

Mr. MCGREGOR: Mr. Murphy, I think what I said at the committee last year was not, perhaps, as you have described it. I think I said the company was entertaining no specific plans for the movement of staff from Moncton to Halifax, and that was true at that time. The situation as I explained in Moncton had been gradually worsening with respect to the financial inefficiency of operating from Moncton when the majority of flights terminated at Halifax. I do not know what might be behind the newspaper report that you read, but about a year ago or a slightly longer period ago than that, there was a communication from the premier saying he had heard rumours that T.C.A. was about to move from Moncton to Halifax, and he strongly urged that that should not be done. Those rumours were at the time unfounded, as I told you, and nothing was done about it, and it was not until the spring schedule was prepared for the summer operations of 1955 that it became imperative if we were not going to spend \$200,000 unnecessarily, that the move should take place. At that time the decision was taken, and there was no deferment or retardation in the operation of that plan, thanks to the very cooperative attitude adopted by Moncton.

Mr. MURPHY (*Westmorland*): Then the company carried out their plans according to schedule and they were delayed by no one—the premier of New Brunswick nor the mayor of Moncton nor myself as the member for Westmorland County.

Mr. MCGREGOR: That is correct. They were delayed by the reluctance to disturb our people and disturb Moncton.

Mr. HANNA: I would like to ask Mr. McGregor if he could tell us what progress is being made with the installation of radio range stations between Edmonton and Vancouver direct in order to avoid the "dog leg" that is now being followed?

Mr. MCGREGOR: I believe that is really a question for the Department of Transport who are responsible for the installation of these radio and navigational aids but I think it would be true to say that the planning is done on that and where the matter stands with respect to the application of that airway frankly I don't know.

Mr. HANNA: Is there any member of the Department of Transport here who might be able to tell us what progress is being made?

The CHAIRMAN: Not that I know of. There is no one here who could do it.

Mr. FAIREY: I was going to ask Mr. McGregor if he would tell us how the arrangements are made for the transport of passengers from the airfield to the downtown. Is that by a contract arrangement with the various transportation companies?

Mr. MCGREGOR: Yes, we have a form of contract that applies generally across the system. There are one or two exceptions under it where the distance is particularly long, as for instance, Hamilton to Malton but we enter into contracts with the selected ground transportation companies which usually are one of the taxi companies in the city.

Mr. FAIREY: You do not run any yourself?

Mr. MCGREGOR: We operate none of them ourselves.

Mr. HAMILTON (*Notre Dame de Grâce*): Mr. Chairman, in line with one or two comments which were made previously and in order that the members of this committee may best know how to make certain suggestions would Mr. McGregor give us some indication of, say, four or five cities where he feels that the passenger handling facilities of the airports are most in need of improvement from the viewpoint of your own air line?

Mr. MCGREGOR: Perhaps I can best answer the question; Mr. Hamilton, by saying that I think extensive work is most desirable at virtually every city in Canada except Vancouver and Moncton.