

*Inquiries of the Ministry*

member for Lake Centre (Mr. Diefenbaker) asked me a question about airman James Farthing.

Farthing was injured in a collision between two civilian motor vehicles and was admitted to Oshawa, Ontario, general hospital January 26 where he was treated for head injuries. On February 1 he was transferred to the R.C.A.F. hospital at Trenton. His condition steadily improved and on March 5 he proceeded to Vancouver on sick leave. His instructions were to report to the nearest R.C.A.F. medical officer or to D.V.A. hospital if he required treatment during his leave. During his sick leave he experienced trouble with his eyes and reported to the senior medical officer at Sea Island and also to Shaughnessy hospital. He was not refused admittance or treatment. It was recommended that he wait until he returned to Trenton at expiration of his sick leave for further treatment. He agreed to this course of action. On his return to Trenton he was re-examined and it was determined that a further period of convalescence and treatment was desirable. He was readmitted to Trenton hospital and was transferred to Sunnybrook on April 9. He was not seriously ill and is now up and about and in good condition.

Farthing himself made the following statement:

I was not refused admittance to Shaughnessy. It was recommended that I wait until I returned to Trenton. This recommendation was okay as far as I was concerned. I am in far from a serious condition and am very much satisfied with the treatment that has been given me by the R.C.A.F. and by D.V.A.

**TRANS-CANADA HIGHWAY**

INQUIRY AS TO COPY OF AGREEMENTS WITH  
PROVINCES—CONSTRUCTION  
IN NOVA SCOTIA

On the orders of the day:

**Mr. P. C. Black (Cumberland):** I should like to ask the Minister of Resources and Development if a copy of the agreement entered into with the provinces for the construction of the trans-Canada highway is available at this time to interested members. I should also like to ask if it will be necessary that the entire construction in Nova Scotia be completed at the expiration of the seven-year term dating from the act coming into force, of which about three years have transpired. That would mean that the entire work in Nova Scotia would have to be completed within the next three or four years under that agreement.

[Mr. Claxton.]

**Hon. Robert H. Winters (Minister of Resources and Development):** I shall be glad to table a copy of the agreement next week. With regard to the second point raised by the hon. member, Nova Scotia signed the same agreement as the other provinces.

**Mr. Black (Cumberland):** On what date does that expire?

**Mr. Winters:** Seven years from the date on which the act received the royal assent. Speaking from memory, I think that was December 10, 1949.

**Mr. Knowles:** Are there any provinces which have not signed agreements?

**Mr. Winters:** There is one province which has not signed.

**Mr. Knowles:** Which one?

**Mr. Winters:** Quebec.

**HARBOUR COMMISSIONS**

NEW WESTMINSTER—EXTENSION OF BOUNDARIES  
AND PROVISION FOR LOAN

**Hon. Lionel Chevrier (Minister of Transport)** moved that the house go into committee to consider Bill No. 193, respecting the New Westminster harbour commissioners.

Motion agreed to, bill considered in committee, reported, read the third time and passed.

**CANADIAN NATIONAL RAILWAYS**

PROVISION FOR CONSTRUCTION OF LINE FROM  
TERRACE TO KITIMAT, B. C.

**Hon. Lionel Chevrier (Minister of Transport)** moved that the house go into committee to consider Bill No. 192, respecting the construction of a line of railway by Canadian National Railway Company from Terrace to Kitimat, in the province of British Columbia.

Motion agreed to and the house went into committee, Mr. Beaudoin in the chair.

On section 1—*Construction and completion.*

**Mr. Herridge:** Mr. Chairman, before this section carries I want to say as a member of the committee on railways, canals and telegraph lines that we had a most interesting and informative morning when this bill was being considered. I think it is only right to say that members of the committee were impressed with the study that Mr. Fairweather of Canadian National Railways had given to this problem and with the very complete answers that he gave to every question asked with regard to mineral development, mining, agricultural development and the lumbering potential.