

the British Isles the open spaces needed for long distance flying and gunnery practice. What was contemplated was a British air training establishment in Canada, organized and controlled by the Air Ministry of the United Kingdom, in no way responsible to the Canadian Government, but responsible solely to the Government of the United Kingdom.

When the matter was broached, speaking on behalf of the Government, I immediately said I was sure the Canadian people would gladly have pilots of the Royal Air Force come to Canada for advanced training and would be prepared to provide the necessary facilities, but that I believed they would feel that the necessary establishments should, under terms to be agreed upon, be organized and controlled by the Royal Canadian Air Force, and that the responsibility for their administration should be that of the Government of Canada, rather than that of the Government of the United Kingdom. I added that I felt such a basis was indispensable to friendly and effective co-operation between the two Air Forces as well as between the two Governments.

Long ago the constitutional principle was accepted that military establishments in Canadian territory should be owned, maintained and controlled by the Government of Canada, responsible to the Canadian people. That principle has been acted upon ever since. British naval stations and British army garrisons have been withdrawn. Canada, herself, has assumed responsibility for all defence establishments in Canadian territory. It was felt by our Government that a reversal of the principle underlying this historical process was something which the Canadian people would not wish to entertain.

Right Hon. Mr. MEIGHEN: Would the honourable gentleman permit a question? If, as that statement sought to imply, the Canadian proposal was made immediately the British proposal was advanced, what is the explanation for the statement made in the British House on July 5?

Hon. Mr. DANDURAND: I will go into that.

Right Hon. Mr. MEIGHEN: The British Minister said that owing to the reception the proposal had received, the whole thing was dropped.

Hon. Mr. DANDURAND: We shall see about that. But first I will continue to read from the Prime Minister's speech:

The attitude of the Canadian Government, in this matter, was, however, far from being a negative one. Our desire to co-operate in the most effective manner was made abundantly clear in the following statement which I made in Parliament with respect to Canada's position. "We ourselves," I said, "are prepared to have our own establishments here and to give in those establishments facilities to British pilots to come and train here, but they must come and train in establishments which are under the control of the Government of Canada and for which the Minister of National Defence will be able to answer in this Parliament, with respect to everything concerning them."

Hon. Mr. DANDURAND.

This declaration of Canadian policy was cordially welcomed by the Government of the United Kingdom. On July 7, 1938, in answer to a question in the British House of Commons as to whether his attention had been drawn to this statement by the Prime Minister of Canada, Sir Kingsley Wood, the Secretary of State for Air, replied: "Yes, sir. An offer in this sense has been communicated to His Majesty's Government in the United Kingdom, by the Canadian Prime Minister, through the Canadian High Commissioner. A reply has been sent expressing warm appreciation of the offer, and arrangements are being made in accordance with the suggestion of the Canadian Prime Minister for an officer to be sent immediately to Canada to explore, in co-operation with the Canadian Government, the possibility of working out a scheme for training facilities in Canada."

A few weeks later, an officer of the Royal Air Force was sent by the British Government to conduct the exploratory investigations referred to. During the stay in Canada of this expert from the Air Ministry, a careful survey was made of requirements and facilities available for joint advanced training of pilots for the Air Forces of the United Kingdom and of Canada. The survey was made in collaboration with officials of the Department of National Defence and senior officers of the Royal Canadian Air Force.

So we had senior officers in the Royal Canadian Air Force.

Right Hon. Mr. MEIGHEN: If the honourable gentleman would rather that I did not rise, I will not.

Hon. Mr. DANDURAND: It is all right.

Right Hon. Mr. MEIGHEN: He refers to a statement made in the British House of Commons on July 7, 1938. Two days earlier Lord Stanley, answering an inquiry by Sir Henry Croft as to whether conversations had taken place with the Canadian Government with regard to the possibility of establishing a British Government training school for air pilots in Canada, made this statement:

Some informal exploratory discussions on the subject took place, in the light of which it was decided not to pursue the matter.

Hon. Mr. DANDURAND: But between the 5th and the 7th the British High Commissioner to Canada transmitted an offer to the Prime Minister, and that offer was accepted.

Right Hon. Mr. MEIGHEN: But that was in July, not May.

Hon. Mr. DANDURAND: That offer was made—

Right Hon. Mr. MEIGHEN: That offer was made after a row had been raised.

Hon. Mr. DANDURAND: There could be no row, when the Prime Minister stood on Canadian law, Canadian autonomy and the Canadian Constitution. And on that the Liberal party stood with him.