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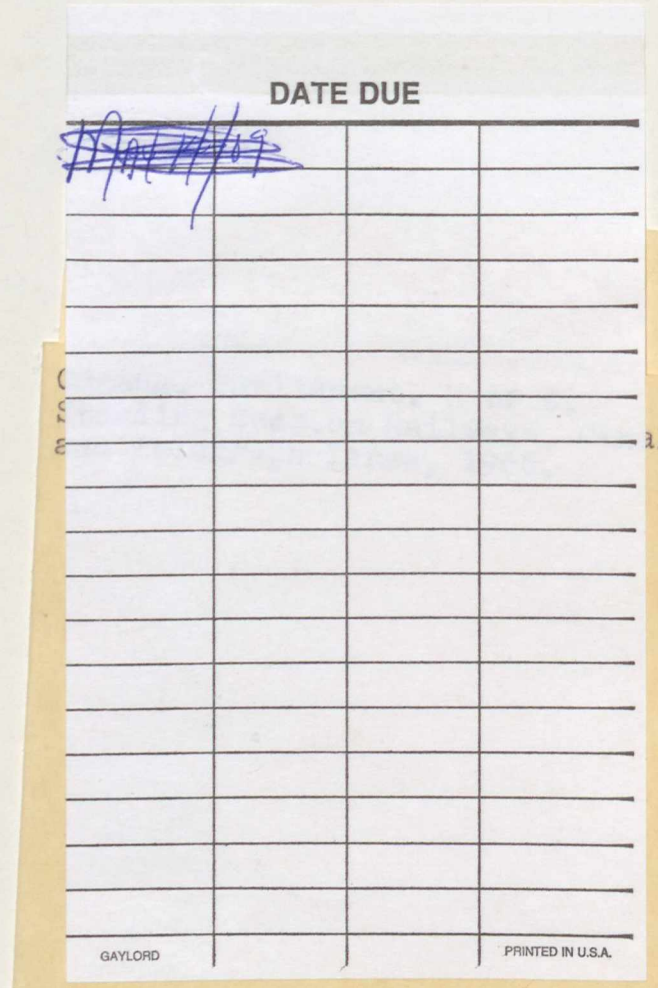
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HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 1

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

TUESDAY, FEBRUARY 9, 1960

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22452-7—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Hardie,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McPhillips,
Monteith (*Verdun*),
Nielsen,
Pascoe,
Payne,
Peters,
Phillips,
Rapp,
Rogers,
Rynard,
Small,
Smallwood,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Stewart,
Tassé,
Thompson,
Tucker,
Valade,
Wratten—60.

Eric H. Jones,
Clerk of the Committee.

ORDERS OF REFERENCE

HOUSE OF COMMONS,

THURSDAY, February 4, 1960.

Resolved,—That the following Members do compose the Standing Committee on Railways, Canals and Telegraph Lines:

Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*)
Cadieu
Campbell (*Stormont*)
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Drysdale,
Dumas,
Fisher,
Fraser,
Garland,
Grills,
Hardie,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Howard,
Howe,
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McPhillips,
Monteith (*Verdun*)
Nielsen,
Pascoe,
Payne,
Phillips,
Rapp,
Rogers,
Rynard,
Small,
Smallwood,
Smith (*Calgary South*)
Smith (*Lincoln*)
Smith (*Simcoe North*)
Stewart,
Tassé,
Thompson,
Tucker,
Valade,
Wratten—60.

(Quorum 20)

Ordered,—That the said Committee be empowered to examine and inquire into all such matters and things as may be referred to it by the House; and to report from time to time its observations and opinions thereon, with power to send for persons, papers and records.

FRIDAY, February 5, 1960.

Ordered,—That the name of Mr. Peters be substituted for that of Mr. Howard on the Standing Committee on Railways, Canals, and Telegraph Lines.

Ordered,—That the Standing Committee on Railways, Canals and Telegraph Lines be empowered to consider the toll-collection operations at the Jacques Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

22452-7—1½

MONDAY, February 8, 1960.

Ordered,—That the quorum of the Standing Committee on Railways, Canals and Telegraph Lines be reduced from 20 to 15 Members, and that Standing Order 65(1) (*b*) be suspended in relation thereto; and that the said Committee be empowered to print such papers and evidence as may be ordered by it, and that Standing Order 66 be suspended in relation thereto.

Attest.

LÉON J. RAYMOND,
Clerk of the House.

REPORT TO THE HOUSE

MONDAY, February 8, 1960.

The Standing Committee on Railways, Canals and Telegraph Lines has the honour to present the following as its

FIRST REPORT

Your Committee recommends:

1. That its quorum be reduced from 20 to 15 members and that Standing Order 65(1) (b) be suspended in relation thereto.

2. That it be empowered to print such papers and evidence as may be ordered by the Committee, and that Standing Order 66 be suspended in relation thereto.

Respectfully submitted,

G. K. FRASER,
Chairman.

MINUTES OF PROCEEDINGS

TUESDAY, February 9, 1960.

The Standing Committee on Railways, Canals and Telegraph Lines met at 10.00 a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Asselin, Badanai, Baldwin, Brassard (*Chicoutimi*), Brassard (*Lapointe*), Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Campeau, Chevrier, Chown, Creaghan, Crouse, Denis, Drysdale, Dumas, Fraser, Garland, Horner (*Jasper-Edson*), Howe, Keays, Kennedy, MacInnis, Martin (*Essex East*), Martini, McBain, McDonald (*Hamilton South*), McPhillips, Monteith (*Verdun*), Pascoe, Payne, Peters, Rapp, Rogers, Smallwood, Smith (*Calgary South*), Smith (*Lincoln*), Smith (*Simcoe North*), Tassé, Thompson and Wratten.—41.

In attendance: The Honourable George H. Hees, Minister of Transport.

The Clerk of the Committee read the Orders of Reference dated February 5th whereby the Committee was empowered to consider the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec; and dated February 8th whereby the quorum of the Committee was reduced from 20 to 15 Members and the Committee was empowered to print such papers and evidence as may be ordered by it.

On motion of Mr. Chown, seconded by Mr. Drysdale,

Resolved,—That, pursuant to its Order of Reference dated February 8, 1960, the Committee print 750 copies in English and 250 copies in French of its Minutes of Proceedings and Evidence in relation to its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

In view of recent raids by the R.C.M.P., Mr. Chevrier raised for consideration the undesirability of now proceeding with the Order of Reference in regard to the toll-collection operations at the two aforementioned bridges. Mr. Chevrier moved, seconded by Mr. Badanai:

That the proceedings of the Committee be adjourned in respect of the reference regarding the investigation of toll-collection operations at the Jacques-Cartier Bridge and the Victoria Bridge at Montreal, Quebec, to reconvene at the call of the Chair.

Following debate the said motion was carried.

At 10.30 a.m. the Committee adjourned to the call of the Chair.

Eric H. Jones,
Clerk of the Committee.

PROCEEDINGS

TUESDAY, February 9, 1960.
10 a.m.

The CHAIRMAN: All right, gentlemen, I see a quorum. Before we go on to our business, I am going to ask the clerk to read the orders of reference. I should say first of all that there has been a substitution on the committee. Mr. Peters replaces Mr. Howard. The Clerk of the committee will read the orders of reference to the committee.

The CLERK OF THE COMMITTEE: Order of reference of the house dated February 5, 1960:

> Ordered, that the Standing Committee on Railways, Canals and Telegraph Lines be empowered to consider the toll-collection operations at the Jacques Cartier bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

It is also further ordered by order of reference dated February 8, 1960 as follows:

Ordered, that the quorum of the Standing Committee on Railways, Canals and Telegraph Lines be reduced from 20 to 15 members, and that standing order 65(1) (b) be suspended in relation thereto; and that the said committee be empowered to print such papers and evidence as may be ordered by it, and that standing order 66 be suspended in relation thereto.

The CHAIRMAN: Now, gentlemen, we want a motion regarding printing, the number to be printed. I should judge that we would need at least 750 in English as we had before, and 250 in French.

Mr. CHOWN: I move that pursuant to its order of reference of Monday, February 8, 1960, the committee print 750 copies in English and 250 copies in French of its minutes of proceedings and evidence in relation to its consideration of the toll-collection operations at the Jacques-Cartier bridge, Montreal, Quebec, and at the Victoria bridge, Montreal, Quebec.

Mr. DRYSDALE: I second the motion.

The CHAIRMAN: You have all heard the motion that we print 750 copies in English and 250 copies in French. If we need more copies, it can be changed later.

Motion agreed to.

I think Mr. Chevrier wishes to say a few words.

