

plete cash offers, and as cash is required for the purposes of the company we have declined to barter for any other commodity.

Mr. GREEN: The present position, then, is that the Canadian National Railways own all the issued stock of Trans-Canada Air Lines, so that really it is a one hundred per cent government enterprise. Under these circumstances would it not be possible for Trans-Canada Air Lines to set up a school or schools for the training of pilots and the ground staffs that are required for Canadian flying. The training of men for the air is being handled in a more or less haphazard fashion at the present time, and if Trans-Canada Air Lines is to be a government enterprise it might be a very good place for the government to give a lead. The future of Canada will depend to a large extent upon the progress we make in our air development, and there seems to be a need for improved training facilities.

Has the minister given consideration to having Trans-Canada Air Lines set up a proper school or schools for the training of men to operate our airways in the future.

Mr. HOWE: I think we have as fine a school for that purpose, located in Winnipeg and operated by Trans-Canada Air Lines, as can be found anywhere on this continent. The present staff, numbering some ninety-nine, have all been trained there; the pilots, the ground crews and the radio operators have all received training at that school. When we started the enterprise we had the option of making arrangements with one or two United States schools, which do similar work, under which we could send our men over there. We decided to bring the necessary talent here, and to carry out the training in Canada, and for some months this work has been proceeding in Winnipeg.

Mr. GREEN: These men are being trained only for trans-Canada airways, are they not?

Mr. HOWE: Yes.

Mr. GREEN: My thought was that we might train them for the other air lines as well. Many feeder lines will be operated by private companies, and I think we could raise the standard of flying and ground work right across Canada if the trans-Canada airways undertook to operate a training school for all young men wishing to fly or to learn ground work regardless of whether or not they were to be absorbed by Trans-Canada Air Lines.

Mr. HOWE: The preliminary training is given by the aviation schools, of which there are some twenty-four in Canada. These schools are competent to give a transport

licence. The trans-Canada airways will not accept a man who has not had a minimum of a thousand hours flying. There is a gap between the two types of training which must be filled in in some way. Whether it should be the duty of Trans-Canada Air Lines to discharge that duty, or whether the work of the flying clubs could be concentrated in one or two advanced schools, in order to bridge the gap, is now being studied by our department. I think perhaps the latter method is the better one. However, the department is aware of the fact that there is a gap which must be filled in the education of the commercial pilot, and I think that within the next year some progress will be made towards filling that gap.

Mr. GREEN: I suppose all these men who are trained could also be used for defence purposes, if required? Is the training of a type which would be of value in a defence force?

Mr. HOWE: Undoubtedly advanced training for inter-urban flying is different from the training for ordinary transport flying, or freighting. But up to a point the training is parallel. I suppose only those interested in inter-urban flying would go in for the advanced course having to do with instrument flying.

Mr. GREEN: But the minister will give serious consideration to developing schools in connection with the Trans-Canada Air Lines?

Mr. HOWE: We have been and are still giving consideration to it.

Mr. LOCKHART: The minister has said that there is a blank between the present education of these men and possible future requirements. I know that education facilities come entirely within the jurisdiction of the provinces, but in our technical schools there has been some thought of laying the ground-work in connection with flying. The opinion has been given that in five years there will be a dearth of trained men who are air-minded. Have there been any negotiations between provincial departments and the federal government with respect to the necessity of laying the ground-work in technical schools of the provinces, or has any thought been given to the matter.

Mr. HOWE: We have had inquiries from a number of technical schools as to the type of training required by a person who wishes to enter into aviation. In each case we have given as much information as we could. The department has furnished engine parts to permit instruction being given in the mechanics