

Mr. HAMILTON (*York West*): How long do you think it will be before we can expect to have a tourist type of service on the shorter hops?

Mr. MCGREGOR: It will depend on the route and the traffic volume, I would say a year or a year and a half.

Mr. HAMILTON (*York West*): That will be the time when there will be sufficient North Stars converted from the other lines. Have you got any particular use to put the DC 3's to?

Mr. MCGREGOR: They will continue to operate on many of the lower traffic volume; shorter routes. If any of them become redundant to requirements, they will be disposed of.

Mr. HAMILTON (*York West*): Do you have any plans at all to make use of those planes, or will they be available for carting work in connection with DEW line up north.

Mr. MCGREGOR: If they are redundant to our requirements, they will be offered for sale. There is a good market for them, as you probably know. There is another plan which has been adopted in the States of which we think rather well.

Large companies which can prove in the operation of aircraft of their own have purchased aircraft, usually released by the air lines, and have turned them over to scheduled air lines to be maintained, "crewed", and operated for the owner company. They carry the owner company's insignia and are used for no other purpose. It is a rather efficient way for a non-transportation company to provide its own transportation.

Mr. HAMILTON (*York West*): The only reason I pursue the tourist question is that a lot of people complain that because of the lack of tourist service on the shorter hops there has to be some stopping off for flights from Winnipeg to Ottawa, or something like that?

Mr. MCGREGOR: A very large proportion of that route is available at tourist rates.

Mr. HAMILTON (*York West*): That would be Winnipeg to Toronto; and you use them between Toronto and Ottawa.

Mr. MCGREGOR: Twelve hundred miles would be at the tourist rate, and two hundred miles would be at the first class rate.

Mr. HAMILTON (*York West*): In the brief, I think it is on page 9, with regard to the number of passengers carried, does that figure include the non-revenue passengers?

Mr. MCGREGOR: No. Just the revenue passengers.

Mr. HAMILTON (*York West*): They would not be considered when calculating your load factor, not at all; and have you any information? Do you keep a record of the number of non-revenue passengers which are carried?

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): Could you give us any information on that?

Mr. MCGREGOR: Are you referring to company personnel?

Mr. HAMILTON (*York West*): I would say any person carried which was non-revenue.

Mr. MCGREGOR: It is something like 50,000 passengers a year.

Mr. HAMILTON (*York West*): You say something like 50,000 passengers. They would be chiefly company non-revenue passengers?

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): Is there an agreement in connection with that? Is it contained in an agreement with "Calpa" i.e. Canadian Airline Pilots Association, that they be supplied with non-revenue transportation?