

*By Mr. Murphy (Lambton West):*

Q. How many other people, outside of your own company, would the proposed railroad serve going in that way?—A. I believe another member asked that question this morning, Mr. Murphy. I think it would be very difficult to answer it.

Q. Would there be as many as 50?—A. There would probably be 100 people using it; mostly people from farms which are located throughout that area.

Q. And after you begin to ship by rail, the road would be kept up by the county?—A. Yes, by the county and the township, Mr. Murphy.

Mr. GAGNON: Am I correct in my understanding that the proposal to build the railroad would first have to be approved by the Board of Transport Commissioners?

The WITNESS: I am sorry, but I do not know, Mr. Gagnon.

Mr. CRUMP: Oh yes. Every location of a railroad line has to be approved.

Mr. GAGNON: Is the building of that road to be approved by the Board of Transport Commissioners?

Mr. CRUMP: Yes. Our line has to be approved when the building location plans have been made and approved before we can operate.

Mr. HAHN: In the event that the railway is built, will the present roadway be left in the same condition it was in?

Mr. DEETH: In the same condition, but it will not have the terrific traffic of the heavy trucks which it has at the present time.

Mr. FULTON: I would like to get some figures which I think would be useful to the committee generally as to what it cost the company to keep up this road. I know there are members here who are interested in this question of rail versus road transportation. I was going to suggest, without holding up the bill, that Mr. Deeth could undertake to file the figures of the average cost later. (See "Appendix A")

The WITNESS: I shall be glad to do so.

The ACTING CHAIRMAN: I thought someone here might be able to give us the figures and, if not, Mr. Deeth might give us the figures later.

Mr. CARTER: I wonder if Mr. Deeth could tell us whether the contract he has with the C.P.R. protects the company?

The WITNESS: I do not understand that question.

Mr. CARTER: How do you know when you are building a railway with the prospect of twenty years' operation whether in ten years' time trucking will not compete and make it unprofitable to operate?

The WITNESS: In our type of operations we have a large volume of bulk material and the operation of rail movement is what is really required by our customers and I assume that that would be the permanent method of shipping.

Mr. LANGLOIS: Has not the company given an undertaking to the C.P.R. to guarantee a minimum tonnage over a period of time?

The WITNESS: I do not believe that there is any guarantee as to minimum tonnage. We do agree, I believe, to ship all competitive materials out over the line.

Mr. CRUMP: There is no guaranteed minimum.

*By Mr. Deschatelets:*

Q. Can you tell me in what proportion the demand has increased over the last year?—A. I can give you those figures. In 1952 we shipped 83,000 tons, in 1953 we shipped 114,000 tons.