

Mr. MCGREGOR: Yes.

Mr. CREAGHAN: What about Canada as compared to the United States?

Mr. MCGREGOR: Higher.

Mr. CREAGHAN: What about the wages of your employees as compared to the wages paid by your American competitors?

Mr. MCGREGOR: Slightly lower.

Mr. CREAGHAN: Yours are lower?

Mr. MCGREGOR: Yes.

Mr. CREAGHAN: You have a statement under this heading we are discussing as follows:

The average level of T.C.A. fares is now approximately the same as that applying in the United States, even though the cost of air line operations in Canada is substantially higher.

I wonder if you would justify that statement, that your air operations are higher in Canada as compared to the United States?

The CHAIRMAN: I think that question was covered before you came in, Mr. Creaghan.

Mr. MCGREGOR: Exactly the same question was posed and answered.

Mr. CREAGHAN: A short answer would do.

The CHAIRMAN: He dealt with it before you came in.

Mr. MITCHELL: I have a question in reference to Antigua and Barbados. At the beginning of the year you were pioneering this Antigua run. Is it too soon to ask if you are satisfied with the returns from that flight?

Mr. MCGREGOR: I should explain that it was really not a pioneer run inasmuch as we were flying over Antigua on our way between Bermuda and Barbados anyway, so we originated a stop on one of the flights at Antigua on an experimental basis. The original intention was only to operate that stop during the height of the southern tourist season.

Mr. MITCHELL: And it turned out favourably?

Mr. MCGREGOR: We were very pleasantly surprised at the volume of traffic we got. It would have been greater still had there been more hotel accommodation at Antigua.

Mr. DRYSDALE: You mentioned that your tourist runs were compensatory. What is your definition of compensatory?

Mr. MCGREGOR: I said yes, they were.

Mr. DRYSDALE: I know, but what is your definition of the word compensatory?

Mr. MCGREGOR: My definition is that the revenue obtained from the sale of seats which are sold exceeds the cost per seat mile, including the overhead.

Mr. DRYSDALE: Speaking of seat miles, you mention a revenue passenger load factor of 69.3 per cent in 1958. Is that ratio of seat mile figure available?

Mr. MCGREGOR: Yes.

Mr. DRYSDALE: Can you compute it? Do you have statistics available as to the individual runs, let us say, from Vancouver to Toronto? Do you know the number of seats which would be empty on certain specific flights?

Mr. MCGREGOR: Yes.

Mr. DRYSDALE: You are able to do that?

Mr. MCGREGOR: Yes, we keep a record of it.

Mr. DRYSDALE: You have a record of it?

Mr. MCGREGOR: Yes.