

should be money-makers although some of them in the larger centres are doing quite well financially. The government gives some aid, perhaps sufficient for the work that they are doing. These clubs and my department are discussing the extension of work along the lines I indicated previously, that is, giving a more advanced training. If something feasible or practicable can be worked out it is possible that the clubs may qualify for more aid from the government.

Mr. MAYBANK: Reference has been made to the personnel of these air lines, and I should like to have some assurance from the minister as to the nationality of those to be employed. Perhaps because of the necessity of the work, certain men have been brought in from the United States. There has been some criticism of this, perhaps unjustly. We have a very good flying school in Winnipeg, and the question has been raised whether steps will be taken to have a Canadian personnel. I am sure the minister will agree that we should give employment to our own people to the exclusion of all others. Has a definite policy been laid down for the employment of Canadians?

Mr. HOWE: The present personnel is approximately ninety-one trained men. There are two Americans employed in Seattle in connection with the American end of the operations between Vancouver and Seattle. I believe these are only booking clerks. Of the remaining personnel in Canada, all are Canadians with the exception of five. One of the five is the vice-president in charge of operations. He was brought here because we were advised that he was the man most capable of establishing this enterprise on a firm foundation. He has had perhaps a finer and longer record in air transportation than any other man on this continent. He was brought here on the understanding that he would devote two years to the work. When it was decided to train our pilots in Canada, four other men were brought in from the United States to give technical assistance. Each one of the four is outstanding in the particular line for which he is responsible. The four are here on a six month's basis, and will be kept as long as their services are needed as training personnel. Their duties are temporary and will be terminated when we think we can get on without them.

Mr. MAYBANK: Are the two men employed in Seattle because the service is an international one? When our railroads run through United States territory a certain

number of employees must be citizens of that country. Is this employment due to the United States immigration laws?

Mr. HOWE: The men employed in Seattle are not pilots. They are only minor employees, clerks who sell tickets, and they receive around \$100 a month.

Mr. FACTOR: The minister will recall that he had a conference with the board of control of the city of Toronto at which representations were made for the establishment of a training school in that city. There are in the vicinity of Toronto two of the finest airports on the continent, and I should like to know whether the minister has taken into consideration this matter of a flying school.

Mr. HOWE: At the moment we are giving only the most advanced training courses in order to supply men for the trans-Canada operations. The school for this purpose was established in Winnipeg because of flying conditions and the fact that a radio beam and telephonic communications were there. Whether a second school of the kind will be required I doubt very much. However, we are studying the possible bridging of the gap in the education of transport pilots, and in that connection we shall be very glad to consider the suitability of Toronto.

Mr. LOCKHART: The minister has stated that university education is a necessary qualification for a transport pilot. While I have every respect for university graduates, I think it is about time that men who may not have had a university education should be given an opportunity to become pilots in Trans-Canada Air Lines. It will be noticed in many advertisements for civil service positions that a necessary qualification is university education. But many men with great mechanical ability are training at the different airports, and it is possible they would make much better fliers and be more interested in the work than university graduates. Might not the qualifications be reduced to enable men with perhaps senior matriculation or technical school diplomas to engage in this work?

Mr. HOWE: There is hardly a pilot or co-pilot flying a transport plane to-day on the North American continent who is not a university graduate. The training is most exacting. For instance, a pilot must take a very advanced course in meteorology and must have an accurate knowledge of higher physics. He must be well-versed in thermodynamics and in the construction of internal combustion engines. I do not know that anything would prevent a man who had gradu-