

passenger in ten would be going right through. One man might be going to Lethbridge, and if we do not pick up a passenger at Lethbridge that reduces the occupancy. If we could take in a passenger every time we stop and let a passenger off that would give us 100 per cent occupancy. Very often you start off with a full plane at Vancouver and someone gets off at Lethbridge and you do not fill that place until you get to Winnipeg, and that reduces your percentage down in that case below 70 per cent of occupancy. You cannot occupy a plane that stops—unless it is a through one—100 per cent or anything like it; 71 per cent is considered a very high percentage of occupancy.

Mr. DONNELLY: What is the American occupancy?

Hon. Mr. HOWE: There is no system in the States that ever reaches 70 per cent. They have always told us that it could not be done. Trans-Canada has the highest rate of occupancy.

Mr. SYMINGTON: In industry 65 per cent has been considered the saturation point.

Mr. BERCOVITCH: In the hotel business the same thing applies.

Mr. POULIOT: Is it possible to know what mail is sent by the various departments of government and what is sent by other people?

Mr. SYMINGTON: It is not possible for me to tell you, sir. I think the post office would have to tell you that.

Mr. POULIOT: Are there any officers of the Post Office Department here?

Mr. SYMINGTON: I do not know, sir.

Mr. POULIOT: Could they be called to give us that information?

The CHAIRMAN: Yes, you can have them here if you ask for them; if you want to subject them to an interrogation.

Mr. POULIOT: I want to know what quantity of air mail is sent by the various branches of the government as compared to the mail from other people.

The CHAIRMAN: Well, if the members desire that the post office officials be here to answer interrogations we will request them to come.

Mr. SYMINGTON: I suppose we could place it this way, that our mail out of Ottawa is not out of proportion to our mail out of other centres, if you are speaking of government departments here.

Mr. POULIOT: It might apply to branches of government throughout the country.

Mr. SYMINGTON: It may, but we have no means of checking it. The mail bags come to us and we turn them over to the post office at delivery.

Mr. JACKMAN: I wonder if the witness would tell us how they reckon how many passengers are on government business or belong to the services?

Mr. SYMINGTON: We make periodic tests in the traffic business in the air line. We have to keep very close touch with the passengers, not only for the purpose of communicating with them or knowing where their business is but also on the question of preference of rides for war as opposed to civilian business.

Mr. JACKMAN: The only priorities that the T.C.A. grant are to men in the armed services?

Mr. SYMINGTON: That is right.

The CHAIRMAN: Next item.

Mr. SYMINGTON: Air Mail Service:—

There was a marked increase during the year in the use made of the air mail service. Miles flown with air mail increased 34 per cent; pounds of air mail carried increased 50 per cent; and pound miles of air mail carried increased 60 per cent, all indicating an increasing mail load per