

Mr. MCGREGOR: We believe that three hours would be entirely satisfactory. We had three hours at one time but we changed over to six hours because, after a long period of operating without a reconfirming procedure, all the major United States airlines decided to adopt the plan which we have been using now for some time. They said that it should be six instead of three. So for the sake of uniformity and to avoid confusion in the passenger service we went along with the group and said that we would make it six hours too. I think that it is too long particularly in the case of short flights where you have to reconfirm from your originating point by telegram or other means.

Mr. FAIREY: I am interested in the fact there is such a large proportion of original sales which are not carried through. Did you say that by law you cannot impose a penalty except by splitting the tariff?

Mr. MCGREGOR: Yes.

Mr. FAIREY: Do you think there should be?

Mr. MCGREGOR: It would be a great convenience to the airlines as well as to the majority of the passengers.

Mr. FAIREY: It seems to me to be a tremendous imposition to hold a seat. I have known, as we all have, of passengers being refused seats on planes, yet those planes would go out with empty seats.

Mr. MCGREGOR: That is quite right.

Mr. CARRICK: What would be the cost to the T.C.A. in dollar value?

Mr. MCGREGOR: I do not think I could give it to you. We would have to investigate virtually every unused reservation to see if the related seat had been filled at the last minute by a "go show".

There would be difficulty in imposing a penalty because it would be argued that the man holding a reservation had telephoned and thought that he had cancelled his reservation.

Mr. HAMILTON (*York West*): What plans do you have for the extension of your tourist service?

Mr. MCGREGOR: There will be additional transcontinental tourist services operated this summer; there will be total of three tourist flights daily, and there will be additional tourist service to the Maritimes and to Newfoundland.

Mr. HAMILTON (*York West*): Is there any intention of carrying on a tourist service between the shorter ranged points with the older type of aircraft which are now being replaced?

Mr. MCGREGOR: That is the service which will be operated with the North Star aircraft? Yes the DC3's are not capable of the dense seating configuration which is necessary in order to have lower tourist fares.

Mr. HAMILTON (*York West*): The tourist flights would be done with North Star aircraft, and they are the ones which will be converted to a larger seating capacity?

Mr. MCGREGOR: Yes, some already have been converted.

Mr. CHURCHILL: Mr. Chairman, has this meeting already started?

The CHAIRMAN: It was scheduled to sit at 10:30. Notices were sent out last evening that the meeting would be held at 10:30. When Mr. Hamilton came in he said that he had not received his notice, and we thought that possibly that was because he was not formerly a member of the committee. But other members of the committee did receive their notices.

Mr. CHURCHILL: My notice reads 11:00 o'clock.

The CHAIRMAN: Is that so. There was another notice and I am advised by the clerk that it was sent out after last night's meeting, saying that the meeting would meet at 10:30. We decided that before we adjourned last evening. You were here last night when we adjourned?