

Mr. VAUGHAN: They supply the oil tank cars which the companies do not own.

Mr. JACKMAN: Do they supply cars for chemicals, acids and things of that kind?

Mr. VAUGHAN: Yes.

Mr. JACKMAN: Why do those companies appear to have an easier time securing cars than the railroads do?

Mr. VAUGHAN: Take refrigerator cars, for example. We only need them at certain seasons of the year. At other times they might be idle. These other companies can use these cars practically all the year round. They lease them for part of the year to one concern for one business and another part of the year to another concern in another line of business. They seem to be able to get more general use out of them than we can. We did own a number of tank cars for quite some time. We believe in owning refrigerator cars and we are equipping ourselves as fast as we can to take care of our own refrigerator car requirements. We have to rent a large number each year, not because we believe in doing it, but because we have not been able to get refrigerator cars as fast as we would like, nor have we had the money to spend on them. They are expensive. They are not always useful the year round.

We did have a number of tank cars. After going into the matter thoroughly, we figured we could save money by being out of that tank car business. I am referring to tank cars for general chemicals and things of that kind.

Mr. JACKMAN: Has there been any further thought given to the electrification of the road between Toronto and Montreal or any other portion of the road with an equal density of traffic?

Mr. VAUGHAN: We have not given any thought to it recently, no. We thought we would wait to see if the St. Lawrence development came along and see if there were some cheap power available.

Mr. JACKMAN: By how much does the traffic have to increase in density before it is practical?

Mr. VAUGHAN: I could not give you that figure offhand, but with power sufficiently cheap it might be well worth considering electrifying the line between Toronto and Montreal. It would have to be a lot cheaper than it is to-day.

Mr. JACKMAN: How cheap do you want it?

Mr. VAUGHAN: I have not seen a report on that for a long time. We did have a study made on it. We have a report some place in the office, but it is two or three years since I looked at it.

Mr. JACKMAN: Would you need to get power for \$4 or \$5 a horse power?

Mr. VAUGHAN: Yes, it would have to be something like that.

Mr. REID: May I compliment you on that new bedroom car you have. I had the privilege of travelling on that. It is one of the finest cars I have ever travelled in.

Mr. VAUGHAN: I am glad you like it.

Mr. WALTON: That is another instance where we should like to get some more of these cars into service, but have not been able to get them.

Mr. REID: I should like to make one suggestion and that is that you allow about four inches more in each bedroom.

Mr. VAUGHAN: You mean in the width or length?

Mr. REID: In the width.

Mr. VAUGHAN: You have reference to the room or the bed?