

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): From those observations I would gather you are not too seriously concerned about the loss of business there. Would that apply in the same shape and form if we had licensing of someone out of Winnipeg on the same basis as out of Vancouver?

Mr. MCGREGOR: That becomes very much more painful because then all the traffic at Winnipeg, slightly east of it, but all west of it—Saskatoon, Regina, Calgary, Edmonton, would contribute to the traffic service of that kind.

Mr. HAMILTON (*York West*): But that service would in all likelihood, for instance, if it meant licensing on a bilateral agreement of an operator that might be going through there would have to be dispersed through another point in Europe—it would be under a disadvantage to that extent, wouldn't it?

Mr. MCGREGOR: No, I think that is not quite right because if we are going to talk facts we are speaking of SAS.

Mr. HAMILTON (*York West*): Yes.

Mr. MCGREGOR: They have traffic rights at Prestwick and they would undoubtedly operate there in order to get the U.K. traffic.

Mr. HAMILTON (*York West*): That is the information I would like to get. There appears to be 25 per cent of the trans Atlantic figures Winnipeg and west and specifically we are not sure which is the greater, Vancouver or Winnipeg but the Winnipeg business would create a greater hazard to you if someone else were licensed there?

Mr. MCGREGOR: A greater encroachment on our present revenues by a great deal.

Mr. HAMILTON (*York West*): This still would only be a small proportion of your total overseas revenue wouldn't it?

Mr. MCGREGOR: Well 25 per cent is a major proportion.

Mr. HAMILTON (*York West*): But you are not expecting to lose all of it up to Vancouver?

Mr. MCGREGOR: There is very little between Toronto and Winnipeg.

Mr. HAMILTON (*York West*): You mean you would lose the major portion of it on the Winnipeg proposition, you might lose the major portion of the westward business?

Mr. MCGREGOR: Yes, a greater proportion.

Mr. HAMILTON (*York West*): I see. Then, just to repeat the dispersal point would be different in the SAS proposition than it would be on the Canadian Pacific Air Lines?

Mr. MCGREGOR: Yes, in the case of Canadian Pacific Air Lines the terminal is Amsterdam. In the case of SAS it would be Prestwick for everything in the U.K. and presumably Stockholm or Copenhagen for the remainder.

Mr. HAMILTON (*York West*): What about the load factor on those routes, that is, trans Atlantic service—how do they compare with the domestic load?

Mr. MCGREGOR: Very nearly as high. They did not used to be but our load factor has been extremely high with the Constellations.

Mr. HAMILTON (*York West*): They would compare load factor wise with your domestic service?

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): Is that phase of the operation now showing a profit?

Mr. MCGREGOR: Yes.