

endeavoured to meet the sudden surge of demand represented by cut flowers, that last for about four days, and come in hundreds of tons at a time. But until Canada has a light industry on its west coast comparable to that in existence in the United States, I think this imbalance in cargo transcontinentally will continue.

The CHAIRMAN: What about freight transportation? Do you have a lot of that? Is that a big factor in your revenue?

Mr. MCGREGOR: No, not a big factor. The comparable revenue is shown.

The CHAIRMAN: It is not a big factor yet?

Mr. MCGREGOR: No.

Mr. CHEVRIER: Have you planes that are carrying cargo exclusively.

Mr. MCGREGOR: Yes, four of them.

Mr. CHEVRIER: Between Montreal, Toronto and Vancouver?

Mr. MCGREGOR: Yes.

The CHAIRMAN: Overseas too?

Mr. MCGREGOR: And Chicago and New York.

The CHAIRMAN: Overseas too?

Mr. MCGREGOR: No, there is plenty of residual room in the Super Constellation for the trans-Atlantic cargo.

Mr. CHEVRIER: Could I ask the same question which Mr. Carter asked a moment ago? Are you still operating four categories of service overseas?

Mr. MCGREGOR: Yes, until recently.

Mr. CHEVRIER: Deluxe, first-class, tourist and economy?

Mr. MCGREGOR: We struck out the tourist service this spring.

Mr. CHEVRIER: Why is there such a distinction to be made between the three categories of services?

Mr. MCGREGOR: Money-wise?

Mr. CHEVRIER: Yes. Why not just have first-class and tourist? Is there such a difference between the deluxe and first-class to warrant the justification for a third category?

Mr. MCGREGOR: Personally, I do not think so, and I would like very much to see it down to two; but we are taking a chance already in having discontinued the tourist service because some kind friend always comes along and advertises the fact that he is operating the only tourist service across the Atlantic. The same applies to the first-class, and the implication is they are the only first-class service, or the only deluxe service, and so on.

Our only hope would be that the international air transport association, in its wisdom, will say that two classes are adequate.

Mr. PASCOE: Under service and traffic growth it says:

T.C.A. carried first class mail throughout its domestic routes wherever air transport offered faster delivery.

What other delivery would be faster than air transport?

Mr. MCGREGOR: On certain short routes such as Montreal to Ottawa the use of aircraft does not improve the time of the actual delivery of the letter to the recipient. In that case we are not given first class mail. This is entirely apart from air mail paid for as such.

Mr. CREAGHAN: I want to ask a question, first of all, about the landing fees which you pay. How do they compare in Canada, vis-à-vis other countries?

Mr. MCGREGOR: Generally speaking, they are higher.

Mr. CREAGHAN: Higher in Canada?