

## EVIDENCE

April 28, 1952.

11:00 a.m.

The CHAIRMAN: Thank you, gentlemen.

May I have a motion for the reduction of a quorum? I think that is in order; a reduction from 13 to 8.

Moved by Mr. Macdonnell that the committee recommend to the House that its quorum be reduced from 13 to 8 members.

Agreed.

Mr. MACDONALD (Edmonton East) moves that the committee recommend to the House that it be granted permission to sit while the House is sitting.

Carried.

Mr. McLure moves that the committee recommend to the House that it be empowered to print, from day to day, 1,000 copies in English and 200 copies in French of its *Minutes of Proceedings and Evidence*, and that standing order of 64 be suspended in relation thereto. I might say, gentlemen, that this is a slight increase over our usual amount of printing, but the committee last year ran short of printed copies of evidence.

Carried.

Moved by Mr. Fulton that Mr. McCulloch be appointed vice chairman of the committee.

Carried.

Gentlemen, shall we now pass on to the annual report of the Canadian National Railways?

Agreed.

Mr. Gordon, we are pleased to have you back with us again.

Mr. DONALD GORDON, C.M.G., (President, Canadian National Railways): Mr. Chairman and gentlemen, I think you will find the annual report for the year 1951 is more comprehensive than anything that has appeared in the past. In an endeavour to give an informative account of our stewardship, we have tried to present the year's activities as part of a continuing process against the background of an economic environment in which the Canadian National as Canada's largest public utility is an indispensable servant of industry and a partner in pioneering.

This year we have made use of a fold-over cover in order to give room for a detailed map of the Canadian National system lines, and within the covers you will find a number of photographic plates which also serve to illustrate the range and scope of our system activities. Starting on page 2 there is a picture gallery of the senior officers at railway headquarters, whose handsome features are perhaps not as well known to the public as they should be. The opposite page gives the customary listing of the board of directors and departmental officers. The next two pages set forth the table of contents and the formal letter of transmittal. The various headings in the text of the report have been set down for your convenience and you will find that the narrative of the report is divided into three major sections.—the review of financial results beginning on