

Mr. GIBSON (Hamilton West): It covers such craft as aircraft tenders, crash boats, dinghies and other harbour craft.

Item agreed to.

Fuel costs for aircraft, M.T., and marine craft, \$24,347,379.

Mr. ROSS (Souris): Why is there an increase of \$4,500,000 from \$19 million to \$24 million for fuel costs for aircraft?

Mr. GIBSON (Hamilton West): I gave an explanation of that when my estimates first came up. The reason is that at one time we were securing gasoline on lend-lease for the training programme in this country. Later on, that method of securing gasoline was changed and we had to pay for it, so that last year our expenditure was considerably higher than we had budgeted for, and this year again it is higher than in the estimate of the previous year.

Mr. ROSS (Souris): Would there be much of that increase during this current year?

Mr. GIBSON (Hamilton West): No. What we are budgeting for this year is for actual requirements after our estimates had been revised two or three times subsequently to V-E day and V-J day. All provided for will be required this year.

Mr. ROSS (Souris): I am not clear on that yet. That is hardly a satisfactory explanation of the increase.

Mr. GIBSON (Hamilton West): I can show it in this way. The gallonage of gasoline used in 1944-45 was 170,907,400 gallons valued at \$57,042,031. The requirement for this year, instead of 170,000,000 gallons, is 66,278,800 gallons, and the value is down to \$24,347,379.

Mr. ADAMSON: What are the specifications of gasoline and fuel for aircraft? Is it based on the octane rating? Are those ratings published? I imagine there must be special specifications, one for training aircraft, one for service aircraft and one for motor transport.

Mr. GIBSON (Hamilton West): There are two types. We have the gasoline that is used in motor transport, called motor transport gasoline and oil, and aero gasoline and oil under two separate items in the estimate.

Mr. ADAMSON: What are the octane ratings?

Mr. GIBSON (Hamilton West): I have not the information here, but I can get it and let the hon. member have it.

Mr. McKAY: Has the minister a breakdown of the fuel cost for aircraft, M.T. section and marine craft?

Mr. GIBSON (Hamilton West): Yes; I have the M.T. and marine craft together, \$1,007,780, and for aircraft, \$23,345,599.

Item agreed to.

Aircraft, engines and spares including overhauls, \$71,881,105.

Mr. McKAY: I should like to bring to the minister's attention something which I think deserves some explanation. When I was in Moose Jaw last summer at the R.E.M.U., I noticed a number of Canso amphibian aircraft. At the time I was on the station there were some twelve or more located on the apron strips outside the hangars. On inquiry I found they had been flown from the Pacific coast to the Moose Jaw station for storage. The hangars were full of equipment and aircraft and so they were left outside in the weather. From the look of them I do not think the weather hurt them very much; nevertheless, they were left outside. We know that the cost of bringing those aircraft from the Pacific coast to Moose Jaw would be no mean item. What is the particular object in flying those aircraft from the Pacific coast to Moose Jaw for storage? What is the ultimate objective in so far as the disposal of those aircraft is concerned.

Mr. GIBSON (Hamilton West): I cannot give all the reasons but I know that we do have difficulty on the coasts with the effect of salt air on the engines. It means that the engines require a great deal of servicing, and if the planes are not to be used immediately it is advisable to move them inland if possible where they will not be subject to the salt air. I am not prepared to say what ultimate disposal will be made of the Cansos. Some of them will certainly be kept. If any are surplus they will be disposed of.

Mr. McKAY: They are being brought there for repair and overhauling, not for dismantling and ultimate destruction?

Mr. GIBSON (Hamilton West): They certainly will not be destroyed if they have any value or if they can be used. If not required, they would be declared surplus to War Assets. I think I have seen Cansos much farther east than Moose Jaw. They are being stored where storage space is available. It is difficult to find sufficient storage space for all the planes we have in this country, and we certainly cannot get them all into hangars.

Item agreed to.

Miscellaneous stores and equipment, \$6,245,000.

Mr. ADAMSON: Could the minister give the committee a statement about air-sea rescue and what is being done in regard to that?