

We had three accidents in 1958, one of which involved a 10,000 lb. load in Manitoba. It collided with an automobile and the four occupants of the automobile were killed. The gasoline tank broke and the possibilities were serious, but fortunately nothing happened.

The second accident occurred near Brockville in September when 1,500 lbs. burned. We believe the exhaust system probably caused it, but no detonation resulted.

However, in November there was a third case of 2,000 lbs. which started with fire and ended in detonation. We were very fortunate in that case that nobody was hurt, but there was over \$100,000 damage done to nearby dwellings.

As the minister has said, we have given this matter very great thought, including both the possibility of the saving in transportation cost, and the possible accident rate.

Mr. COMTOIS: The requests that have been received came from the west and the northern territories on account of the distances to be covered.

Mr. DUMAS: You must have read of the examination which was made by the Canadian Metal mining association which represents the whole of the industry.

Mr. COMTOIS: Yes.

Mr. DUMAS: And when we talk about explosives, we mean explosives used in mining.

Mr. COMTOIS: Yes.

Mr. DUMAS: The regulations were amended in 1954, I understand.

Mr. KIMBELL: Yes.

Mr. DUMAS: The regulations were amended in 1954 to permit the transportation by truck on the roads of 10,000 lbs. instead of 4,000 lbs., which had been the previous limit. There was an amendment made under the regulations previously.

Mr. KIMBELL: That is right.

Mr. DUMAS: And since then, you mentioned that three accidents happened last year?

Mr. KIMBELL: Yes.

Mr. DUMAS: Since the regulations have been amended, were there more accidents?

Mr. KIMBELL: More accidents since the regulations were changed?

Mr. DUMAS: Yes.

Mr. KIMBELL: No.

Mr. DUMAS: Now the fact is that the regulations could be amended. And even if the law permitted 20,000 lbs. of course, if an explosion occurred, it would probably cause more damage; however, do you not think that by permitting an increased load that you would have a less number of trips on the highways?

Mr. KIMBELL: That is a very good point. That of course is true to some extent, but it does not go the whole way. You would not go down by 50 per cent because it would become more economical to go farther and farther.

For instance, I believe it would become economical to transport from the factory in Quebec to Halifax by road, but it is not economical at the moment as compared to rail transportation; so it would not drop 50 per cent. It might drop, perhaps—

Mr. DUMAS: Perhaps by 30 per cent?

Mr. KIMBELL: Yes.