

can issue passes to employees and certain other people, and can cut the rates for certain travellers, and fly into the northland to evacuate Eskimo children to centres of population, there should be some understanding that in a case of the kind which I have described, something could be done to assist our own people.

There is a large flight of R.C.A.F. planes at Greenwood, and I am sure the transport manager at Sydney if he had had any standing or authority could have called on the R.C.A.F. station to do the job. This man cannot afford to pay \$1,500. He is mortgaged for life. In addition he will be under treatment for his injury for a very long time. His fare of \$1,500 is not even deductible for tax purposes. I mention this now because I think that if we are in the business of carrying out mercy flights in other parts of the world we should have some understanding about what will be done in our country in similar circumstances.

Mr. MCGREGOR: If I may speak on that point, Mr. Chairman, I would say that T.C.A. has been approached on several occasions, frequently with respect to the moving of medical supplies and so on, and every time we have been approached, something effective has been done about it. There was a case of dropping blood plasma urgently needed at Kenora from Winnipeg a few years ago. You will recall the unhappy circumstances when several sailors were in bad shape in Halifax a few months ago. There was an emergency shipment of antidote needed there, and T.C.A. flew them in on an emergency basis. I think it will be found that the company is rather soft hearted and cooperative any time it is approached in connection with such matters. But I think you are quite right, Mr. Gillis, in saying that machinery is not set up for this provision.

Mr. GILLIS: I just mention this so that you can consider it.

Mr. MURPHY (*Westmorland*): I wish to ask a question about airport facilities for Moncton—

The CHAIRMAN: I think we are coming to the item Property and Equipment. Probably Property and Equipment would be the better place. However, you may ask your question now.

Mr. MURPHY (*Westmorland*): Last year when the committee met I asked Mr. McGregor about the movement of some services from Moncton concerning passenger traffic. At that time there was a consolidation of the services of the department, so that they were all in one place of work—some 14 employees. I also asked at that time if any thought had been given, or if any movement was contemplated of T.C.A. facilities from Moncton, and I was answered that it had not. Six months later in the year, because of the installation of machinery or other circumstances, there was a move made, and Mr. McGregor came to Moncton and told us at that time that it had not been contemplated and that it had come up in between the reports of the committee.

I want to read to members of the committee a press report of a speech which Mr. J. W. Bourgeois, Progressive Conservative member for Moncton delivered on Thursday, February 10, 1955. This is the press report. The speaker was J. W. Bourgeois, Progressive Conservative, Moncton, moving the address in reply to the speech from the throne, and in it he said as follows:

Mr. Bourgeois recalled that during the 1954 session of the House he had called for action to forestall if possible further layoffs in the C.N.R. and relocation of certain Trans-Canada Air Lines services from Moncton to other points.

He said Premier Flemming "was active in this regard", and he believed that through the premier's efforts the transfer of T.C.A. services to Halifax was delayed a year.

That, in the light of the committee report, seems to be an erroneous statement, and I would like a comment on it.