

Mr. MCGREGOR: I have not had any representations, but I think the condition you describe has been eliminated by the commencement of the North Star service through Sydney, which began on April 27 last.

Mr. GILLIS: Could be.

Mr. GEORGE: Who decides, if a flight leaving Halifax, say, or Moncton, is cancelled, whether the mail will wait till the weather clears or whether it will be sent by rail.

Mr. MCGREGOR: The Post Office Department. I think the general rule is that if the mail is at the airport it probably waits for the next flight.

Mr. GEORGE: It appears to be that way. There are occasions when the mail is held too long.

The CHAIRMAN: That is the Post Office responsibility.

Mr. FULTON: When we discussed this mail revenue before, you told us it was difficult to figure out what it actually cost you, and I think you said you were continuing your studies into that. I wonder if you are now able to say you receive from this \$1.45 per mail ton mile the actual cost to T.C.A.?

Mr. MCGREGOR: I would say so, yes, taking the system as a whole. It varies a great deal on different routes, which was one of the reasons we have always said it was very nearly impossible to say what the dollar cost was for mail carriage.

Mr. FULTON: But you feel now you can tell the committee that the return received at least covers whatever cost factor you have been able to attribute to mail?

Mr. MCGREGOR: Yes, I think that is a fair statement.

Mr. MACDONNELL: I had a small experience, which is very trivial, but perhaps I could get some idea as to how mail is routed. I had a letter mailed here one night, which should have gotten into Toronto next morning. It was put in the post office in time, with special delivery stamps on it, but it did not arrive in Toronto the next day at all. Apparently what happened was that it was decided to send that by air. The weather was bad and the plane did not leave. Of course that happens, understandably, but what I am interested in now is, if that letter had gone by train it would have gotten there the next day. Is there any rule for sending out mail? Is it always sent by air? It seems to me a case where a new tool was being used with such enthusiasm that it did not seem very sensible. Actually, that letter did not catch the night train and it came by the day train the next day.

Mr. MCGREGOR: I think it is unusual for mail to be sent between here and Toronto by air, particularly evening collection mail. Perhaps the stamps were interpreted as being air mail, in which case it might go by air regardless.

The CHAIRMAN: Commodity traffic.  
Airport and airway facilities.

Mr. KNIGHT: I see my own city of Saskatoon is mentioned here, so I could perhaps use that, I was going to say, excuse, but I do not need one for raising a small matter. Due to the increase of traffic to that city, a good many people, I think, would find it very convenient if some small lunch facility of some sort was provided. I think it would be an excellent thing. You have such facilities at other places, but at that particular airport people come off trains and rush out to the airport to board a plane and find at the airport there are no facilities for refreshments. This has been brought to my attention a time or two by people, such as the Board of Trade and some private individuals. I thought this might be a good place to mention it. I do not know whether the business through there is sufficient to justify that sort of thing and I am not pleading for anything on any elaborate scale, but a place for a quick bite, I think, would be a useful improvement at that particular point. Have you any comment to make on that?