942. Additional construction suggested included a "Mosquito" bomber O.T.U., with E.F.T.S. capacity, an "Air-surface vessel" school requested informally by the U. K. Air Ministry, but not yet the subject of official communication, and alternative armament squadrons (for escort carriers) for the British Admiralty.

By re-adjusting the existing Air Observers schools, it would be possible to carry out obligations under the Agreement, at a cost of \$13,080,000, as compared to \$17,150,000 originally estimated in the report submitted.

The "Mosquito" bomber O.T.U. with satellite, would cost \$5,000,000, but was a desirable addition to the Canadian training programme, particularly in view of Canadian production of these aircraft.

It was recommended, therefore, that approval be given for expenditure of \$18,080,000 for construction