

*By Mr. Murphy (Lambton West):*

Q. What would be the difference in the freight rates coming over this railway and the present system?—A. Practically no difference. The freight rates will be on the same general rate level.

Q. As the trucking system?—A. No. As the rail rates presently from Lakefield?

Q. The company is now shipping by truck as I understand it?—A. For 24 miles.

Q. What would be the saving to the company per ton by shipping over the railway?—A. As I recall the figure—I am subject to correction—it was something like \$1.10 and \$1.15 a ton—I am sorry, \$1.50. That is a saving of 75 cents a ton. Incidentally, I think it was mentioned before; the only other known source of nepheline syenite is in the Soviet Union.

*By Mr. Fulton:*

Q. I do not quite follow your statement that there is a saving of 75 cents a ton, therefore a net saving of 75 cents as against \$1.50. Do you mean that all they will charge is 75 cents a ton?—A. I mean by that, Mr. Fulton, the general rate level of railway freight from Nephton, depending upon the destination, of course, will only be slightly greater than from Lakefield, so that the \$1.50 cost per ton for trucking will be eliminated with the exception of the 75 cents premium which they will pay on the first half of the construction cost.

Q. In other words, the over-all freight rate, once it hits the rail, will be approximately the same as it is now and will eliminate the additional cost of \$1.50?—A. Yes.

*By Mr. Green:*

Q. Have you made any estimate how long this operation will continue?—A. They have proved so far by testing, amounts indicating at least 20 years operation at the present production rate.

Q. You are building on the expectation there will be business there for 20 years?—A. Yes, sir.

Q. Is there any other business in that territory?—A. There is no other business in that territory at the moment. Whether or not this limestone deposit will develop is a matter of conjecture, but it is a high quality limestone and it may be that the chemical industry at some time in the future will require it.

Q. How many people live at the mine?—A. There are 125 people located at the mine.

Q. Will there be any new construction such as a mill?—A. I think I will have to ask Mr. Deeth to reply to that as a representative of the company.

*By Mr. Murphy (Lambton West):*

Q. Mr. Crump, is the product being shipped for export or for Canadian processing?—A. Over 70 per cent is exported to the United States, and the other 30 per cent is divided between Canadian and other foreign markets such as Puerto Rico, and spots like that.

*By Mr. Langlois:*

Q. Mr. Crump, I take it when you gave us the figures on the tonnage you were referring to the outgoing traffic from Nephton. What about incoming traffic?—A. I do not think the incoming traffic will be significant in this operation; if there is an expansion of the mill, which Mr. Deeth can tell you about, we perhaps would have incoming materials. Other than that, I would judge there would only be the commodities coming into Nephton. It is a small community and the tonnage, in relation to the area, is not large.