

Senator ISNOR: I raised the particular question when the honourable member was so ably sponsoring the bill, because I was anxious to know whether there was a sufficient return for this public expenditure. After all, we must bear in mind that the C.N.R. deficits are taken care of each year by the public. It is only fair that the public should know whether this is a wise investment, and the cost per mile, perhaps, as compared to similar work in other districts. That was my thought on the matter.

Senator BROOKS: The officials are here to give us this and other information, are they not?

The CHAIRMAN: Yes. I can give the committee the list of officials who are here. We have, for the Canadian National Railways, Mr. G. M. Cooper, Assistant General Solicitor; Mr. D. F. Purves, Assistant Vice-President; Mr. K. M. Ralston, Mining Engineer; and Mr. Rolland Boudreau, Solicitor. We also have Mr. Jacques Fortier, Director of Legal Services of the Department of Transport.

I spoke for a moment or two to these witnesses before the meeting. I asked them specifically if they had read the debate which took place on Wednesday in the Senate on this bill with a view to seeing what sort of questions were in the minds of senators. They told me they had read it. Therefore, I believe we will find they are in a position to discuss these questions. I am told that the preliminary presentation on behalf of the railway company will be made by Mr. Cooper, the Assistant General Solicitor. Should we hear Mr. Cooper?

Hon. SENATORS: Yes.

**Mr. G. M. Cooper, Assistant General Solicitor, Canadian National Railways:** Mr. Chairman and honourable senators, Bill C-165 which is before you is a bill in the usual and familiar form of branch line legislation. It relates to a proposed branch line which is 68 miles in length and is proposed to be built at an estimated cost of \$11.1 million to provide rail service to a mine site, referred to as The Griffith Mine, at Bruce Lake in northwestern Ontario.

Geographically, the branch line is indicated here on the map, which has been set up. The Griffith Mine is located at the top end of this bright red line, which is the route of the proposed branch line under discussion. These other red lines are Canadian National lines, this one being the main line between Lakehead and Winnipeg. The green line below is the Canadian Pacific Railway line, and this, running easterly from Nakina, is the National transcontinental railway.

Senator BROOKS: What is the mileage to the Lakehead?

Mr. COOPER: To the Lakehead I think it is in the order of 318 miles. The branch line is approximately 68 and I think the remaining distance is about 250 miles.

The operation at The Griffith Mine—which is primarily a Steel Company of Canada undertaking, although I believe a well-known firm, Pickands Mather, actually manage the mine—is planned for open-pit extraction of a relatively low-grade iron ore, which would be concentrated at the mine site. The concentrate would be processed physically into pellets for ease of shipment. The pellets of iron concentrate would be shipped from the mine site over Canadian National lines to Lakehead, there stock piled and then, ordinarily, would be trans-shipped to vessels for carriage by water to Hamilton.

Senator BROOKS: What is the distance from Lakehead to Hamilton, the water transportation distance? I was thinking of comparing that distance with the distance between Hamilton and the Labrador mines.

Mr. COOPER: I am sure it would be considerably less. Perhaps we would more readily know the rail distance from Lakehead to Hamilton, which of course would not be the same but would afford some rough measure, if we do