

questions we happen to think up, and there might be matters which might be of interest under the various sections which we have not thought of.

The CHAIRMAN: I do not think that we should give him the responsibility of thinking things up, if we cannot think of them ourselves.

Mr. DRYSDALE: I do not mean that, necessarily. I was trying to think of some way to make the committee perhaps a little more effective. There may be certain matters that he would like to bring out and draw to our attention, which we could comment on.

Mr. CHEVRIER: Mr. Drysdale is getting very close to a question I was going to ask, and which has already been asked—and I am sure Mr. McGregor was here—of Mr. Gordon. The question is this. I think perhaps the committee would like to know what his views are on the manner in which this committee is being operated, and whether he has a reaction similar to that of the president of the C.N.R., insofar as his appearance before this committee is concerned.

But perhaps this is not the time to ask that. I think it should be asked, either now or at the end of the discussion of this report, because I think we would like to know, for our committee hearings and discussion on our report, whether there is agreement between the two crown corporations on that matter.

The CHAIRMAN: I think that should be asked later.

Mr. CHEVRIER: If you want to leave it until later, that is all right with me.

The CHAIRMAN: I think we should leave it until later.

Mr. CHEVRIER: But I was afraid Mr. Drysdale was going to get there first. He almost did.

The CHAIRMAN: Shall we proceed. Are there any other questions on Service and Traffic?

Section agreed to.

Equipment and Facilities. We will keep your suggestion in mind, Mr. Drysdale.

Mr. CHEVRIER: A moment ago you said, Mr. McGregor that even before you took over the new and modern aircraft, people were up to you, selling you still more modern aircraft. Can you give us an idea of what aircraft is being offered to T.C.A. now when you are still awaiting delivery of more Super Constellations?

Mr. MCGREGOR: I did not say selling, I said trying to sell, and I do not think it would be entirely fair to, as it were, jump the gun on any one or two companies at this stage of the game. But I did refer to the type of aircraft they were talking about as one which would be flying between two and three times the speed of sound. It would not be very large by present standards, but it would have this fantastic speed.

I do not personally think that at this present stage of the airlines' financing generally that this type of "carrot before the nose" would be snapped up. I do not know that there are any airlines that would be in a position to contemplate financing an aircraft that would come along perhaps only a few years after the D.C. 8's and 707's.

Mr. CHEVRIER: Having regard to the present technological progress, how long can you assume that the present fleet of T.C.A. would be adequate to meet the competition?

Mr. MCGREGOR: I would not think more than six years. If I may speak for a moment about equipment, Mr. Chairman, I had these models put on the table because I thought they might be of interest to the committee. They represent the three turbine type of aircraft that T.C.A. expects to have in service in 1961 and the only three types we will then be using. These models are built almost exactly to the same scale so that their relative sizes modelwise will be repeated in the actual aircraft.