

Mr. L. J. HENDERSON (*General Manager of Road Transport, Canadian National Railways*): I am the general manager of the department of road transport.

Mr. CHEVRIER: I think the committee would wish you to sit down, if you so desire.

Mr. DRYSDALE: Before we proceed, Mr. Chevrier mentioned earlier that we wanted to carry this on in a logical fashion.

Could we find out whether these questions, which he is about to ask, are directed to the ones you wanted to ask Mr. Shea—because, perhaps, Mr. Henderson has a general statement to make to the committee.

Mr. CHEVRIER: I could not, at this stage, state whether these questions would be directed to Mr. Shea, as it would depend on the answer.

However, Mr. Chairman, if there is a general statement, I would be happy to wait.

The CHAIRMAN: There is a statement.

I would suggest that when we have nearly completed this morning, Mr. Chevrier might indicate whether he still wished Mr. Shea to appear.

Mr. LIONEL CÔTÉ, Q.C., (*Assistant General Solicitor, Canadian National Railways*): If you would permit me to say, by way of an opening statement, Mr. Henderson and I have been delegated by the management of the Canadian National Railways to assist the committee in that phase of your inquiry dealing with the toll collection operation on the Victoria bridge.

We have not been asked for any specific information, and we do not know exactly what the committee wants or desires from us. However, having read the proceedings, in the case of the Jacques Cartier bridge, from what we have seen there, we have tried to line up some general information, which we felt would be of interest to the committee, pertaining to the Victoria bridge—ideas as to construction, its characteristics, the alterations made over the years to increase the facilities for highway traffic, some statistics and charts dealing with the trend of highway traffic on the bridge, and the trend in the revenue derived by the railway from toll collection.

As he has said, Mr. Henderson is the general manager of road transport for the company. He is an officer of the operation department of the railway. In that capacity he has control of the toll collection operation on the bridge. He is conversant with these operations before and after May 10, 1958, which is the date of the changeover on the Victoria bridge from manual to mechanical operation.

The accounting, in respect of tolls, is in charge of the accounting department of the company, and is under the control of the auditor, passenger accounts.

Of course, if the material and information we have prepared is not sufficient to enable us to answer your questions immediately, we shall be very glad, indeed, to get the additional information, or to suggest to you the officers of the company who could give you that information, which you might require, before starting your deliberations.

There is one point which I feel I should point out to the committee at this time, and it is this. There is quite a difference between the Jacques Cartier bridge and the Victoria bridge. As you know, the Jacques Cartier bridge is essentially and, almost exclusively, a highway bridge. It has five twelve-foot lanes for highway traffic, whereas the Victoria bridge is essentially a railway bridge, and has facilities for handling roadway traffic only on two lanes, which are sixteen feet each; and each roadway is on a bracket, attached to the same structure.