

Mr. COCKERAM: They can fix rates?

Mr. HOWE: That is true.

Mr. HAZEN: Is there not another difference between the two boards? Does not the air transport board act under the jurisdiction of either the minister or the governor in council; and is not the railway board a semi-judicial board which makes its own decisions?

Mr. HOWE: Yes, that is right.

Mr. HANSELL: In the light of what the minister has said with respect to the report being brought down each year might I ask if the minister contemplates any parliamentary committee being set up, similar to the existing committee on railways and shipping. That is a very important committee which deals with the Canadian National railways, and in its discussions many important matters relating to railways and shipping generally are taken up. I recognize that this committee does not go into the work of the board of transport commissioners, and that this measure has to do with the air transport board. I think it would be an admirable thing if a parliamentary committee similar to the railway committee were set up for the purpose of annually reviewing the operations which might come under a bill such as this. Does the minister contemplate anything of the kind? Often we have bills of this kind passed, government bodies are set up, their reports are made annually and placed upon the table of the house, but we have no opportunity to make a detailed study of or pursue any investigation in respect to such reports. They are just placed on the table for anyone to read, and that is all. I am a great believer in parliamentary committees looking into the operation of government institutions and boards.

Mr. HOWE: The appropriate committee would be the standing committee on railways, canals and telegraph lines; perhaps we could expand that to read, "railways, canals, airways and telegraph lines." The work of the committee on railways and shipping, government-owned, is of a different character. This board deals with publicly and privately owned institutions, but it would come within the field of the other standing committee. I should be glad to cooperate with my hon. friend and see that the report of the air transport board is referred to that committee for study.

Mr. COCKERAM: What remuneration is paid to the members of the board? What is the total number of the staff at this time? What is the total of the salaries and wages paid to the staff?

[Mr. Howe.]

Mr. HOWE: The chairman of the board is paid \$12,000 per annum, the same as the chairman of the board of transport commissioners.

Mr. COCKERAM: That is Mr. Henry?

Mr. HOWE: Mr. Henry. Each member is paid \$8,000 per annum.

Mr. COCKERAM: Are they full-time jobs?

Mr. HOWE: Yes. I may say that up to the present time Mr. Henry has been able to devote only three days a week to this work, and he draws only half his salary, by arrangement. Until such time as he can sever his connection with his former occupation, which he has not been able to do, he divides his time and receives only half the statutory salary.

Mr. COCKERAM: What is the total number on the staff and the total wages paid?

Mr. HOWE: There are approximately forty-one on the staff, including members of the board. It will take a little time to add up their salaries, but I can give that later.

Section agreed to.

On section 2—Quorum.

Mr. MacNICOL: The minister says that the chairman receives \$12,000 a year and the other two members \$8,000. How are those salaries arrived at? How do they compare with salaries paid in big business? Big business must buy in the cheapest market and sell in the best market it can get, and the salaries of officials in large corporations rarely reach \$12,000 per year, or at least they did not in my time. They may be up to that now; I do not know. It seems to me it is a good salary. I am not complaining, but I should like to know how it is arrived at and how it compares with salaries paid by corporations and other transport companies.

Mr. HOWE: It is the amount that is believed to be necessary to get a man with sufficient experience to make a contribution to the post. It is not much use putting a man with little experience in a position of great responsibility, because his background will not permit him to make a contribution to the post. My hon. friend asked for a comparison of these salaries with those paid in business. I may say the chairman of the board left a position paying a salary of \$35,000 a year to accept this one with a salary of \$12,000. Twenty years ago he was receiving \$10,000 a year as deputy minister of railways and canals, and later on he received a much higher salary as chief of the bureau of economics of Canadian National Railways.