

Mr. DREW: Are they importing parts for them?

Right Hon. Mr. HOWE: It is a new plane, not a modification of an existing plane. It is being purchased to replace a plane that was burned in Sydney some years ago. It is not a modification of an existing plane.

Mr. DREW: Well, I do not want to raise any issue between yourself and another minister, but the statement I just read says that that aircraft is a modification of the highly successful North Star transport now in service.

Right Hon. Mr. HOWE: It is being built to a modified design; that is what it says in the statement.

Mr. DREW: I can only go back to the statement.

Right Hon. Mr. HOWE: This design will show the way, but it is not a modification of an existing plane. It is the building of a new plane on modified dimensions.

Mr. DREW: Well, then, Mr. Chairman, if I may return to Mr. McGregor's answer. I just want to check on that point. Now, Mr. McGregor, in connection with the expenses, one of the things that enters into that, of course, is the question of passages. How many free passages were there on Trans-Canada last year?

Mr. MCGREGOR: I have not that information here.

The CHAIRMAN: The figure was given previously.

Mr. MCGREGOR: I gave a figure as to the number of passes that were in existence at a previous meeting.

Mr. DREW: I am not talking about passes. Is it not correct that special free passages are given to different people from time to time who are not covered by passes, different from passages which are not covered by passes?

Mr. MCGREGOR: Are you referring to T.C.A. personnel?

Mr. DREW: Or others.

Mr. MCGREGOR: Occasionally charged transportation is given to individuals who are engaged in the investigation of air lines operations and so on; they are charged to public relations where they are given as such.

Mr. DREW: Well, it is only a case of just checking the general arrangements.

Mr. MCGREGOR: What I was conveying, Mr. Drew, in answer to your question, is that any information that is available we will be very glad to have you have. I do not think we have a record of the number of times an issued annual pass may have been used.

Mr. DREW: Well, I am not limiting it to annual passes. It is a sort of question that does naturally arise in connection with operations. I had in mind free passages that you arranged either for members of your staff or their families. Have you a record of that?

Mr. MCGREGOR: I doubt if we have it here. It could be produced.

Mr. DREW: Well, then, will you produce that? In that I would like broken down the different categories of free passages which were issued to officials, employees, members of their families, or any others during 1949, and in relating it to 1949 it will then give us a basis to understand the relationship that it has to the whole passenger service.

Mr. MCGREGOR: I do not think it will, Mr. Drew, because, you see, when transportation is given to company employees or their dependents, it is given on what is known as a space-available basis, which means they only travel if a seat is going to go empty in the aircraft, so that will not bear very much of a relationship to paid passenger travel.