Mr. CHEVRIER: Mr. Chairman, since the minister made his statement in the house the other day in connection with this investigation, a number of things have taken place which, in my opinion, make it undesirable for this committee to continue.

As the committee knows, there have been a number of raids by the R.C.M.P. into some 25 homes where papers and documents were seized.

I raised the question in the house last night and I gave reasons—I was sorry the minister could not be there; and I do not want to repeat now what I said then. But the minister, I am sure, was not aware of any of these happenings when he moved in the House of Commons for the establishment of the

Committee to investigate toll operations of the Jacques-Cartier bridge and, as amended, the Victoria bridge—because, had he been aware of this, I am sure that he would not have made that motion.

My only purpose in rising now is to appeal to the members of the committee, and their sense of fairness, that we should not proceed with this investigation when another one is now going on parallel with this one, lest we prejudice a fair trial for those who might be apprehended later.

So I now move that the proceedings of this committee be suspended in respect of the reference regarding the toll operations of the Victoria and Jacques Cartier bridges, and I would, Mr. Chairman, submit respectfully that the minister and the government should also give consideration, if the police investigation would warrant it, to proceeding instead with a judicial inquiry.

The CHAIRMAN: Have we a seconder for that motion?

Mr. BADANAI: I second the motion.

The CHAIRMAN: The motion has been seconded by Mr. Badanai.

Hon. GEORGE H. HEES (*Minister of Transport*): Mr. Chairman, as I announced in the house the reference to this committee was made in response to requests by members of parliament that this whole matter be brought before an appropriate committee of the house for thorough investigation; and when that request was conveyed to me by the press last fall, I said I would be very glad to bring this matter before a committee of the house at the earliest possible opportunity. That I have done.

As the hon. member from Laurier has said, since introducing this motion in the house, certain activities of the R.C.M.P. have taken place, and owing to the fact that the investigation by the R.C.M.P. has now reached a stage where there is a possibility that evidence may be produced which would warrant criminal charges, I believe that the proceedings of this committee should be postponed until the results of the investigation by the R.C.M.P. are known.

Of course I am in the hands of the committee, but in view of what has taken place in the last day or so, that is my recommendation to the committee, Mr Chairman.

The CHAIRMAN: Now, Mr. Chown.

Mr. CHOWN: Would the minister be good enough to tell us why we should not proceed with an investigation of the Victoria bridge and its toll operations, as suggested by the member from Laurier, because I do not think that is part of the present R.C.M.P. investigation.

Mr. CHEVRIER: If I may be allowed to answer by quoting from what appeared in the report from last night's *Citizen*, I read as follows:

> The RC.M.P. have launched a search for evidence of fraud or theft in toll collections on Montreal's Jacques Cartier and Victoria bridges. They raided homes of 25 collectors during the week-end, it was learned today.

Mr. SMITH (*Simcoe North*): I did not hear all the quotation. Am I right in saying that the *Citizen* report referred to police investigation with respect to the Victoria bridge?

Mr. CHEVRIER: Yes, it did.

Mr. SMITH (*Simcoe North*): Well, then, may I quote from the Montreal *Gazette*. It depends on which newspaper you read. Superintendent Rene Belec stated that the Victoria bridge was not concerned.

Mr. MCDONALD (*Hamilton South*): Has the minister any knowledge through the R.C.M.P. as to which investigation they are making, whether it is with respect to the Jacques Cartier or the Victoria bridge?

Mr. HEES: I am advised by the R.C.M.P. that it is an investigation of toll collection operations on the Jacques Cartier bridge.

Mr. MCDONALD (*Hamilton South*): If this is so, then why can we not go ahead with the Victoria bridge?

Mr. CAMPBELL (*Stormont*): Mr. Chairman, I think it is very convenient and fortuitous, in view of the fact that the hon. member from Laurier has used all the resources of his subtle mind to raise obstacles to this investigation.

However, I would like there to be some assurance if there is anything further to be discussed, that if the R.C.M.P. investigation is not conclusive, this matter be forthwith and immediately returned to this committee.

Mr. DRYSDALE: I would suggest with respect to what Mr. Campbell has mentioned, that the committee be called at the will of the Chair, because I think the situation is not clear as to whether or not this is a matter of purely income tax evasion, or whether there will be criminal charges laid.

If it were only a matter of income tax evasion, I do not think the matter would be sub judice as far as this committee is concerned.

I think the best thing to do—until the situation is clarified—is to adjourn the committee at the call of yourself, Mr. Chairman, when the situation has become clarified.

Mr. BALDWIN: Mr. Chairman it occurs to me as well that while the results of this investigation by the R.C.M.P. might not disclose facts which would warrant the laying of criminal charges, it might leave a residue of what you might call irregularity. Are you in a position to advise us on this? If we decide to proceed as a committee, if charges are not laid, will we be in a position to have the benefit of the information these raids have disclosed? It might be very useful in the future activities of this committee, should the committee proceed.

Mr. CHEVRIER: Is not that a matter for the Chair to decide.

Mr. HEES: I think so.

Mr. BALDWIN: I do not expect an answer now, but I thought it might be of some interest to the committee, if we do proceed later.

The CHAIRMAN: I think that is something on which the Department of Justice should give a ruling, because that department is definitely involved in this.

Mr. CAMPBELL (*Stormont*): I, and I believe a good many other members, have been under the impression that the R.C.M.P. investigations had been completed, and that the conclusion arrived at was there was nothing to warrant laying charges. It seems rather unusual, when the committee sets forth to investigate this matter, that immediately the R.C.M.P. should pounce and secure further evidence. Was there a lack of co-ordination there or did this sort of spur on the zeal of the R.C.M.P.? What is the situation in that respect?

Mr. CHEVRIER: You had better ask the Minister of Justice.

Mr. HEES: Mr. Chairman, following the publication of the first toll collections under the new automatic toll collection system, there appeared to be a very real difference between the amount of tolls collected under the new automatic toll machinery and those collected in the same month of the previous year under the manual method of collecting tolls. A number of newspaper editorials appeared and a number of persons expressed the opinion that this matter should be further investigated as a result of that.

Because I agreed with those sentiments, I wrote to the Minister of Justice and asked him if, in view of these new figures, he would have the R.C.M.P. continue the investigation they had been carrying on from time to time since we formed a government two and a half years ago. He replied to the effect that he would be glad to have the mounted police continue their investigation.

Since that time I have had no word from the mounted police or the Minister of Justice and have not expected to receive any until some results have been achieved.

When I moved the motion in the house last Thursday I had no idea this raid was going to take place. I believe that the Royal Canadian Mounted Police moved on their own. In addition, I believe that in important criminal investigations the fewer people from outside who know what the police are doing, and the way they are going to do it, the better it is.

I was as surprised as any of you when I read in the newspaper that this raid had taken place. However, in view of the fact that it did, and as I have said, there is a possibility that evidence might be produced which would warrant the laying of criminal charges, I really believe that the best possible course to follow would be simply to postpone the hearings of the committee until this matter has been concluded by the Royal Canadian Mounted Police who, I think, are the people from this stage on best able to conduct an important inquiry of this kind.

Mr. CHEVRIER: Mr. Chairman, I would like to commend the Minister of Transport upon the stand which he has taken earlier and which he has taken now. I think the stand is a commendable one in view of the statements which have appeared in the press and in view of the actions taken by the mounted police. I think all of us on this committee should be grateful to him for the attitude he has adopted in the face of this situation.

The CHAIRMAN: Thank you.

Mr. SMITH (*Calgary South*): I wonder if we might have a clarification of the motion of the hon. member for Laurier? There really are two suggestions. The first is that the committee postpone its inquiry—suspend or postpone. I think there should be a clarification. I believe the feeling of the committee is that postponement is certainly in order in view of the statement of the minister and the feeling of the committee. On the other hand I think the majority of us feel the best suggestion is that we reconvene at the call of the Chair at such a time as the chairman feels we should convene again. If that is not the hon. member's motion, it should be clarified.

Mr. CHEVRIER: I made only one motion. That was the motion of suspension. I did add that I respectfully submit the minister and the government should give consideration, if the police investigation warrants it, to proceeding with a judicial inquiry. That was not part of the motion but was a submission for consideration by the minister and government. Therefore, the only motion before the committee is for suspension of the committee.

Mr. SMITH (*Calgary South*): The question of what the government does is not really the concern of the committee. In so far as the committee is concerned, however, I think it should be clear that we intend to postpone rather than suspend.

Mr. DRYSDALE: Would Mr. Chevrier be agreeable to making his motion read at the call of the Chair?

The CHAIRMAN: Mr. Chevrier, would you be agreeable to substituting the word "postpone" for the word "suspend"?

