

ated from a technical school and attained high proficiency in transport work from obtaining a place in a service of this kind. But two or three have been tried who had not the background necessary to enable them to master the work that was required of them, and they had to be rejected. It is simply that the technical school man has not the background to absorb the training. It is a condition about which we cannot do very much; the training is required and the man should have it.

Mr. LOCKHART: I hope the minister will appreciate that I am not criticizing him, but I am informed that graduates of technical schools in Great Britain are permitted to go on to a school similar to the one in Winnipeg which he has outlined; that similar schools are provided in Britain, and that men without university training have gone into them and have become among the most successful pilots in Imperial Airways. Is that information correct, or are openings in the Imperial Airways service confined entirely to university graduates?

Mr. HOWE: I have not that information, but I doubt very much whether a man with less than university training is accepted for training as an Imperial Airways pilot.

Mr. BENNETT: They were in the early days of the war.

Mr. HOWE: That is probably true, but such is not the case to-day.

Mr. GREEN: How much will Canada have to invest in this transatlantic service, and what percentages have been put up by Canada, Ireland and the United Kingdom?

Mr. HOWE: The percentage is 51 for the United Kingdom, 24½ for Ireland, and 24½ for Canada, and our contribution is limited to one and a quarter million dollars.

Mr. GREEN: When will that have to be paid?

Mr. HOWE: We are sending a delegate to Ireland next month to discuss the formation of the company. I would estimate that it may be required about a year from now. We are committed to form the company only when a successful service has been established. The agreement provides that in the meantime Imperial Airways will do the pioneering.

Mr. GREEN: Does Canada get any credit for the facilities we are providing, the landing fields and so forth, on this side? I understand we are also providing facilities in Newfoundland. Is that correct?

[Mr. Howe.]

Mr. HOWE: We are obligated to provide the beam facilities, the radio facilities and the meteorological services in Canada, and the meteorological service in Newfoundland. The British government has built an airway in Newfoundland and has also provided the radio facilities there. Ireland has done certain work, in Ireland, which takes care of the first leg of the journey. The obligations to furnish facilities are divided between the three countries more or less in proportion to their share of the operations.

Mr. GREEN: That is in addition to the capital investment?

Mr. HOWE: Yes.

Mr. GREEN: Is not this the appropriate time to take power in the act to enter into a contract for a transpacific service? After all, these air developments come very quickly; in a matter of a year or two we shall be working on a transpacific service, so that we might as well amend the act at the present time to cover that contingency.

Mr. HOWE: I feel that in the matter of transpacific service, parliament would ask me for more information than I am able to give at the moment. It takes so little time to amend the act that I think we had better leave this discussion until we have more information as to the amount of money that will be required.

Mr. MASSEY: What is to be the base or the terminus of the transatlantic service? Will it be in Newfoundland, or in Canada? In other words, will the trans-Canada lines extend to Newfoundland, or will Imperial Airways extend to Canada?

Mr. HOWE: It is all one operation. It is, I believe, specified in the act that services will start from Southampton, England; that a landing place will be at Foynes, Ireland; that another intermediate point will be Botwood, in Newfoundland, and that the Canadian terminus will be Montreal, with an alternative landing place at Shediac should weather conditions make it desirable to utilize it.

Mr. MASSEY: Will boats be flown from Newfoundland through to Montreal? Will Canadian ships pick up any transatlantic passengers in the maritimes; or will they be flown right through to Newfoundland?

Mr. HOWE: If Shediac happens to be used on any trip as a terminus, of course we shall pick passengers up there. But the intention of the act is that Montreal shall be the terminus for the transatlantic service. It is all one operation. It is not Canadian from here to