

Mr. GORDON: That is an item we put in more or less as a contingency item to enable our research people, if they run into some specially good idea during the year, to start research on it. We have had very great success with our research. For instance, we produced the auto transporter and it is now in use. That was a result of our own experimentation in consultation with industry. We now handle eight automobiles per car as compared with three or four. We have also developed the pulp wood car. Also under consideration is what we call the all-purpose box car, a car with adjustable doors that will open wide enough to take in any kind of traffic, such as grain, lumber and many other kinds of traffic.

We are experimenting with a heated box car that we can use heated in the winter and unheated off-season. We have designed flat cars for truck trailers and we have examined various kinds of metals in trying to develop a light-weight car. Aluminum is a case in point. We have developed a number of uses for aluminum which will fit in and will give us as much stability as steel, but will give us light weight.

Mr. ROBINSON: This automobile car, for what purpose is that?

Mr. GORDON: Transporting new automobiles from the manufacturers to various places in Canada for delivery.

Mr. CHEVRIER: Are there any studies being carried on with reference to locomotives, new coal-burning locomotives?

Mr. GORDON: No, the last research job that I remember was the Mordell job in McGill University on the use of gas turbines, but there has been no progress from a coal-burning point of view. There have been some developments in the United States towards extending that study to oil-burning locomotives.

I can give you those figures now, Mr. Chevrier, as of June 1. We might as well clean it up.

Mr. CHEVRIER: Thank you.

Mr. GORDON: Canadian National cars on United States lines on June 1 totalled 8,330, and United States cars on Canadian lines totalled 7,610.

Mr. DINGLE: And as of July 6 we had a credit balance of 2,694; in other words, United States lines have more Canadian cars than we have American.

Mr. CHEVRIER: To the extent of 2,694?

Mr. DINGLE: Yes.

The CHAIRMAN: Any other questions on equipment?  
Investment in affiliated companies.

Mr. HARDIE: On page 7, we have in the past twelve months heard a great deal in regard to a survey being carried out by the Canadian National Railways on the proposed extension from Grimshaw, Alberta, to the south shore of Great Slave lake. I am wondering if the president could give us a preliminary report?

Mr. GORDON: I think the minister can deal with that.

Mr. HEES: We dealt with that yesterday, Mr. Hardie. These reports and surveys are being studied very actively by the government at the present time.

Mr. HARDIE: Has a report of the survey been made to the government?

Mr. HEES: Well, it depends on what you mean by a survey.

Mr. HARDIE: Well, according to the information we have from yourself and the Minister of Northern Affairs an economic survey and a road and route survey took place.

Mr. HEES: That is right. Weighing up one road against the other from the standpoint of cost of construction and what might be expected in the way of a return from carloadings and so on in the future, one route against the other.