

Mr. HAMILTON (*York West*): Do you believe now it will be possible unload at Winnipeg and handle this type in a DC-3—the type of freight you are looking for?

Mr. MCGREGOR: Not in the volume the North Star carry.

Mr. HAMILTON (*Notre Dame de Grâce*): Is there any prospect of a substantial increase in commodity ton miles in the coming year due to an expanded service in connection with the DEW line or anything else?

Mr. MCGREGOR: Not with respect to T.C.A.

Mr. HAMILTON (*Notre Dame de Grâce*): Why would that be? Is T.C.A. being organized in order to participate in this lift?

Mr. MCGREGOR: The T.C.A. feeling in this matter is that none of the DEW line transportation is involved in our present route pattern. It is not normal to the requirements of ordinary traffic and it was none of our business to get into DEW line operations. I understand the DEW line activity will be by surface carrier to the rail head and that it will only operate in the extreme north by air.

Mr. HAMILTON (*Notre Dame De Grâce*): The equipment which might be used for those larger purposes—is it all being used continuously and effectively on your normal routes?

Mr. MCGREGOR: Very heavily.

Mr. HAMILTON (*Notre Dame de Grâce*): And there is no possibility of putting in for that traffic.

Mr. MCGREGOR: Not unless we acquired additional aircraft for the purpose.

Mr. HAMILTON (*York West*): Have you given any thought to the use of North Stars on trans-Atlantic air freight business?

Mr. MCGREGOR: We have.

Mr. HAMILTON (*York West*): I wondered if T.C.A. was interested.

Mr. MCGREGOR: We have looked into this rather carefully. The Super Constellation provides adequate cargo space on an ancillary basis.

The CHAIRMAN: Shall the item carry?

Carried.

The CHAIRMAN: Property and equipment. This deals largely with aircraft equipment, I think.

Mr. HAHN: Under this section we can consider the two major aircraft accidents which took place during the year. We have here a considerable controversy about them in the House, and certain accusations were made by members of parliament in respect thereto, and I think this is the place to clear the matter up, and deal with any misunderstandings which may have occurred. I was going to ask a question in connection with the Moose Jaw crash. Are the military airports advised when to expect T.C.A. planes, and told when to expect T.C.A. planes en route to their destination—

Mr. MCGREGOR: I would be very glad to answer your questions, Mr. Hahn, but I understand that this is referred to specifically in a later paragraph.

The CHAIRMAN: At the bottom of page 13. However, it comes under this heading.

Mr. MCGREGOR: Could I have the question again Mr. Hahn?

Mr. HAHN: Are the military airports advised when to expect T.C.A. planes en route to their destination, stating the time they will be over, particularly in the case of airports such as the R.C.A.F. training station in Moose Jaw?

Mr. MCGREGOR: That proposal was made very shortly after the Moose Jaw accident at one of the investigations which took place. It was carefully looked