

The one on your right is the Viscount, which many of you were in at noon today, 44 passengers and a gross-all-up weight of 62,000 pounds.

Mr. HORNER (*Jasper-Edson*): Could we have the approximate cost?

Mr. MCGREGOR: \$1,200,000. Then the middle one is a Vanguard which is a big turbine propeller aircraft and the last one we will get of these three with a gross-all-up weight of 135,000 pounds, approximately priced at \$2½ million.

Mr. CHEVRIER: Speed?

Mr. MCGREGOR: 425 miles an hour.

Mr. CARTER: How many passengers?

Mr. MCGREGOR: One hundred roughly. It depends on the cabin configuration.

Mr. CARTER: Against 44?

Mr. MCGREGOR: This next one is the first full jet aircraft T.C.A. will have. It is powered with Rolls Royce Conway engines. It will carry 125 passengers, again depending on the seating configuration. The first one is expected to be delivered about the beginning of the year, late December or early January, speed 550 miles an hour and oddly enough a price of \$5,500,000.

Mr. MCPHILLIPS: Do you pay duty on those?

Mr. MCGREGOR: Ten per cent excise duty.

Mr. CARTER: Any of the three made in Canada?

Mr. MCGREGOR: No, the Viscount and Vanguard are made by the Vickers Company in the United Kingdom, the D.C.8's made by the Douglas Company in California, the power plants in all being Rolls Royce. In the Viscount the Rolls Royce Dart; in the Vanguard the Rolls Royce Tyne and, as I said, in the D.C.8 the Conway.

Mr. CHOWN: Have you crews in training now for the operation of these planes?

Mr. MCGREGOR: Not yet. We have ground personnel in training but not crews. That will start in September or October, I would think.

The CHAIRMAN: That would just cost \$10,000 a mile speed?

Mr. MCGREGOR: That is right.

The CHAIRMAN: Five hundred and fifty miles, \$5,500,000.

Next is Personnel. I am glad I mentioned that speed. Personnel.

Mr. MCPHILLIPS: On Personnel you have four directors appointed by the government and five elected by the Canadian National Railways, is that correct?

Mr. MCGREGOR: Yes.

Mr. MCPHILLIPS: When it comes to the presidency, who appoints the president?

Mr. MCGREGOR: The directors elect the president from among their number.

Mr. MCPHILLIPS: Thank you.

The CHAIRMAN: They were lucky to get such a good one from among them. Agreed to.

Planning. New plans—the company anticipates in 1959 a further growth in popularity of air transportation and so on, and four more Viscounts.

Mr. CHEVRIER: That is the question which Mr. McGregor has just answered.

The CHAIRMAN: Yes. Has anyone anything on that?