

previous year, the total exceeding \$12,000,000; now, going back to page 4, I find that the revenue is about \$200,000 less than in 1945. If you handled more, a greater volume, why the drop in revenue?

Mr. VAUGHAN: Well, I think that is a very good question. I do not know that we have the answer here; we can get it. We will try to prepare an answer to that question for you. It is pretty hard to anticipate them all.

Mr. REID: I would like to take just a little more time on that.

Mr. JACKMAN: It has been the custom to build branch lines and contract out to independent contractors?

Mr. VAUGHAN: Yes, sir.

Mr. JACKMAN: To do the work?

Mr. VAUGHAN: Yes, sir.

Mr. HATFIELD: In regard to that matter of telegrams, I presume that includes telephone services as well.

Mr. VAUGHAN: Why, there are various reasons for that. I would like to get a proper answer to that for Mr. Reid, and I will get it for him.

Mr. REID: Thank you.

Mr. VAUGHAN: We may have had more of our own telegrams handled in that period. I do not know.

Mr. NICHOLSON: May I refer to this branch line question again. Before the depression I understand that you expected to complete branch lines beyond Arborfield and Aruffell and up in the Carrot river valley country, a rich farming area. I wonder if we could get information as to how that situation stands to-day, as to whether or not it would be feasible to extend your branch lines to that area to the point that you had in mind before the war.

Mr. VAUGHAN: I cannot tell you off hand whether we have made any study of that situation recently or not.

Mr. WALTON: There has been no recent study.

Mr. VAUGHAN: I will try to get you some information on that.

Mr. McLURE: Do you operate any trucks for pick-up?

Mr. VAUGHAN: Yes.

Mr. McLURE: Do you use them to feed your branch lines, to extend your branch line service?

Mr. VAUGHAN: No, we do not operate any trucks outside of our system.

Mr. McLURE: You do not operate any bus lines?

Mr. VAUGHAN: Well, we have bus lines operating in connection with the railway; we operate in the Niagara peninsula, in Oshawa, and between Port Arthur and Longue Lac.

Mr. McLURE: Bus lines run down to Tormentine and Borden; why does the Canadian National Railways object to their coming down to the piers with their passengers or to pick passengers up? The Canadian National Railways do not take any objection to an automobile going down or a taxicab, but they have put a charge on buses going down.

Mr. VAUGHAN: I suppose it is only reasonable, these buses are using our facilities and they should pay for them.

Mr. McLURE: What services would they be using? The road on the Borden side is owned by the province under the act of 1936. The Road Act there eliminates the improvement on it; at least up to a year ago when the Canadian National made some further improvements, and they exact a charge on the buses I understand of \$1.50 or \$2 a trip.

Mr. VAUGHAN: I do not know that particular circumstance but we will find out about it and give you the reason for it. I haven't any information. I