

Mr. CHEVRIER: Can you not tell from the amount of money collected and the sale of tickets how many vehicles crossed the bridge?

Mr. HENDERSON: Prior to having the bridge opened we had a definite restriction on trucks at that time, and we had a very, very small percentage of our revenue from trucks, and no busses were on the bridge at all.

Mr. CHEVRIER: What about these passenger vehicles? Can you not tell how many passenger vehicles crossed the bridge from the tolls that were collected and from the tickets that were sold?

Mr. HENDERSON: We can work back from the tickets sold, but we might fall into an error there, because books of tickets were sold with an expiry date of four months; and if we took every book of tickets sold to commuters which was used in its entirety, we could determine the number of vehicles which crossed the bridge in any one year; but a lot of books were not used up.

Mr. CHEVRIER: Is it possible to obtain that information for the committee? I think the committee would be interested to find out to what extent the estimate of the Canadian National Railways that traffic would double had been confirmed by the movement of both vehicular and truck traffic over the bridge. I think the committee would appreciate it.

The CHAIRMAN: Can you get it?

Mr. CÔTÉ: Yes.

The CHAIRMAN: Very well, that will be obtained.

Mr. CHEVRIER: Now, I shall carry on from that and inquire if you kept figures of the amounts collected?

Mr. CÔTÉ: Yes, we did, Mr. Chevrier.

Mr. CHEVRIER: Are you able to say from those figures what the position was in 1956?

Mr. CÔTÉ: That is what we will have to ask for, a computation made from those figures.

Mr. CHEVRIER: That is fine. I shall not pursue it any further. I shall go to another point. Oh yes, in connection with the diminution in traffic, what I have been dealing with, leading up to the increase in traffic because of the additional bracket; now, might I direct your attention to the diminution in traffic because of the various approaches and construction in connection with the seaway. Can you tell the committee to what extent the traffic dropped because of either the closing of one lane, or the alternative closing of one lane, or the complete blocking of another?

Mr. HENDERSON: We have the figures of traffic count now since 1957, and we are able to determine the drop in traffic, for instance, during 1959, when we had one side of the bridge closed down for some five weeks.

Mr. CHEVRIER: And what has been the drop? Would you give us the period during which this drop took place?

Mr. HENDERSON: During the months of June and July, 1959, we experienced a decrease in traffic of 5 per cent—no, it was one of 10.7 per cent in the first case, and in the second, the longer month of June, the bridge was closed around the middle of May.

Mr. CHEVRIER: It was five per cent in June?

Mr. HENDERSON: No, 4.66 per cent in the month of May, and 10.76 per cent in the month of June. That decrease in traffic was due to one side of the bridge being closed down between 1958 and 1959, when other conditions were identical.

Mr. CHEVRIER: That deals with both vehicular and truck traffic?

Mr. HENDERSON: That is for both vehicles. We have an expert counting device now which we use to determine the number of vehicles.