Mr. CHEVRIER: Yes.

The CHAIRMAN: Then the wording in the motion will read "postpone" instead of "suspend".

Mr. DRYSDALE: I might say with respect that I do not think you can postpone, because that is indefinite. There is precedent in the rules for having it at the call of the Chair.

Mr. CHEVRIER: Then make it "adjourn".

Mr. HEES: Yes; "adjourn".

Mr. CAMPEAU: Mr. Chairman, I have no objection to the motion of Mr. Chevrier. There are, however, other problems which I think this committee should consider. For example, there is the question of the method of financing the bridge. Then, having regard to the added revenues, there is the question of how it is intended to finance it in the future. This has no relation at all to the question of toll collection. As a member of this committee from the Montreal region I would be interested in seeing how it is financed, what the expenditures have been in the past and how it has been administered. I would also be interested in seeing how it is intended to finance it in the future.

Mr. KEAYS: Would it be possible to have at least a report from the National Harbours Board in order to obtain a picture of their set-up, and to familiarize the committee with the problem as it exists. This would not involve proceeding with anything further nor would it involve the calling of witnesses, and so on. This would just be a report from the board.

The CHAIRMAN: I am not sure whether or not that would be in order.

Mr. HEES: I am perfectly satisfied if the committee is.

The CHAIRMAN: We have here the members of the National Harbours Board.

Mr. SMITH (*Simcoe North*): Have the members of the board prepared a summary of the manner of their operation?

The CHAIRMAN: I understand they have.

Mr. SMITH (*Simcoe North*): Would there be any objection to having that report without taking any viva voce evidence? It would be merely a matter of having the submission filed.

Mr. MARTIN (*Essex East*): Mr. Chairman, may I make a comment on that?

Mr. CAMPBELL (*Stormont*): Mr. Chairman, may I—

The CHAIRMAN: Mr. Martin is next.

Mr. MARTIN (*Essex East*): It seems to me that we ought to take guidance in this matter from the early observations made by the minister this morning. The R.C.M.P. have moved in in respect of a matter that they regard as serious. It would seem to me that the suggestion made a moment ago, that some examination might be made of the board as a preliminary—

The CHAIRMAN: Pardon me, Mr. Martin; I think Mr. Smith (*Simcoe North*) said "read their brief". I think that was all.

Mr. MARTIN (*Essex East*): Yes. It might open up an area of interrogation which the police might find difficult and embarrassing in connection with their particular work. And I would think that any of the lawyers sitting in this committee would agree with this, that certainly before taking that decision we should give the minister an opportunity of discussing that matter very carefully with those carrying on this investigation. I think the minister has given us a lead in this matter and I do not think we should do anything that would in any way interfere with the effective operation of the investigation at this stage being carried on by the R.C.M.P.

Mr. HEES: Mr. Chairman, I have discussed this matter very thoroughly with the assistant commissioner in charge of this investigation. I am convinced that the R.C.M.P. are carrying out a very thorough investigation in this matter. They feel it would hinder them if the committee continued to meet and discuss this matter. I can assure you, having talked with the R.C.M.P., that this matter will be thoroughly investigated and no stone left unturned. They are of the belief that if we carried on our hearing it would make their task more difficult, and I feel sure that we do not want to do that. I again assure members of the committee—and I think the members of the committee feel the same

way,—that it is the feeling of the government that we want to get all the evidence and all the information on this matter that we possibly can; and I am convinced that, following the suggestions made this morning, to suspend temporarily the hearing of this committee, will assist in doing that in the very best possible way.

The CHAIRMAN: Mr. McDonald is next.

Mr. MCDONALD (*Hamilton South*): He may proceed.

The CHAIRMAN: All right; go ahead, Mr. Campbell.

Mr. CAMPBELL (*Stormont*): Might it be in order after the completion of this R.C.M.P. investigation and regardless of whether or not we resume the investigation into the toll collection, that we commence at that time a thorough investigation into the financing of the bridge and its subsequent operation?

Mr. HEES: When the R.C.M.P. come to one of two conclusions; either that no new evidence is produced which substantiates the laying of criminal charges, or if such evidence is produced, and charges are laid, and the matter is cleared up in the courts, I will be glad to recommend to the chairman of this committee at the completion of either of those procedures, that this committee be called again. That is, as soon as the R.C.M.P. report to me that there is no evidence on which they can lay charges, and they are completely finished with their investigation, or if the matter has been cleared up in the courts, if charges are laid, then I will recommend this committee be immediately reconvened to discuss any matters whatsoever regarding the toll operation of both bridges. Is that satisfactory?

The CHAIRMAN: Mr. Smith of Simcoe North is next, and then Mr. McPhillips.

Mr. SMITH (*Simcoe North*): I want to set forth a motion to adjourn now to the call of the Chair, and I suggest the motion be put.

Mr. MCPHILLIPS: That is the very point I want to take up, Mr. Chairman, because I do not think it is in the motion that the adjournment be at the call of the Chair; and I submit that a simple motion to adjourn is not a proper one because if it is adjourned sine die it is as dead as mutton. There will have to be provision made that it is at the call of the Chair.

The CHAIRMAN: You have a point there, Mr. McPhillips, and we will see if we can get this motion in shape.

Mr. DRYSDALE: On the same point, Mr. Chairman—

The CHAIRMAN: Just a moment, Mr. Drysdale, we have changed the motion. I think it is written out and I would ask the Clerk to read it.

The CLERK OF THE COMMITTEE: The motion, as amended is:

> That the proceedings of the committee be adjourned in respect of the reference regarding the investigation of toll-collection operations at the bridges.

Mr. SMITH (*Calgary South*): And to be reconvened at the call of the Chair.

Mr. DRYSDALE: Could I follow that up?

The CHAIRMAN: You want added to that the words "reconvened at the call of the Chair".

Mr. DRYSDALE: Could I have a word? I would like to quote from May's Parliamentary Practice, sixteenth edition, at page 649:

> A standing committee ought to be adjourned to a specified day. A committee has however sometimes adjourned with the general concurrence of the members, to a day to be subsequently fixed by the chairman.

And I suggest that that be used—"to a day to be subsequently fixed by the chairman".

Mr. CHEVRIER: If you wish, at the call of the Chair, but I think that is good enough.

Mr. DRYSDALE: But with a day to be set.

Mr. CHEVRIER: Well, I am not going to disagree.

The CHAIRMAN: Mr. Drysdale is very particular with his wording, you know.

Mr. MACINNIS: Is this meeting being held just for the benefit of those in the front seats?

The CHAIRMAN: No; you are all included.

Mr. MACINNIS: Well, I wish that anyone who has anything to say would get to his feet and make himself heard. We do not know what is going on down at this end.

The CHAIRMAN: I am glad you mentioned that. Are there any other members who wish to say anything? If not, I will put the motion. Is it to be at the call of the Chair?

Some hon. MEMBERS: Agreed.

The CHAIRMAN: All those in favour of the motion?

Mr. MACINNIS: Let us have that motion again.

The CHAIRMAN: Would the Clerk read the motion again.

The CLERK OF THE COMMITTEE:

> That the proceedings of the committee be adjourned in respect of the reference regarding the investigation of toll-collection operations at the bridges, to reconvene at the call of the Chair.

The CHAIRMAN: Would it not be wise to put in there the names of the bridges?

Mr. CHEVRIER: I think it would.

The CHAIRMAN: I think so. It would be more definite. Now, gentlemen, are you all agreed?

Some hon. MEMBERS: Agreed.

The CHAIRMAN: Thank you very much for your cooperation and for being here on time this morning.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

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STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 2

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

MONDAY, MARCH 14, 1960

WITNESSES:

The Honourable George Hees, Minister of Transport; and of the National Harbours Board: Messrs. Maurice Archer, Chairman; G. Beaudet, Port Manager, Montreal Harbour; J. B. Phair, Chief Treasury Officer; and J. F. Finlay, Legal Adviser.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22454-3—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Balwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*)
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*)
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatalets,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
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Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Tassé,
Thompson,
Tucker,
Valade,
Wratten—60.

Eric H. Jones,
Clerk of the Committee.

ORDERS OF THE HOUSE

HOUSE OF COMMONS,
TUESDAY, March 8, 1960

Ordered,—That the names of Messrs. Bell (*Saint John-Albert*) and McGregor be substituted for those of Messrs. Stewart and Small on the Standing Committee on Railways, Canals and Telegraph Lines.

FRIDAY, March 11, 1960

Ordered,—That the name of Mr. Deschatelets be substituted for that of Mr. Hardie on the Standing Committee on Railways, Canals and Telegraph Lines.

