

Mr. DUMAS: I know; but what I am trying to establish is this: that the possibilities of explosion on the highway are not much greater than the possibilities of an explosion of carloads of explosives on the railway. However, I am not insisting too much. Thought should be given to this question with a view to permitting an increased load.

Earlier Mr. Hardie mentioned the Northwest Territories where it would probably be more economical to transport dynamite by truck. In our district the railways, as you know, go around the long way, let us say. To go from Montreal to Val d'Or by rail, for instance, they go 600 miles; whereas by truck, there are only 250 miles.

Since the regulations were amended in 1954 the mining industry has saved quite a large amount of money. I understand the savings run up to \$400 and some thousand dollars.

Mr. KIMBELL: The savings estimated by the Canadian Metal Mining Association, if the regulations were further amended, would be \$420,000.

Mr. MACINNIS: In the event that these regulations should be amended to allow you to increase the load, what is there to stop the municipalities from preventing them from carrying it?

Mr. KIMBELL: There is nothing to stop them.

Mr. MACINNIS: They exercise that right in my home town now.

Mr. KIMBELL: There is nothing in the Explosives Act which prevents the carrying of explosives from being regulated under municipal or provincial law.

Mr. DUMAS: If it is transported by railway, it would also have to be transported to the mines by truck because there is no other way.

Mr. MACINNIS: According to regulations laid down either by the municipality or by the province.

The CHAIRMAN: Is the amount of damages that can be assessed against the transport company limited by the statute, Mr. Kimbell?

Mr. KIMBELL: No, sir.

The CHAIRMAN: You mentioned a figure of \$2 million.

Mr. KIMBELL: That is the liability insurance which is carried by the carriers in cooperation with the manufacturers; it is the manufacturer that has that policy which is carried on a group basis.

Mr. AIKEN: Following up Mr. MacInnis' question, do you know of any great number of municipal or provincial road bylaws which conflict with the provisions of the Explosives Act?

Mr. KIMBELL: No, sir; however British Columbia does have a couple of provisions in its Motor Vehicles Act now.

Mr. AIKEN: They have not enforced a road limit under the Explosives Act?

Mr. KIMBELL: No.

Dr. BOYER: Notwithstanding the stipulations of the act, the province or the municipality or other organized bodies can make regulations and stipulate that, for example, not more than 1,500 lbs. are to be carried in a municipality. That is permissible by virtue of the act.

Mr. AIKEN: That is the point about which I was wondering, whether any of the municipal or provincial organizations think the present limit is too great and have passed any local by-laws.

Dr. BOYER: I do not think the provinces have passed any limiting by-laws which would lower the maximum limit permissible under the act. However, the province can do so if it wishes.