

Last week we authorized the building of a new ship, new harbour facilities and a new service between St. Simeon and Riviere du Loup; we are building a new wharf at Matane; and we have approved the establishment of a new "roll on, roll off" service between Matane and Godbout. This new branch line will help to assist the ferry service between Ste. Anne des Monts and Seven Islands. Within a very few years I think you will have a completely different picture of the economic situation of the lower St. Lawrence.

Mr. CROUSE: The question Mr. Fisher raised brought out a point. I believe you mentioned that there are some 100,000 people to be served in this area. Would Mr. Fisher care to tell the committee how many people were in the area where this iron mine, which is closing down the service, is located.

Mr. FISHER: They are not closing down the service. Do not get that impression. My whole point was that the C.N.R. apparently has not been able to make money from a line which has been in existence for 50 years.

Mr. McDONALD (*Hamilton South*): But that is serving the mine.

Mr. FISHER: In connection with the population, I cannot give you the figures. It is a scattered population between Fort William and Winnipeg, and I imagine there are about 100,000 people. They mention here the same figure. Where are they tributary to? It would take a demographer and census statistics to give us that information.

Mr. KEAYS: Would the minister not say that the reason for the economic development of the south part of the Gaspé peninsula and the reason that it is further ahead economically than the north shore is that a railway was put in from Matapédia to Gaspé, which was completed in 1915?

Mr. BALZER: I am quite sure of it.

Mr. KEAYS: It has always been expressed that the reason we are further ahead economically is that we have the railway.

Mr. FISHER: And they, of course, have taken their leap ahead strictly on the basis of mineral development. I am sorry; I am thinking of the north shore.

Mr. KEAYS: Is it not true that Gaspé Copper never would have been in Murdochville, and giving employment to 1,000 people, if it had not been for the rail facilities from Matapédia to Gaspé.

Mr. FISHER: Mr. Dingle, have you at the present time a franchise in Quebec which will enable you to truck in this area?

Mr. DINGLE: I do not think we have.

Mr. FISHER: What do you expect to have in terms of tying in tributary traffic to Ste. Anne des Monts? The minister has spoken of ferry service and piggy-back service. We assume this would mean a routing. If you are going to tie up in terms of development with the north shore in connection with agricultural production from the south shore, will you not need to have some kind of permanent arrangement?

Mr. DINGLE: Not that I know of at the moment, Mr. Fisher. Our only interest is as an agent of the government operating this particular line of the railroad, and what develops from that will show in time.

Mr. McDONALD (*Hamilton South*): Mr. Chairman, I understand the local trucking industry is adequate to handle the traffic on these tributary routes to the railroad without the Canadian National Railway Company going into the trucking business in the area.

Mr. SCOTT: Your remarks involve a question which is very difficult to answer. We all realize that the trucking services in that area are well developed, because there has not been a railroad operating there. The Canadian National Railway Company does not have trucking services in that area.