

*Trans-Canada Air Lines*

of the aeroplane. I believe however that training in flying is better handled by the federal government, which has jurisdiction over all matters affecting the air. It has the fields and facilities to carry out that training, and while we look to the technical schools to give the ground-work of education, the actual training in flying should be done under the direction of the federal government.

Mr. LOCKHART: I appreciate what the minister has said; nevertheless in some municipalities there are outstanding technical schools some of which are in difficult circumstances; the taxpayers are finding it hard to meet the demands made upon them. The minister will agree that those who engage in this work must be recruited from the young men who are now attending schools. The provincial departments have decreased the grants made to technical schools thereby making technical education a greater burden. I have been advised that the federal department has offered to assist by way of equipment. The point is, however, that the cost per pupil in this type of education is higher, and unless the provincial governments can be persuaded to assist in a greater degree in this type of technical education, I do not see how aviation can be promoted by the technical schools. If young men are to be had for the higher education to be given by the federal government, they must be encouraged in the technical schools, so that they may be drawn therefrom.

Mr. BENNETT: What is the paid-up capital?

Mr. HOWE: The present paid-up capital is, I believe, a million and a quarter.

Mr. MASSEY: Is it the plan to use Canadian pilots on the transatlantic hop, or will that be left entirely to Imperial Airways?

Mr. HOWE: Under the agreement, Imperial Airways are to do the pioneering work in establishing the route. They are doing it now with Imperial Airways machines and pilots. Later on a company will be formed to take over the work, of which Imperial Airways will control fifty-one per cent. I feel sure that when the time comes they will be prepared to give Canadian pilots an opportunity. Imperial Airways now employ a number of Canadian pilots. While in Bermuda a year ago I learned that two of the pilots sent to that point to operate the Bermuda-New York run were Canadian pilots. I feel sure that Canada will be represented.

Mr. MASSEY: Are we training our pilots for Trans-Canada Air Lines only in land ships or for the piloting of boats as well?

[Mr. Howe.]

Mr. HOWE: The present training is entirely with land ships.

Mr. MASSEY: At what stage of the development of a pilot is he eligible to enter the school at Winnipeg? What previous training must he have had or how many hours in the air?

Mr. HOWE: He must have a university education, at least a thousand hours of actual transport flying to his credit and a record in transport flying that is more or less outstanding.

Mr. MASSEY: In other words the course being given in Winnipeg is essentially a post graduate course.

Mr. HOWE: Yes.

Mr. MASSEY: Is it in the mind of the minister that, as suggested by the hon. member for Lincoln, we should attempt to develop a type of pilot who would be able to engage not only in the type of flying we have in Canada to-day, but also in transport flying such as is planned for the Trans-Canada Air Lines, so that we may give the incentive to young men to secure the necessary technical training and ground-work, and also provide facilities for them to learn to fly from the very beginning? I think it is recognized that the flying clubs throughout the dominion have been doing a very good work. It will be noticed in the estimates that some of them have been receiving small grants from the government, but many of them have been carrying on under conditions which are far from favourable, and in some cases the clubs have been forced to discontinue their activities. The work of these flying clubs has been to develop men as pilots, ultimately to become air lines pilots. I believe more substantial aid should be given to these flying clubs by the government. Perhaps an instructor could be loaned for certain periods to give the flying club members instruction, not only in flying ships from airport to airport without the aid of a beam, but in all the various phases of flying which are so important.

Mr. HOWE: I must take issue with the statement of my hon. friend that a good many of these clubs have ceased to operate.

Mr. MASSEY: I said some, not a good many.

Mr. HOWE: The total number of clubs in operation to-day is twenty-six. Two clubs died in the initial stages, having been established in communities which were too small to supply the necessary talent. I believe the clubs are now on a firm financial basis. It was never the intention that these clubs