

Mr. McQUILLAN: Do you think it would be more dangerous to have 20,000 lbs. in a boxcar, or less dangerous?

Mr. KIMBELL: Less dangerous, because there is a private right of way.

Mr. McQUILLAN: You think it would be less dangerous?

Mr. KIMBELL: Yes. The railway is a private right of way; locomotive engineers are a limited class of people who drive these trains; moreover, you do not have your dynamite sitting over a supply of gasoline as you would on the highway. The danger is mostly from fire resulting in detonation; and you are bound to have gasoline right under your dynamite.

Mr. HARDIE: Has thought been given to areas not served by rail transportation? For instance, the Mackenzie district, or from Yellowknife into the Yukon? Has any consideration been given to the possibility of amending the regulations in such a way as to permit 20,000 lb. loads to be carried to areas where railway transportation does not exist?

Mr. KIMBELL: That has been done in one instance; the Northern Transportation company by special order in council has been given permission.

Mr. HARDIE: That is done by boat?

Mr. KIMBELL: By boat and road; it involved road as well as boat.

Mr. HARDIE: They haul out of Waterways which is the end of the rails.

Mr. KIMBELL: Yes, that is road transport.

Mr. HARDIE: And it may be over a portage.

Mr. KIMBELL: There are portages; that is what is covered by the special order in council.

Mr. HARDIE: Why could the regulations not be amended to allow the freighting of that dynamite in 20,000 lb. lots by truck from Edmonton through to Yellowknife rather than by rail to Waterways and then on to trucks and then on to boats, and from the boats into Fitzgerald and over the portage to Yellowknife?

Mr. KIMBELL: This brings up a serious problem of assessing the highways throughout the country.

Mr. HARDIE: I think you will recall that the worst disaster we have had in the north in the Mackenzie district was caused when a dynamite barge exploded on Great Slave lake. I do not recall any accident on the Mackenzie highway concerning a load of dynamite.

Mr. KIMBELL: We have thought about this matter. But with the varying congestion on public highways, this would put us in a position under a federal statute of assessing the highways from St. John's to Victoria.

Mr. DUMAS: You said that a good argument was the fact that the railways have a right of way which belongs to them, as compared to the highways.

Mr. KIMBELL: That is right.

Mr. DUMAS: But the railway right of way is only a very narrow one; and if a carload of dynamite should explode, the damage could be tremendous.

Mr. KIMBELL: Indeed it could, if it exploded at the wrong place. The insurance that is carried by the road truckers is \$2 million, I think, of liability; it is a group contract.

Mr. DUMAS: What about insurance carried by the railways?

Mr. KIMBELL: I cannot answer that.

Mr. COMTOIS: The regulations do not apply to the railways.