

TECHNOLOGICAL TRAINING MEET

Individuals trained in one part of Canada must be able to transfer to other parts of the country and their qualifications must be known, understood and accepted at par, Mr. Michael Starr, the Minister of Labour, told delegates recently at the opening session of a two-day national conference on technological training in Canada.

Representatives from labour, industry, education, provincial governments, professional and other interested organizations attended the meeting in Ottawa, which attempted to identify levels of technological training and to work towards co-ordination of the programmes providing training to this level in Canada.

MANPOWER MOBILITY

Speaking of the importance of the mobility of Canada's manpower, Mr. Starr said that this would come about in part from the identification of levels of training and competency, with accepted standard requirements for each level. He referred to the many technological changes that had been taking place in industry and to the increasing need for highly-skilled personnel. "During recent years, the growth of scientific knowledge and the technological changes in business and industry have been so rapid that they have exceeded the wildest imagination", Mr. Starr said. Adding that Canada stood on the threshold of greater and more amazing technological change, he declared that Canadians "must constantly and continuously review the programmes which prepare our people for the world of work".

Professor William Bruce, Chairman of the Department of Mechanical Engineering, McGill University, told the gathering that Canada's contribution to and participation in recent world technological changes must be substantially increased if its manufacturing industries were to be self-sustaining, to retain a significant Canadian character, and to prosper. He referred to the misuse of engineers in jobs that could be filled by technicians, and said that there was a great demand for technicians to release engineers to do the jobs they were trained for. He spoke of the important task of the institutes of technology in providing an adequate supply of technicians and of the changing emphasis of university curricula toward more advanced forms of study in the fields of science and mathematics. Training of technicians, Professor Bruce added, is to complement university training, not to emulate it.

LESS TRAINING ON JOB

D.B. Best, Superintendent of Personnel Services, Northern Electric Coma Company Limited, in his paper to the delegates, said that it had become "increasingly clear that it is no longer feasible for industry to take high-school and trades-school graduates and develop them to become technicians of the calibre required in the future". Mr. Best said that the day of training the technician on the job was disappearing because the amount of technical educa-

tion some high-school graduates possessed was not sufficient to meet the background requirements for technicians. He added that industry would look increasingly to the institute of technology for technicians and that industry generally would have to provide the further training needed to develop specialized technicians.

TCA STARTS U.S.-U.K. RUN

On May 5, Trans-Canada Air Lines inaugurated DC-8 jetliner service from Cleveland to London, England, giving Ohio's largest city direct air service with the United Kingdom for the first time. The Canadian carrier will operate one flight a week during May, with frequency increasing to four a week beginning in June.

The giant 127-passenger, 550-mile-an-hour jets will touch down at Toronto to pick up and disembark passengers in both directions. TCA now operates a trans-border service between Cleveland and Toronto with "Viscount" aircraft. This service will be retained.

The carrier will be the first air line to provide Cleveland with long-range intercontinental jet flights. It hopes to tap the large overseas market in the North-Central United States, which must now move over longer routes through East Coast U.S. gateways.

TCA will be able to offer Americans a faster one-stop through service from Cleveland than any other carrier, with the jet making the journey to London in less than eight hours flying time. It will also provide importers and exporters in the area with an air freight service 24 hours faster than any existing service, according to TCA officials.

WINNIPEG AIR TERMINAL

An \$8,933,409 contract has been awarded to the Commonwealth Construction Company Limited of Winnipeg for the final state of the Winnipeg air terminal, which is expected to be in operation by 1964.

The terminal building will consist of two blocks, linked by an enclosed bridge spanning the main approach road. An eight-storey administration block topped by the control tower will house the Transport Department's weather, telecommunications and air-traffic control services. A large two-storey building will provide for the smooth flow of travellers and baggage on two levels.

Ten aircraft - or six of the larger jets - may be simultaneously loaded or unloaded at the building. Waiting rooms will accommodate passengers at each of the eight gates. The terminal will have the health, immigration and customs inspection facilities required at a Canadian port of entry. Two earlier contracts for excavations, foundations and structural steel, totalling \$1,200,000, are almost complete.