

Mr. FULTON: On the Victoria-Seattle run, what are the figures there. What is the situation in regard to revenue and so on? Is that a profitable operation?

Mr. MCGREGOR: I would say it was marginal, Mr. Fulton. There are three DC3 flights daily which are not too expensive to operate and they are well patronised particularly in the tourist season so I would think it could be said to be not a deficit operation.

Mr. FULTON: What are your plans in connection with replacing the type of aircraft.

Mr. MCGREGOR: On that run?

Mr. FULTON: Yes.

Mr. MCGREGOR: None.

Mr. FULTON: The reason I say that is I have only made the flight once and I am not an expert, but it so happened I had to make a trip to the States and returning I came from Seattle to Victoria and it was particularly noticeable that the aircraft did not compare favourably with the American; that it was just a small looking thing and there was very busy looking aircraft there. It was noticeable the one serving the point in Canada was so small. That is why I wondered if you had any plans for replacing it?

Mr. MCGREGOR: I am afraid it would be rather expensive to try and relate the aircraft on that run to trans-continental aircraft in the States.

Mr. FULTON: I suppose your position really is that the revenue does not justify it, at least at the present time.

Mr. MCGREGOR: The traffic volume does not. The desire is to have a reasonable frequency and if we put on a larger aircraft we would have to cut down to one flight a day and that would deteriorate the service.

The CHAIRMAN: Question?

Mr. FAIREY: In fact that is a continuation of the Vancouver-Victoria flight?

Mr. MCGREGOR: That is correct.

Mr. BELL: Supposing there were a municipally owned airport and they had good potential by increasing their traffic would you people, T.C.A., make any recommendations or have any liaison with the Department of Transport as to their taking over the airport or increasing their facilities there in any way? I understand the final decision would be the policy of the Department of Transport. But I was wondering if you would recommend it or say anything to the department about the situation?

Mr. MCGREGOR: We express our views as to what facilities would be desirable from an airline standpoint. And if I understand it correctly, the one or two cases of municipally owned airports in Canada closely associate their plans with the Department of Transport—in fact the Department of Transport so far as I know makes the expenditures with respect to facilities on the airports.

Mr. BELL: Would you care to comment on the situation in Saint John? Is this considered an up and coming municipal airport? I don't want to put you on a spot over it but they have a completely municipal airport at Saint John, New Brunswick. Are the facilities fairly good there?

Mr. MCGREGOR: Yes, but I don't think it is quite correct to say that it is completely municipally owned. The property is provided by the municipality, the runways are provided by the Department of Transport, also the radio and lighting facilities. The municipality has put up a building and has since extended it and I would say it is adequate and modern.

Mr. CHURCHILL: I have a question in regard to passengers and the making of reservations. One of the minor nuisances of air travel is that question of reconfirmation on return flights. Have you been able to make any improvements in that system with a means alleviating that necessity?