MONDAY, March 14, 1960

Ordered,—That the Standing Committee on Railways, Canals and Telegraph Lines be given leave to sit while the house is sitting.

Attest.

LÉON J. RAYMOND,
Clerk of the House.

22454-3—1½

REPORT TO THE HOUSE

MONDAY, March 14, 1960

The Standing Committee on Railways, Canals and Telegraph Lines has the honour to present the following as its

THIRD REPORT

Your Committee recommends that it be given leave to sit while the House is sitting.

Respectfully submitted,

(Note: The Second Report of the Committee dealt with a Private Bill in respect of which verbatim evidence was not recorded.)

G. K. FRASER,
Chairman.

MINUTES OF PROCEEDINGS

MONDAY, March 14, 1960
(4)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.30 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Baldwin, Bell (*Saint John-Albert*), Browne (*Vancouver-Kingsway*), Cadieux, Campbell (*Stormont*), Campeau, Chevrier, Chown, Creaghan, Crouse, Deschatelets, Drysdale, Dumas, Fisher, Fraser, Horner (*Acadia*), Horner (*Jasper-Edson*), Howe, Johnson, MacInnis, Martin (*Essex East*), McBain, McPhillips, McGregor, Monteith (*Verdun*), Pascoe, Rapp, Rogers, Smith (*Simcoe North*) and Tucker.—30.

In attendance: The Honourable George Hees, Minister of Transoprt: and of *the National Habours Board*: Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; W. C. Perron, Executive Director; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer, and J. A. Clement, Superintendent of Bridges, Montreal Harbour: and of the *Canadian National Railways*: Messrs. Lionel Côté, Q.C., Assistant General Solicitor; and L. J. Henderson, General Manager of Road Transport.

The Committee resumed its consideration of the toll-collection operations at the Jacques Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

The Clerk of the Committee read from *Hansard* the speech of the Minister of Transport in the House on March 10, 1960, in regard to the resumption of the sittings of the Committee on its Order of Reference relating to the said subject.

Following debate, the Clerk read a letter dated March 10, 1960, to the Chairman, Mr. Gordon K. Fraser, from Mr. Donald Gordon, President, Canadian National Railways.

Mr. Archer was then called. He read a paper entitled *Memorandum respecting Jacques Cartier Bridge, Montreal, Quebec,* copies of which, in English and French, were distributed to the Committee.

The Chairman proposed a motion which was moved by Mr. Bell (*Saint John-Albert*), seconded by Mr. Browne (*Vancouver-Kingsway*), as follows:

That a Subcommittee on Agenda and Procedure be appointed comprising the Chairman and 7 members to be named by him.

The said motion was carried. Thereafter the Chairman named the said 7 members as follows: Messrs. Chevrier, Creaghan, Deschatelets, Drysdale, Fisher, Johnson and McGregor.

It was then moved by Mr. McPhillips, seconded by Mr. Drysdale, that the Committee request permission to sit while the House is sitting.

Following debate the said motion was resolved in the affirmative—Yeas, 21; Nays, 7.

Mr. Archer was questioned on the subject matter of the memorandum which he had earlier read to the Committee. Messrs. Beaudet, Finlay and Phair answered questions which were referred to them.

At 12.30 o'clock p.m. the Committee adjourned until the morning of Wednesday next, March 16, 1960.

Eric H. Jones,
Clerk of the Committee.

EVIDENCE

MONDAY, March 14, 1960.
9:30 a.m.

The CHAIRMAN: Gentlemen, I see a quorum and I think we may now proceed to business. First of all I shall ask if Mr. Plouffe, the acting chief of the committees branch, is present?

The CLERK OF THE COMMITTEE: No, I think not.

The CHAIRMAN: I was going to request Mr. Plouffe, the acting chief of the committees branch, to have mimeographed copies of the evidence prepared and given to the members of the committee as soon as they can be made available. I think that would be a good idea, then you would have anything that might be said, and you would have it before you for the next meeting.

If it is possible to get it printed within that time, all right, but we would have mimeographed copies.

Mr. Hees, the Minister of Transport, gave the house notice that he was going to call this committee together, so I shall ask the Clerk to read what Mr. Hees had to say.

The CLERK OF THE COMMITTEE: *Hansard* of Thursday, March 10, 1960, reads as follows:

> Hon. George H. Hees (Minister of Transport): Mr. Speaker, on Wednesday, February 24 last, I advised the house that the investigation into possible criminal activities in connection with the collection of tolls on Jacques Cartier bridge had advanced to the point where it appeared that criminal charges should be laid, and that accordingly the Minister of Justice had appointed counsel to assess the evidence, to advise as to the course of further criminal investigations, and to draft charges that should be laid. At the same time I announced that as soon as charges had been laid the government would ask the committee on railways, canals and telegraph lines to resume its hearings immediately and make the fullest possible examination of all other aspects of the matter.
>
> The Minister of Justice has now been advised that it may take considerably longer than was first anticipated to bring the matter before the courts because of the time and care that must be taken in the weighing of the evidence. The government is therefore of the view that the hearings of the committee to examine other aspects of the situation should not be indefinitely delayed, and has asked that the committee be called to meet for that purpose on Monday morning next, March 14.

Mr. MARTIN (*Essex East*): Mr. Chairman, I would like to say a word at this point.

The CHAIRMAN: Just a moment, please, Mr. Martin. May I give notice of the meeting that has gone out to all the members, and that this meeting is called for today at 9:30 this morning. Now, Mr. Martin.

Mr. MARTIN (*Essex East*): Thank you, Mr. Chairman. I want to rise for the purpose of obtaining a clarification of the situation which confronts us, particularly in the light of the statement you have just caused to be read, Mr. Chairman.

Since I received notice of this meeting I have made an examination of the observations, questions, and responses which took place when the committee met on Tuesday, February 9, and I should like to read one or two of those observations so that I may lay the groundwork for the clarification for which I am asking.

At page 12 of the verbatim account of our proceedings at that meeting of February 9, the Minister of Transport in the first complete paragraph is reported as having said:

> I was as surprised as any of you when I read in the newspapers that this raid had taken place. However, in view of the fact that it did, and as I have said, there is a possibility that evidence might be produced which would warrant the laying of criminal charges, I really believe that the best possible course to follow would be simply to postpone the hearings of the committee until this matter has been concluded by the Royal Canadian Mounted Police who, I think, are the people from this stage on best able to conduct an important inquiry of this kind.

Then the minister, who I thought was very helpful that day, said at the bottom of page 13:

> Mr. Hees: Mr. Chairman, I have discussed this matter very thoroughly with the assistant commissioner in charge of this investigation. I am convinced that the R.C.M.P. are carrying out a very thorough investigation in this matter. They feel it would hinder them if the committee continued to meet and discuss this matter. I can assure you, having talked with the R.C.M.P., that this matter will be thoroughly investigated and no stone left unturned. They are of the belief that if we carried on our hearing it would make their task more difficult, and I feel sure that we do not want to do that. I again assure members of the committee.

And then he goes on in terms which I think are not immediately relevant. And then on page 14 Mr. Hees said again:

> Mr. Hees: When the R.C.M.P. come to one of two conclusions; either that no new evidence is produced which substantiates the laying of criminal charges, or if such evidence is produced, and charges are laid, and the matter is cleared up in the courts, I will be glad to recommend to the chairman of this committee at the completion of either of those procedures, that this committee be called again. That is, as soon as the R.C.M.P. report to me that there is no evidence on which they can lay charges, and they are completely finished with their investigation, or if the matter has been cleared up in the courts, if charges are laid, then I will recommend this committee be immediately reconvened to discuss any matters whatsoever regarding the toll operation of both bridges. Is that satisfactory?

So concluded the minister.

The CHAIRMAN: Mr. Martin, I must interrupt you here and say that in regard to the matter of the committee sitting this morning we have assurance from the Minister of Justice that this commitee can sit, owing to the fact that no arrests have been made, and that there is only one angle to it, and that is if we call witnesses we are to let the Minister of Justice know who those witnesses are, so that we will not call anyone who is liable to be subpoenaed.

Mr. MARTIN (*Essex East*): I thank you for that observation, Mr. Chairman; and now, may I have a minute or two in which to conclude when I would only point out in the intent of what your honour has said that the Minister of Justice, of course, is not a member of this committee. But what I am seeking to do now is just to clarify the position to find out exactly what we have in mind.

On February 24 the minister said in the house at page 1391 of *Hansard*—I shall not quote the first paragraph because I do not find it immediately relevant, but in the last paragraph the minister said:

> It is the view of the government that until this aspect of the investigation has been completed, and the number and extent of those involved in criminal activities have been ascertained and specific charges have been laid, the hearings before the committee on railways, canals and telegraph lines should not be resumed.

