

Mr. HAMILTON (*York West*): I called Mr. Follwell this morning and asked him, and he said 11.00 o'clock too. I am not putting the blame on anybody.

Mr. MURPHY (*Westmorland*): We have covered the ground two or three times already so it won't make any difference.

The CHAIRMAN: We are now at page 9 of the annual report of T.C.A. at the heading "Passenger Traffic".

Mr. HAMILTON (*York West*): It may be that we will have an opportunity to question Mr. McGregor along similar lines.

The CHAIRMAN: Yes.

Mr. HAMILTON (*York West*): If you do not bother us too much. To repeat, this is the same aircraft that was used in first class service? I refer to the North Star's?

Mr. MCGREGOR: The North Star's will also be continued in first class service.

Mr. HAMILTON (*York West*): Is it the same aircraft which was used in the tourist service on the trans Atlantic flights which is being used on the first class domestic flights?

Mr. MCGREGOR: Part of the same fleet, yes.

Mr. HAMILTON (*York West*): Was there any difference in the seating capacity when they were being used on the tourist north Atlantic service, and on the first class domestic service?

Mr. MCGREGOR: No, not when first transferred.

Mr. HAMILTON (*York West*): They were the same aircraft?

Mr. MCGREGOR: The same aircraft.

Mr. HAMILTON (*York West*): I go on with the tourist aspects. There was no extension of the tourist service between the short points at all?

Mr. MCGREGOR: No, but it depends on how short.

Mr. HAMILTON (*York West*): I mean, for example, between Ottawa and Montreal, and Toronto and Montreal.

Mr. MCGREGOR: No. Between Regina and Winnipeg, and that general length of journey.

Mr. HAMILTON (*York West*): There is no intention to extend that type of service in the future when you put on the Viscounts?

Mr. MCGREGOR: No. The Viscounts will not be tourist-seated. They will be forty passenger, four abreast with rather wide leg spacing. The intention will be to extend the tourist service as the North Stars are made available for some of the shorter routes.

Mr. HAMILTON (*York West*): It is possible that we will have a North Star tourist service between short routes, that the Viscounts are going to be used on?

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): Has there been any comparable tourist service in the United States on shorter hops?

Mr. MCGREGOR: I think the same general reasoning applies; only large aircraft are capable of dense seating, thereby getting, roughly, the same revenue with more seats at a lower fare. Tourist rates can be applied on shorter routes. But not if a route has a traffic volume so low that only the smaller aircraft are used.

Mr. HAMILTON (*York West*): Even with DC 3's, or aircraft of that type, even in the United States they do not have a tourist service?

Mr. MCGREGOR: I believe that is correct.