

the Canadian National has had under observation for many years. I remember nearly twenty years ago having made a study of this area and at that time we reached the conclusion that it was inevitable that this area would be developed, and in that course of development a railway would be necessary. However, at that time there was not any necessity for constructing such a line because there was a superabundance at that time of pulpwood much easier of access, and at that time also the agricultural development in that area was not as well known as it is now.

However, in the later stages of the war when it became evident that we could plan in the reasonably near future for further expansion we made another survey of this area and this further survey confirmed the previous conclusions. But at this time there was a difference because while we were in the process of making our survey we were contacted by the Canada Paper Company to see whether they could interest us in building a branch line into that area; also the Department of Colonization in the province of Quebec were anxious to get a line into that area. As a result of negotiations which were conducted over quite a considerable period of time the Canada Paper Company made a proposal to the Canadian National to guarantee a minimum amount of traffic over the lower portion of the line as far as the mouth of the Taschereau River.

Mr. CAMPBELL: How many miles would that be?

The WITNESS: 43·7 miles to the mouth of the Taschereau river. The project was considered by the board of directors of the Canadian National Railways and it was recommended to the government.

In order that we may get some idea of the terrain, we have prepared this general map showing the relationship of the branch from Barraute to Kiask Falls in relation to the other lines of the Canadian National and to the country generally. Here, on the map, you see the National Transcontinental Railway running approximately along the height of land and going down into Quebec. Then from this point there is a line of railway going down to Sherbrooke and in the general direction of Richmond and Portland, Maine; and down on that line is Windsor Mills.

Now, the prime object of this branch line, so far as the Canada Paper Company is concerned, is to obtain pulpwood from an area of timber lands which they have been granted to the east of the Bell River, together with pulpwood which they hope to buy from settlers on the west of the Bell River, and moving it to their pulp mill and paper mill down at Windsor Mills. This mill at Windsor Mills draws its pulpwood at the present time from the area in eastern Quebec, which is not sufficient to support the pulp mill in its present output; and moreover the Canada Paper Company have in mind an expansion program to increase the size of this plant, and they simply had to obtain an adequate source of pulpwood. Consequently, they negotiated with the province of Quebec and they obtained the cutting rights on this area coloured in blue (east of the Bell River), which consists of approximately 700 square miles containing 4,850,000 cords of pulpwood. That was conditional upon them being able to get a railway built from the National Transcontinental up to these limits.

Coming back to the general map, I would like to point out that Quebec in a sort of focal point from which lines radiate down to the maritime provinces, down to Montreal and down to Sherbrooke and Windsor Mills in the eastern townships of Quebec. The Quebec bridge being the dominating controlling factor in that picture, giving access to the area lying south and east of the St. Lawrence River. To and from this northern area everything passes over the Quebec bridge. Over here we have the Lake St. John country, served by the Canadian National Railways by a line starting from Quebec and running up through Riviere a Pierre, up to Lake St. John and coming down into Chicoutimi and Arvida, where the big Aluminum Company is located, and also where there are pulp and paper mills.