As I said at the outset, it seemed to me at the time that the direction which the minister gave us on February 9 was a salutary one, and I was just wondering what happened to change the situation? According to the statement which was made in the house on March 10, it indicated a change of attitude. So what are we going to do now? Whom are we going to call? I feel that in a matter of this sort, where we all have an appreciation of our responsibilities, we would want to know exactly what caused the change of attitude in regard to our work. I would be very grateful for an explanation from the Chair or from the minister before we proceed.

The CHAIRMAN: I shall ask Mr. Hees if he has something to say.

Hon. GEORGE H. HEES (*Minister of Transport*): Yes, Mr. Chairman, I shall be very glad to say a few words on the subject because I do want the hon. members present to know exactly where we are going and why, and how we expect to succeed. We all want to know that.

When I spoke at the opening of this committee which I think was on February 9, at that time I said that I did not want to say anything that would interfere with the investigation being carried out by the R.C.M.P. At that time I had talked with the officer in charge, and he said that he thought that if we did proceed at that time, it probably would interfere with their investigation.

I have talked since that time with the Minister of Justice and through him to the R.C.M.P., and they have advised me through him that their investigation will not now be interfered with in any way by this committee proceeding. The Minister of Justice has advised me that if between now and the time when this committee has concluded its sittings any criminal charges should be laid, these certain matters would then become, as I understand it in legal language, sub judice. Those persons who might be charged would not be callable before this committee and their activities would not be considered by this committee. The Minister of Justice, however, has advised me—as the hon. member has asked the question I would like to wait until he has finished his conversation.

Mr. MARTIN (*Essex East*): I thank the minister.

Mr. HEES: I would be glad to receive this little courtesy. As the minister of Justice has advised me that there is no reason at all why this committee should not proceed to hear a report from the chairman of the National Harbours Board as to the operation of this bridge ever since it started its operations thirty years ago in 1930, and as the R.C.M.P. have now advised me that our sittings will in no way interfere with their investigations, there is no reason why we should not consider all matters concerned with the operation of this bridge. Knowing that the hon. member for Essex East, and I am sure the hon. member for Laurier, and all other members, are just as anxious to have this whole matter opened up and brought before the public, and bring any information which is possible to bring before the public, who I think seek information on this whole matter, I feel sure the hon. member for Essex East would agree with me that the calling of this committee at this time is a wholly desirable thing.

As we have been assured that we are not going to interfere in any way with the investigations of the Royal Canadian Mounted Police and since there is no reason, from the point of view of the Minister of Justice or any other point of view, that we should not resume our sittings, I feel sure the committee will agree that it was logical and correct that I should have asked the chairman of the committee if he would call the committee together; and I am sure the hon. member for Essex East will agree we should proceed forthwith.

Mr. MARTIN (*Essex East*): I thank the minister for his explanation.

Mr. CHEVRIER: The second question asked by the hon. member for Essex East has not been answered. I think we should obtain from the chair, or from the minister, a clarification of what is meant by the words "The government is therefore of the view that the hearings of the committee to examine other aspects of the situation should not be indefinitely delayed". I think this commitee now is entitled to know what is meant by the words "other aspects of the situation". Will the other aspects of the situation which will be considered encroach upon the field now under consideration by the R.C.M.P.? I think first we should be given some clarification and some assurance on that point.

Next I would ask, where do the other aspects of the situation begin? Do they begin with the present chairman of the National Harbours Board and how far back do they go?

The CHAIRMAN: Would you like Mr. Hees to speak on that?

Mr. CHEVRIER: Yes.

Mr. HEES: The word "other" means exactly what it says, other than any charges which might be laid by the Royal Canadian Mounted Police or by the Minister of Justice during the sittings of this committee. At the present time no charges have been laid and therefore we are quite free to go into any matters pertaining to the operation of this bridge which the hon. members of the committee may like to enquire into.

The whole thing is in the hands of the committee. We are, however, quite free to go into all operations and all aspects of operations of this bridge or the Victoria bridge as the hon. member for Laurier has requested we do. When I say "all aspects" I really mean all aspects, and I feel sure all members of the committee would consider that is the way it should be done, because we want to bring to light and discuss any matters at all which members of the committeee might desire to discuss. Does that answer the question of the hon. member for Laurier?

Mr. CHEVRIER: Well, that answer is in part an answer to the question I asked. I think the committee, the minister and the chairman will find that we in the opposition will cooperate to the fullest extent in order to bring out the evidence in connection with other operations. At this time, however, I would like to bring your attention to this point, that I think it is going to be rather difficult to go into the other operations without having before us here the person who was the chairman of the National Harbours Board for a period of fourteen years. Of course I refer to Mr. R. K. Smith who was a former member of the House of Commons and who perhaps knows more about this whole situation than anybody else. Of course there can be no objection to anyone the committee wants to hear who is here now.

It should be made quite clear that, if all the matters other than those under investigation from a criminal standpoint are going to be considered, there should be no doubt about the presence here of the chairman of the National Harbours Board who was I think in that position from 1940 until 1952. I am sure the subcommittee would not want to deal with this thing unless he were here.

The CHAIRMAN: This committee can summon anyone before it whom it wishes. Mr. Smith could be summoned before this committee if we wish his being summoned, and likewise anyone else.

Mr. FISHER: In view of the decision to bring the Victoria bridge into this, we have a matter on which we have much less information and statistical details than we do in connection with the Jacques Cartier bridge. I think this committee will remember that last year a motion of Mr. Drysdale seconded by Mr. McPhillips for the production of statistical information and correspondence in the Railways, Air Lines and Shipping Committee was voted down by the committee. At that time there was much argument to the effect that that had never been done. I have been searching through the past records and I find that when Mr. Chevrier was Minister of Transport he said this information was part of the C.N.R. records and therefore information which could not be released.

I do not think we should look into the matter of the Victoria bridge in relation to the Jacques Cartier bridge until we have some information in respect of toll traffic and revenue.

The CHAIRMAN: I have a letter before me from Mr. Donald Gordon, the chairman and president of the Canadian National Railways. I will ask our Clerk to read it to you.

THE CLERK OF THE COMMITTEE:

March 10th, 1960.

Dear Mr. Fraser:

I have been advised that this afternoon the minister informed the house that the Standing Committee on Railways, Canals and Telegraph Lines will resume its sittings on Monday, March 14th.

Prior to your last meeting, I understand that you were in touch with N. J. MacMillan, executive vice-president, as to C.N.R. representation at the hearings to assist in that phase of the inquiry which would cover the toll collection operation of Victoria bridge. It was then indicated that initially we would be represented by Lionel Cote, Q.C., assistant general solicitor, and L. J. Henderson, general manager of road transport, who has the immediate control of the bridge operation. They will be present when your hearings resume again on Monday. However, I want you to know that should my presence be required at any time during the hearings, I will be only too pleased to attend and to assist in any way possible although I wish to assure you that the two above-mentioned senior officers are fully qualified to represent the railway.

Your sincerely,

D. Gordon.

The CHAIRMAN: Mr. Fisher and gentlemen, these two gentlemen are here, Mr. Cote and Mr. Henderson. We will be able to get any information we require from them.

Mr. MARTIN (*Essex East*): Before you go on, Mr. Chairman, I thank the minister for what he has said. I take it that the minister gives us the assurance that as a result of what we are now perhaps about to do there will be no delay whatsoever in the work that is now being carried on by the R.C.M.P. leading to the culmination of any action which the Department of Justice thinks should be taken. As long as we are satisfied that there will be no delay as a result of what we are doing now I would be very happy to proceed.

The CHAIRMAN: I have that assurance, but I will ask Mr. Hees to speak in that connection.

Mr. HEES: I would like to assure the hon. member from Essex East and all members of the committee that this is the case. The Minister of Justice has assured me that the meeting of this committee will in no way hinder—and I again underline "in no way hinder"—the investigation which is being carried out by the R.C.M.P.; and it will interfere in no way whatsoever in the progress of their work—

Mr. MARTIN (*Essex East*): Or delay it.

Mr. HEES: —and will cause no delay whatsoever.

Mr. FISHER: Mr. Chairman, I do not think the point I raised in connection with the C.N.R. is clear. Last year we were unable to obtain information from the senior C.N.R. officials who were here, and because we have these two chosen men I do not know how we are going to get specific information as to tolls, the number of vehicles and so on. I would like the assurance that we will have the necessary information so that we can make the proper comparison.

