

Mr. FULTON: I see.

Mr. HAMILTON (*York West*): I assume that your depreciation charges this year will be considerably higher.

Mr. MCGREGOR: That is correct.

Mr. HAMILTON (*York West*): Are you anticipating a much greater revenue from the use of the Constellations?

Mr. MCGREGOR: Yes, coupled with a slight reduction in the net. That will appear in the operating budget when it is tabled.

Mr. HAMILTON (*York West*): I see. To get back to page 9 in connection with these handling facilities. These passenger handling facilities which the T.C.A. has—is that a T.C.A. responsibility at each airport?

Mr. MCGREGOR: In each city. The reservation offices are in the city, not the airport.

Mr. HAMILTON (*York West*): I see. They are leased premises.

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): It is the airports themselves under the Department of Transport who supply the actual facilities for booking and passenger handling?

Mr. MCGREGOR: The space is provided by the Department of Transport and leased by the companies, and rental is paid for space behind the counters and for the rooms used for cargo handling. The actual furniture is provided by the company at its own expense.

Mr. HAMILTON (*York West*): And the fixtures represent an improvement made by the company?

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): I do not want to be obnoxious on this question. I did not set you up, as my namesake (Mr. Hamilton, Notre Dame de Grâce) did. I do not know how to reword this question, but can you tell us how much revenue would have been produced if the 50,000 free passengers had paid their fares? Do you keep track of it in any way?

Rt. Hon. Mr. HOWE: Where did these passengers travel to?

Mr. MCGREGOR: Exactly. In the case where a system pass has been issued we would have no record with regard to where a man travelled, or whether he travelled from Ottawa to Toronto, or from Ottawa to Vancouver, I am afraid.

Mr. HAMILTON (*York West*): You have records of the individual passengers, but no calculation has been made of the amount of fare that might have been received from their transportation.

Mr. MCGREGOR: No. I think we could make a stab at it. We could take our average passenger travel, which we know down to a mile, and apply the fare on that, and assume that the passholders travelled on an average basis.

Mr. HAMILTON (*York West*): In other words, we could put 50,000 over \$1,436,349 and divide that into the gross revenue and we would have the figure.

Mr. MCGREGOR: I was not thinking of doing it that way. We might take 50,000 and say the average travel over the system is about 500 miles, and apply the average rate which is about 6 cents a mile and get the figure that way.

Mr. JOHNSTON (*Bow River*): How do you know these people would have travelled over T.C.A. if they had not been given a pass? They might have travelled by rail.

Mr. MCGREGOR: In the case of the 30,000 employees I am certain that would be the case.

Mr. JOHNSTON (*Bow River*): Just how would you calculate it?