

Mr. GEORGE: That service is in effect at Moncton, is it not?

Right Hon. Mr. HOWE: Yes, that is one of the alternatives, that is right.

Mr. DREW: Mr. McGregor, I would like to ask another question in regard to the possible extension of service. While I realize you have not been president of T.C.A. during the whole of its period, you have been associated with it, I believe, the whole of its operating existence, have you not?

Mr. MCGREGOR: No.

Mr. DREW: I am wrong on that. I know that it was after your war service that you joined it. You have been with it for some time though. Now, in connection with the extension of flights since the war, could you explain why it is that we have not carried our services to different parts of the world to the same extent that some other competing lines have?

Mr. MCGREGOR: I think I could venture an opinion. As you know, the right to operate all international services follows the negotiation of bilateral agreements. It seems to me in looking at the record that the companies flying internationally whose countries have had the greatest success in negotiating bilateral agreements are countries of the companies who have been operating prior to the war internationally. That apparently gave them something of a favoured position when it came to negotiating the interchange of rights to operate such services. You mentioned just a moment ago the extent of operations of K.L.M. Their international operation I think is a good example. K.L.M. is the second if not the oldest company in the world, and it is quite in line that their prewar associations and their reputation as an international carrier would have put them in a somewhat favourable position when it came to the point of the Netherlands government negotiating bilateral agreements. They had particular success, whatever the reason might be. Canada's negotiation of bilateral agreements is progressing as rapidly as circumstances permit, but in the past year, as you have learned from the press, we have faced considerable opposition.

Mr. DREW: Take K.L.M. which you mentioned as an example, how does their route mileage compare with ours?

Mr. MCGREGOR: It is greater.

Mr. DREW: What is the total mileage operated by Trans-Canada Air Lines?

Mr. MCGREGOR: About 8,000 route mileage.

Mr. DREW: Is that total?

Mr. MCGREGOR: International.

Mr. DREW: What is your total route mileage?

Mr. MCGREGOR: Just about double that. I have that figure here.

Right Hon. Mr. HOWE: The reason K.L.M. operates so great mileage is that the purpose of the line was to connect up the Dutch possessions. They are scattered all around the world. For instance, K.L.M. flies down to the Caribbean to serve Curacao and will pile up a great mileage in that direction. Then in the other direction it will fly out to the Dutch East Indies and that takes the line through Egypt and part of India. I think that is the explanation why K.L.M. has so great mileage. K.L.M. is unique among air lines. Most air lines carry their own people but K.L.M. carries almost everybody but their own people.

Mr. MCGREGOR: I have that figure for you now, Mr. Drew; domestic route mileage is 8,085 and the international route mileage is 8,303.

Mr. DREW: Making a total of?

Mr. MCGREGOR: 16,400 roughly.

Mr. DREW: That would be the total route mileage?

Mr. MCGREGOR: That is right.