The CHAIRMAN: I should think that later on today a steering committee will be set up, and that steering committee will then be able to recommend the calling of any witnesses they wish from whom to obtain any information they wish. I think we should clean up the Jacques Cartier bridge before we go into the matters concerning the Victoria bridge. That is my view in connection with it. However, the steering committee will be able to state the ones they wish called; we will call them and ask for all the information we can get. We will try to obtain the information you desire.

This morning we have with us Mr. Maurice Archer, chairman of the National Harbours Board; Mr. R. J. Rankin, vice chairman; Mr. G. Beaudet, port manager, Montreal harbour; Mr. W. C. Perron, executive director; Mr. J. F. Finlay, legal adviser; Mr. J. B. Phair, chief treasury officer and Mr. J. A. Clement, superintendent of bridges, Montreal harbour.

I understand that Mr. Archer has a report to give, and I also understand that he has copies of his report for distribution to members of the committee. Before Mr. Archer gives his report, I would like distributed amongst the members those mimeographed copies. They are in both English and French and you may have whichever you wish.

Now, gentlemen, while these copies of the report are being distributed, I would like to suggest that Mr. Archer be allowed to give his report without any interruptions or questions. If you have any questions which you would like to ask, I would ask that you underline them on the report and when Mr. Archer is finished you can then ask your questions. I think that is the only fair way to do it.

Mr. Archer, would you mind coming up to the front table, please. Has everyone a copy of the report? If not, put your hand up.

At this time I will ask Mr. Archer if he will be kind enough to give us his report.

Mr. MAURICE ARCHER (*Chairman, National Harbours Board*): Mr. Chairman and gentlemen, I have here a memorandum respecting the Jacques Cartier bridge, Montreal harbour.

Joint Local Venture

The Jacques Cartier bridge was constructed and is being operated as the result of an agreement dated May 5, 1928, made between three parties—the Montreal harbour commissioners (now the National Harbours Board), the province of Quebec and the city of Montreal—which agreement explicitly provides that it shall be a toll bridge. Participation of the harbour authority

was justified on the ground that it would be a self-supporting venture. Construction of the bridge started in 1925, and the bridge was opened to the public on May 14, 1930.

Capital Cost

The bridge actually cost $18,650,777 which was $6,300,223 more than the original official engineering estimate of $12,350,554 submitted by the Montreal harbour commissioners on July 25, 1925. In the enabling statute of the province of Quebec an estimate of $10,000,000 was mentioned, but this was only a rough figure made before the plans and specifications were prepared. The commissioners' estimate was prepared after borings were made and is summarized as follows:

Total physical cost	$ 8,663,777
Engineering and Inspection	564,000
Property	1,800,000
Tramways	200,000
Total	11,227,777
Contingencies	1,122,777
	$12,350,554

The apparent increase of $6,300,000 over the estimate represented—

(a) interest during construction;
(b) an increase in the cost of the substructure due to the necessity of constructing it to a much lower elevation than originally estimated and to other engineering contingencies; and
(c) an increase in the cost of the superstructure due to an increase in the quantity of steel of some 4,000 tons and an increase in the price of steel over the engineers' estimate.

Financing

The construction of the bridge was financed by the issuance of 5 per cent bonds in the total amount of $19 million maturing November 1, 1969, and being non-callable prior to November 1, 1949. Under the terms of the issue the bonds were redeemed as of November 1, 1949, at par with accrued interest plus a premium of five per cent. As these bonds carried an option for payment in currency of the United States, provision for their redemption was included when an issue of government of Canada bonds was sold in New York about September 1, 1949. The necessary New York funds were advanced to the board by the Department of Finance and the resulting indebtedness converted into an obligation payable in Canadian currency, bearing interest at 2¾ per cent, and for the sum of $20,049,750. The latter figure represents the $19 million principal amount of bonds redeemed, plus $950,000 for redemption premium and $99,750 for U.S. exchange at ½ per cent.

Owing to this favourable refinancing of the capital debt of the bridge, annual debt charges were decreased by about $445,000, taking into consideration interest, exchange (at current rate), and amortization of redemption expenses. Following this reduction in debt charges, the bridge became self-supporting in 1951 for the first time since its construction.

Since the capital debt of the bridge was refinanced in 1949 (whereby the interest rate was reduced from 5 per cent to 2¾ per cent) a total of $5,123,750 has been applied from earnings in reduction of the capital debt. (No payments have been made on account of the deficit debt or interest thereon.) In addition,

during the same period capital expenditures totalling approximately $3,714,905 have been financed from bridge revenues and as at December 31, 1959, surplus funds in the amount of approximately $2,500,000 were invested in short-term bonds.

As at December 31, 1959, the debt of the bridge was as follows:

Capital debt	$14,926,000.00
Deficit debt	6,489,605.23
Interest on deficit debt	7,020,691.13

Deficit Contributions

In accordance with the terms of the tripartite agreement under which the bridge was constructed, the province and the city each paid $2,045,342 towards the deficits incurred in the years 1930 to 1943 inclusive. The city then discontinued its payments, alleging non-liability, and the province also withheld its payments in view of the position taken by the city. The National Harbours Board entered suit against the city and was successful in obtaining judgment in its favour. As a result, in March, 1953, the city discharged its indebtedness by the payment of $744,426, together with interest in the amount of $210,407. This covered the years 1944-1949 inclusive. No deficits payable by the province or the city, as defined by the agreement, have occurred since 1949. A petition of right was submitted to the province on August 19, 1953, but no action has been taken by the province to discharge its obligation. Arrangements were made with the late premier of the province of Quebec to discuss their outstanding share of the deficits.

The original conception of the negotiators was that any deficits would be shared equally, that is to say, one-third each. However, a ceiling of $150,000 a year each for the contributions of the province and the city was written into the agreement and, due to the fact that the deficits in some years were greater than $450,000, the result has been that the federal guarantor has had to provide more than twice the amount required from either the province or the city. The share of the province and the city was $2,789,768 each. The federal guarantor has had to provide (by way of advances from the Canadian treasury) $5,745,179 as its own share, plus $744,426 still due from the province, a total of $6,489,605.

Revenue Trend

Exhibit "A" shows the rate of change of the revenue from bridge tolls in comparison with the rate of change of registrations of motor vehicles and of gas taxes in the province of Quebec. It will be noted from this graph that the rate of change of revenue from bridge tolls is in line with the other two items mentioned except in years 1955 to 1959 when large construction works were in progress on the bridge.

Problems of Traffic Control and Toll Collection

With the tremendous increase in traffic over the years, the problems of traffic control and toll collections became more difficult. Traffic volume, as indicated by the number of reported vehicles, increased from 1,111,280 in 1930 to 9,386,991 in 1955. It became apparent in 1955 that something would have to be done to expedite traffic movements on the bridge and facilitate and provide further safeguards for the collection of tolls. Three proposals were considered, namely:

1. Addition of traffic lanes and improved approaches.
2. Simplification of the tariff.
3. New system of toll collection.

The construction of one additional lane was started in September, 1955, and the new lane was opened for traffic on June 15, 1956. Construction of another lane was commenced on November 6, 1958, and this lane was opened for traffic on June 10, 1959. The addition of these two lanes gave the bridge five lanes and thus about doubled its practical capacity.

Simplification of the tariff was considered in August, 1955, but after considerable study it was felt that a comprehensive revision of the tariff should be made in order to—

(a) speed up the collection of tolls to increase the efficiency of the bridge and avoid traffic congestion which took place daily at the toll booths during peak hours;
(b) permit the control of toll collection by mechanical equipment in order to ensure that tolls are collected from every vehicle crossing the bridge and that the proper charge is made for each vehicle;
(c) permit a uniform application of rates by eliminating the element of appreciation by the toll collectors;
(d) permit a better and more efficient control of the vehicular traffic on the bridge.

As the maximum number of revenue items in the revised tariff would have to be governed by the type of automatic toll collection equipment which would be installed, the tariff revision had to be delayed until such time as the different types of equipment could be inspected and a decision reached as to the design that would be best suited to the Jacques Cartier bridge. The new tariff provides only 20 revenue items as compared with 53 items under the old tariff.

The new tariff was submitted on May 1, 1958, to the province of Quebec for approval as required by the tripartite agreement. The lieutenant governor in council approved the tariff on February 4, 1959, following which the tariff was approved by the governor general in council on February 26, 1959, and became effective April 1, 1959.

