

Mr. PURVES: I think you have a very progressive and competitive organization on the north shore. They have spent a good deal of money in building up that plant. We maintain a close contact with them all the way. It is to our interest to see that everything possible goes through that facility because that is where we get the long haul. The only small portion of the haul carried out by another railway is right at the other end when we interchange with the Pacific Great Eastern. It is also of interest to the P.G.E. to see that the north shore facilities get this business.

Mr. PAYNE: Is this a contractual arrangement?

Mr. PURVES: No, this involves a contract between the sulphur company and Vancouver Wharves, which is the terminal company on the north shore which negotiated this contract.

The CHAIRMAN: Did you wish to ask a question, Mr. Benidickson?

Mr. BENIDICKSON: No, I think it has been answered now. I was going to refer to the agreement with respect to the shipping of Steep Rock ores. That situation involved some improvements to a track which, of course, is not being used exclusively for the shipping of ore, but is one of the main lines of the Canadian National Railway for handling grain and other substantial bulk cargos. Therefore, in that case one particular customer is not expected to provide practically all the traffic.

Mr. PURVES: That is quite correct, sir.

Mr. DRYSDALE: Mr. Purves, is there a bridge required in the construction of this 23.2 miles of track?

Mr. PURVES: Yes, there is. May I refer to the map?

Mr. DRYSDALE: Yes, please do. I noticed that there was water there and I thought you must have to get across it some way.

Mr. PURVES: The terminus of the present Sangudo subdivision is at Whitecourt. Whitecourt is on the east side of the McLeod river just south of the Athabaska. The line will have to cross the McLeod river immediately west of Whitecourt.

Mr. DRYSDALE: What will be the cost of this bridge? Is it a single track bridge?

Mr. PURVES: It is a single track bridge. One would not want any more than that. It is a steel bridge. We are going to have to put down piers of sufficient strength and size and supply footings, having regard to the run off in the spring and ice pressures. I have forgotten the exact portion of the \$2,300,000 total which will be represented by the construction of this bridge, but my memory is that it is of the order of \$500,000.

Mr. BALCER: It involves 640 feet.

Mr. PURVES: Yes, it involves 640 feet, that is correct.

Mr. DRYSDALE: You feel it will amount to approximately \$500,000?

Mr. PURVES: It will amount to approximately \$500,000. That is my best memory of the cost of that item of the total.

Mr. DRYSDALE: In order to give us a basis of comparison, do you know what the cost per mile was of the C.N.R. track coming into Whitecourt?

Mr. PURVES: I do not know that. That was constructed a great many years ago. It is part of the old Canadian Northern Railway.

Mr. DRYSDALE: Could you give us an estimate, as you did in respect of the last bill, of the break-even figure on a cost per mile basis? Would it be perhaps \$60,000 or \$75,000 per mile?

Mr. PURVES: Oh, no. We do not put it on the basis of so much per mile. We figure the total cost and divide it by the number of miles and work out a per mile figure.