

Mr. DRYSDALE: What is your present frequency of travel between Vancouver and Montreal, your transcontinental routes?

Mr. MCGREGOR: I believe it is eleven.

Mr. DRYSDALE: Eleven per day?

Mr. MCGREGOR: Yes, both ways.

The CHAIRMAN: Are there any further questions in regard to this section; if not, we will proceed to "service and traffic growth".

Mr. SMITH (*Calgary South*): May I revert in dealing with service and traffic growth, Mr. McGregor. I do not want to deal with anyone's home town, but there is a principle involved and it concerns the city of Calgary. At the last session I asked you "has T.C.A. indicated to the board whether they would like to fly a route south into the United States from Calgary", and your answer was "Yes, indeed".

Mr. MCGREGOR: Yes.

Mr. SMITH (*Calgary South*): And I asked you a short time ago whether you had any interest in making application to the Air Transport Board for this route, and you made a reference to the fact it has a low density. This competition from the standpoint of the American airlines would indicate it has a high density. I am concerned about the fact you might not be familiar with that branch and the fact there is an inconsistency with the answer you gave eight months ago.

Mr. MCGREGOR: There is no inconsistency. You mentioned specifically Spokane a few minutes ago; eight months ago we were not talking about Spokane.

Mr. SMITH (*Calgary South*): What were we talking about then?

Mr. MCGREGOR: We were talking about two or three different places; one we were very anxious to get was Los Angeles, another San Francisco and another Denver.

Mr. SMITH (*Calgary South*): Your reply is that you would fly Calgary-Denver but not Calgary-Spokane?

Mr. MCGREGOR: Yes.

Mr. BROOME: In connection with Mr. Smith's question, it was mentioned you applied to the Air Transport Board. My understanding is that although the Air Transport Board regulates all other carriers in Canada, you do not have to apply to the Air Transport Board in regard to flying other routes.

Mr. MCGREGOR: Are you speaking of routes within Canada?

Mr. BROOME: Yes.

Mr. MCGREGOR: No, we have to apply to the Air Transport Board. We hold a licence from them for every route we operate and we could not operate without it.

Mr. BROOME: In connection with this new tourist service to Vancouver, you have to apply to the Air Transport Board for authority to put that plane on; is that true?

Mr. MCGREGOR: No. We had the right to operate an airline service over the route and the licence does not specify the class of service.

Mr. BROOME: Now, does that apply to other carriers as well?

Mr. MCGREGOR: Yes.

Mr. BROOME: In other words if the carrier has the right to fly between cities A and B, they could increase or decrease the frequency of that service without reference to the Air Transport Board?

Mr. MCGREGOR: With the exception of the recent licence granted to the C.P.A., that is correct. It is the only case of a frequency limitation I know of.