Purchase and Installation of Automatic Toll Collection Equipment

During the latter part of 1955 various types of control equipment were investigated but considering that:

(a) in all types investigated at that time the machines merely registered the transactions between the patrons and the toll collectors but still required the toll collectors to continue the collection of money; and,
(b) Mr. Beaudet, the port manager, at that time had reported that it had come to his knowledge that an American company was developing a completely automatic toll collecting machine,

decision was deferred on the matter as it was felt that to be most effective the machine must remove the human element from the money transaction, and this could only be accomplished by having equipment which would permit the patrons to deposit the tolls in the machine and at the same time automatically register the actual number of vehicles crossing the bridge.

Early in 1956, Mr. Guy Beaudet learned that new automatic toll collection equipment of this type, manufactured by Grant Money Meters Limited, Providence, Rhode Island, was being installed on a trial basis on the Everett turnpike, New Hampshire, U.S.A. In June 1956, Mr. Beaudet inspected two of these machines in operation on the Everett turnpike. In September 1956, following the installation and putting into operation of this equipment on the Garden State parkway, Mr. Beaudet and the vice-chairman inspected the actual operation on the parkway, which was a much larger installation than that of the Everett turnpike, to see if it was working satisfactorily. They also visited the manufacturers' plant in Providence. Then in October, 1956, on

the strong recommendation of Mr. Beaudet, the board approved in principle the purchase and installation of this type of equipment. As board specifications for the manufacture of the specialized equipment had to be based upon the tariff as finally approved by the governor general in council, actual purchase of the equipment could not have been made prior to such approval which, as before stated, was given on February 26, 1959. Meanwhile, the non-specialized equipment was ordered.

Consideration was given to the desirability and practicability of using a temporary installation but this would have cost approximately $166,000, would not have been satisfactory, would have caused traffic delays and inconvenience to the public, and in any event would have taken considerable time to purchase and install. Furthermore, the northern approaches did not lend themselves to this type of installation because of the grade of the bridge. It would have also entailed expropriation of land on the north shore, which land would have been of no value when the permanent installation on the south shore was made.

The purchase and installation of the equipment was also delayed by reason of certain construction projects on the bridge which had to be completed prior to or in conjunction with the installation of the toll equipment. These projects were as follows:

1. Lifting of the bridge to span the seaway which lifting was started in October, 1956, and completed on July 2, 1958.
2. Building of the southern approaches which was started on July 17, 1956, all these approaches having been finally opened at the end of November, 1958.
3. Construction at the southern end of the bridge of an administration building and also a modern toll plaza replacing the toll booths previously located at both ends of the bridge. This project was started on September 19, 1958, and the new facilities opened on September 8, 1959.
4. Widening of the upstream side, which was started on November 6, 1958, the new lane having been opened for traffic on June 10, 1959.

The new system of automatic toll collection was put into operation on September 8, 1959.

Administration

Administration of the bridge at the local level was a very difficult problem under the system of manual toll collection which necessarily involved the human element to a very large extent.

Former Manual Toll Collection System

Under the former manual system each toll collector was issued with complete rolls of consecutively numbered receipts to cover each of the various types of vehicles, such as automobiles, trucks, motorcycles, and so forth. At the conclusion of his shift, each collector was required to:

(a) report the amount of cash collected during his shift, which was verified by the supervisor of toll collectors, and place this money in a bag which was sealed and deposited in a cash vault in the presence of the supervisor of toll collectors; and,

(b) record on a report the number appearing on the first receipt to be issued on his next shift for each type of receipt.

The bridge clerk then compared the amount of cash reported by the toll collector with the computed total of cash which ought to have been collected on the basis of receipts issued as reported by the collector on his report of receipts mentioned above.

The report of the number of receipts was verified by the supervisor of toll collectors or the bridge clerk and, theoretically, no money could have been lost if the collector had faithfully issued proper receipts for all the various types of tolls.

The board recognized that the manual system was outdated and that with increasing traffic volume it was becoming more difficult to police and that working conditions were not good. However, the normal administrative safeguards that were applied over the years in order to ensure the collections and reporting of tolls were continued as follows:

1. Direct supervision by the supervisor of toll collectors.
2. Periodical checks by the internal auditor from the habour treasury office which, pursuant to subsection (1) of section 35 of the National Harbours Board Act, is under the direction and control of the comptroller of the treasury.
3. Annual audit by the auditor general under section 34 of the National Harbours Board Act.

In addition traffic counts and verification by the supervisor of toll collectors were made as follows:—

1. Traffic counts started in October 1952 and were carried on until August 1959. Traffic counts were made for a period of 3 hours during morning and evening peak periods, 3 days each month.
2. From about 1949 to January 1956 verifications were made at irregular intervals by the port manager's administrative assistant with the assistance of employees of the treasury office.
3. In January 1956 checks on vehicles and receipts by the supervisor of toll collectors were started. On each shift the supervisor was requested to make a check of receipts from a minimum of 10 vehicles in each direction.
4. Effective 1st January 1958, the supervisor was required to make a written report on a specially designed form for this purpose for each verification on each shift.

As a further safeguard the port manager at Montreal, as early as 1934, arranged with the investigation department of the Canadian National Railways to make periodical checks of the toll collectors without any prior notice to anyone in the employ of the harbour, including the port manager. These were made during periods as follows:

1. June 29 to July 4, 1934.
2. October 24 to 28, 1938.
3. March 11 to 14, 1942.
4. February 27 to March 3, 1946.
5. September 3 to 12, 1952.
6. March 16 to 21, 1957.
7. August 13 to September 3, 1958.
8. August 19 to September 1, 1959.

As a further effort to determine the seriousness of any existing operational weaknesses, the board orally requested the Royal Canadian Mounted Police, in July or August of 1958, to make a thorough investigation. Unfortunately, when their officers commenced their investigation they discovered that the C.N.R. investigation department had carried out a check between August 13 and September 3, 1958, and that in view of impending disciplinary action by the board as a result of the C.N.R. check it would be inadvisable, if not futile, for the R.C.M.P. to carry out a further investigation.

Early in April, 1959, the R.C.M.P. was orally requested to make a further investigation as the result of intimidation directed at certain toll collectors who had replaced eight collectors who had been dismissed for certain infractions of bridge regulations. The intimidation was alleged to have been directed at forcing the new collectors to resign so as to permit the reinstatement of the former eight men as recommended by the judgment rendered by the arbitrator appointed under the collective bargaining agreement. The report of the R.C.M.P. indicated that in all instances the threats were made by unknown callers, both male and female, who used the telephone and gave no useful clues as to their identity. Their report also dealt with the matter of toll collection and confirmed that the manual system had become outdated and thus could result in inefficiency and possibly dishonesty. The report also pointed to the difficulties of applying proper safeguards.

In September, 1959, the board was advised of certain threats that were being made against a number of board officers and requested the R.C.M.P. to institute an immediate investigation. This was done, and necessary action was taken to protect the officers concerned.

None of the reports on the investigations made by the administrative authorities, by the C.N.R. and by the R.C.M.P. provided proof of dishonesty sufficient to justify legal action. However, a number of the reports did indicate inefficiency and incompetence on the part of certain toll collectors and to an increasing degree over the years pointed to the fact that the growth of traffic and the necessity for fast handling of vehicles imposed demands both on the toll collectors and on the manual system of collection which seriously threatened the efficiency of the operation.

This situation called for action along two main lines: the disciplining of toll collectors found to be inefficient, and prompt investigation of a more modern collection system to replace the manual method. The board took action on both. In the matter of discipline the procedure followed in the three most recent investigations is outlined below.

March 1957 Investigation

In this case the four toll collectors involved appeared before the port manager charged with breaches of the regulations and inefficiency. They were advised that they were being transferred from the position of toll collectors to that of elevator helpers in the grain elevator department.

On April 17, the chairman of the protective committee of the brotherhood of railway and steamship clerks, freight handlers, express and station employees advised that this action was protested and requested a meeting, which was held on May 8.

On May 22 the brotherhood requested that the case be referred to a joint committee of appeal in accordance with the collective bargaining agreement covering the toll collectors. Meetings were held on June 26 and July 3. The committee, representative of both the board and the brotherhood, reconvened on July 4 and decided that the board's action was justified and that the brotherhood grievance could not be sustained.

