

Mr. HAMILTON (*Notre Dame de Grâce*): Would you say that the airlines generally in Canada, perhaps your own, since you are speaking for T.C.A., are hopeful of better facilities being provided at the airports?

Mr. MCGREGOR: Yes, and there is quite a bit being done. If I may speak on that point a little, Mr. Hamilton, I think it is true to say that passenger handling facilities at airports in Canada are generally far below requirements. On the other hand airlines operating in Canada, including T.C.A. are asked to make recommendations as to what they would like to see done with respect to the airways—the introduction of facilities, approach lighting, runways, lighting and buildings and I think, at least in the case of T.C.A., the recommendations have stressed the need for work to be done on the airways and those facilities which have to do specifically with flying, they have rightly taken priority over the requirements for buildings. I think it is possible now to say that the airway system generally is in excellent shape, and that concentration of attention may now be directed towards the buildings.

Mr. HAMILTON (*Notre Dame de Grâce*): Having said that, do you think that your passenger traffic would be helped and improved and increased in volume if the people were perhaps a little happier and a little more easily handled at the airports?

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*Notre Dame de Grâce*): That would be a substantial factor in increasing your traffic?

Mr. MCGREGOR: I would not be certain it would result in many more passengers, but certainly it would produce happier ones.

Mr. GILLIS: I would like to ask Mr. McGregor if the airlines and transport people have ever considered the possibility of handing over the complete operation of the airports to Trans Canada Airways. We get a lot of bad publicity when transport makes some mistake. It might be better, I think, if the whole operation of the airports was taken over.

Mr. MCGREGOR: We would certainly need a lot more money Mr. Gillis. In some cases it would be a very satisfactory arrangement, perhaps. In others it would not. For instance, Montreal and Gander are airports which are used at least as much by other airlines as by T.C.A. and there might be as little resentment on the part of the other lines if T.C.A. was the administrator of the airport and all its facilities.

Mr. GILLIS: I do not consider that an objection. I think we have a right to run our own show. There is another point which I would like to raise. On many occasions we look in the newspapers and find that we have flown to Labrador, or into the north country, and taken Eskimo children to some centre and put them in hospital. We get a lot of advertising out of it. Besides, it is right and proper that such flights should be made. But within Canada itself, there is no arrangement for this sort of thing to be done. I am going to cite a concrete case to the committee. Last November a man in my own area met with an accident in the woods. He fell and shot himself in the side of the face, badly damaging his jaw, and it was necessary to send him out to Montreal immediately, since the medical facilities required were not available in the area. He had to charter a private plane, which cost him \$1,500 for the flight from Sydney to Montreal.

I am reasonably sure that if there had been some arrangement whereby people interested in this case could have got in touch with your manager at the city airport, Mr. King, the transport manager or possibly Mr. Morgan, your public relations officer in Sydney, some alternative arrangement could easily have been made. But nobody knew how to go about it, and in the result that man had to pay \$1,500. I am sure that if someone had known what arrangements were possible, our people could have done something about the situation. Such an accident is liable in any community. I believe that if T.C.A.