August-September 1958 Investigation

In this case the acting port manager recommended that authority be granted to dispense with the services of eight toll collectors, seven of whom had been found guilty of previous infractions on checks made in 1957 and warned at that time. The specific charge against the men was that they failed to give receipts for cash tolls received. The port manager proposed that each man should be asked for a satisfactory reason for his failure to perform his duties, and if he were unable to provide this, he should be dismissed. The board approved of this course and the eight men were dismissed. The port

manager then met with representatives of the union and, as agreement was not reached, grievance procedure under the collective bargaining agreement then ensued as follows:—

1. On November 14, 1958, three of the toll collectors involved appeared before the board in Montreal. At the suggestion of the general chairman of the brotherhood it was agreed that the statements of three men would be sufficient as the charges in all eight cases were substantially the same.
2. On November 19 the board advised the general chairman of the brotherhood that in its view no evidence was produced in the statements to disprove the charges of failure to properly perform their duties, and that the action taken by the port manager in dismissing them was justified.
3. On November 20, the general chairman of the brotherhood advised the board that he was applying for a joint committee of appeal.
4. The board named its legal adviser and the Montreal port manager as board representatives. The representatives of the brotherhood were the general chairman, Mr. H. F. Mead, and a Mr. Chas. A. Giroux. The date of the meeting was set for Wednesday, November 26, 1958.
5. The Minister of Labour appointed Harold Lande, Q.C., as referee, and on February 20, 1959, this arbitrator submitted his findings and recommendations. Mr. Lande's report dealt extensively with the problems faced by toll collectors and was critical of the "antiquated method" of collecting tolls then in use. While he found the dismissed collectors guilty of the charges made against them and deserving of punishment, he felt that the punishment should be with clemency and recommended that they be reinstated without retroactive pay and with a loss of seniority. This recommendation was supported by the two representatives of the union, and opposed by the two representatives of the National Harbours Board.
6. In accordance with this finding of the referee and the two representatives of the union, the National Harbours Board had no alternative but to instruct the Montreal port manager to rehire the men when vacancies occurred and in line with seniority practice.

Subsequently the toll collectors involved instituted legal action against the board seeking a court order for their reinstatement together with damages for past loss of wages. Judgment has not yet been handed down.

August-September 1959 Investigation

In this case twelve toll collectors failed to issue receipts for cash fares.

Four of the men were being considered for the positions of toll officers under the new system, but in view of the findings in the investigation three of them were transfered to other positions. Of these three, one accepted work on the harbour, one failed to report for work and another resigned. The fourth man went on sick leave and produced a medical certificate covering part of the time that he was absent. When he failed to provide the board with a medical certificate for the balance of the sick leave and did not report back to work he was considered to have abandoned his position, and he was so advised.

With regard to the other eight men involved, six of them refused to work which was offered to them and one failed to report for duty when required and was considered to have abandoned his position. The eighth man, a student, was only a casual employee and was not offered other work.

New Automatic Toll Collection System

Under the new automatic toll collection system, two types of machines are used, i.e.:

(*a*) the fully automatic machine without a toll officer;
(*b*) the automatic machine with a toll officer in attendance.

In both cases, the machine collects the money.

The fully automatic machine without a toll officer is used for collecting tolls from private cars only. The driver deposits the toll in cash or token in the machine. The money or token actuates a traffic light that turns green when the proper toll has been paid, which permits the driver to proceed through the toll lane. As soon as the car has passed near the traffic light pole, the traffic light turns red to stop the next car until the toll has been paid. The machine also automatically computes on a register the number of vehicles that have gone through the lane and the amount of money and tokens deposited in the machine.

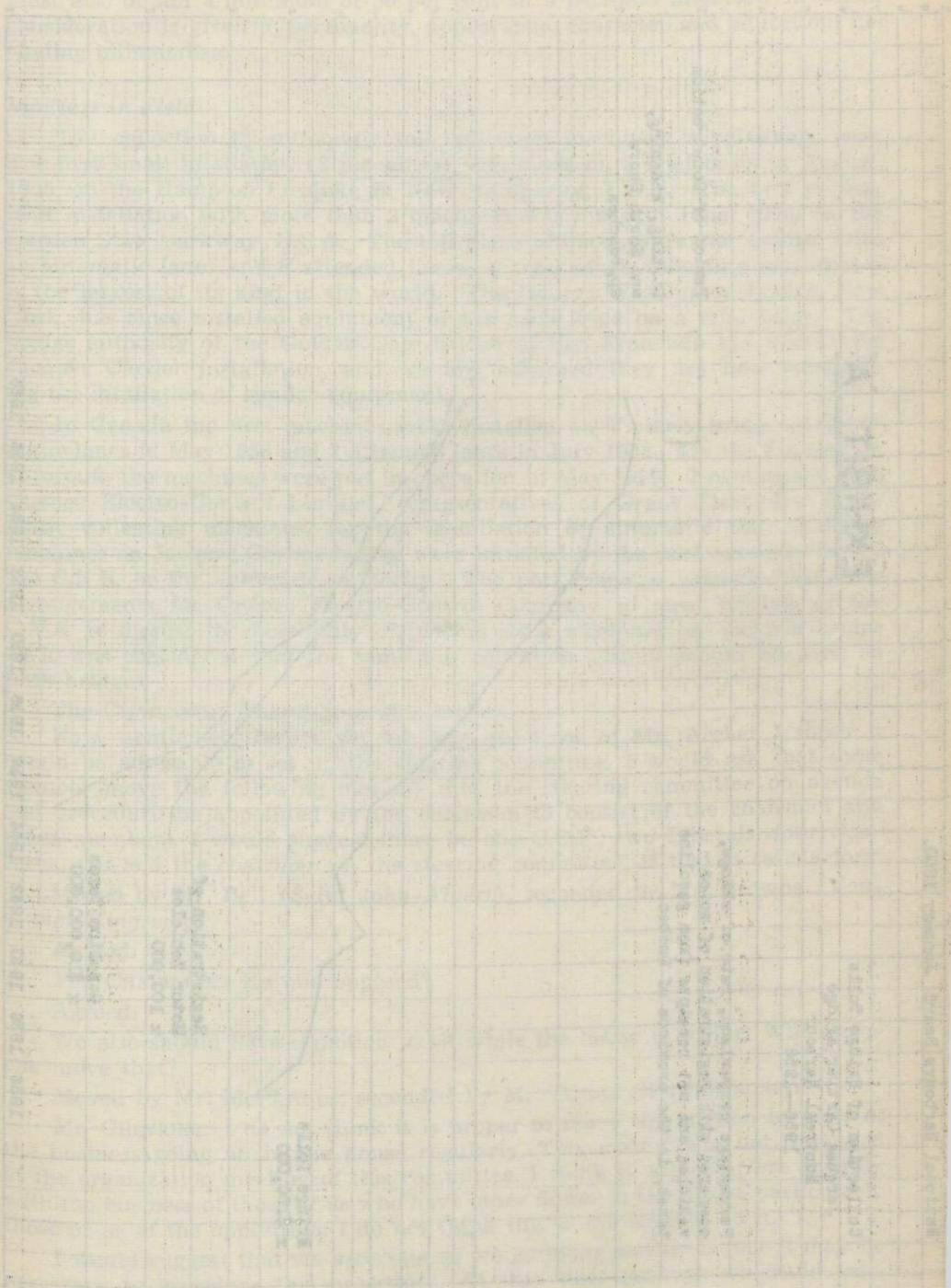
In the case of machines with a toll officer in attendance, which are used for private cars when the driver has no change or token and for all other types of vehicles, the principle is the same except that the toll officer must indicate to the machine the amount which must be deposited in the machine to turn the traffic light to green. This is done by the toll officer pressing a button on a classificator which is connected to the machine. The machine is also connected to a treddle on the roadway which, at the same time as the classificator denotes the toll payable, indicates to the machine the type of vehicle which is going through the lane. The tariff of tolls for trucks being based on the number of axles of the vehicles, the machine would not give a green light for a four-axle vehicle if the toll officer indicated a three-axle vehicle on the classificator and vice versa. Both the treddle indicator and the classificator operated by the toll officer must give the same signal to the machine to get a green light upon payment of toll. All transactions by all machines are shown and registered on a master control panel in the office of the bridge captain, who can at any time look at the traffic on any lane and the control board at the same time to see the toll officer classifies each type of vehicle.

The handling and the counting of the monies is done under the supervision of the comptroller of the treasury.

Employment of Personnel

Under the former manual system, the toll collectors were required to obtain a minimum of 80 per cent of a somewhat routine test. The maximum age was thirty-five years for those without military service overseas and forty-one years for those with such military service. There was no physical examination but applicants were rejected because of obvious physical disablities or through information obtained as to unsatisfactory physical condition. The police and former employers were checked for past records. Those with the highest qualifications based on these standards and checks were given first choice.

Under the new system, the men are known as toll officers rather than toll collectors, and a much higher standard has been established for their employment. Physical requirements are those of the Montreal police department. The minimum age is nineteen years and maximum age thirty-five years, with the exception of those with active service overseas, in which cases the maximum age is fifty-five years. Candidates must obtain a minimum of 60 per cent of a higher written intelligence test based on general knowledge, public relations, judgment, arithmetic, initiative and other subjects. They

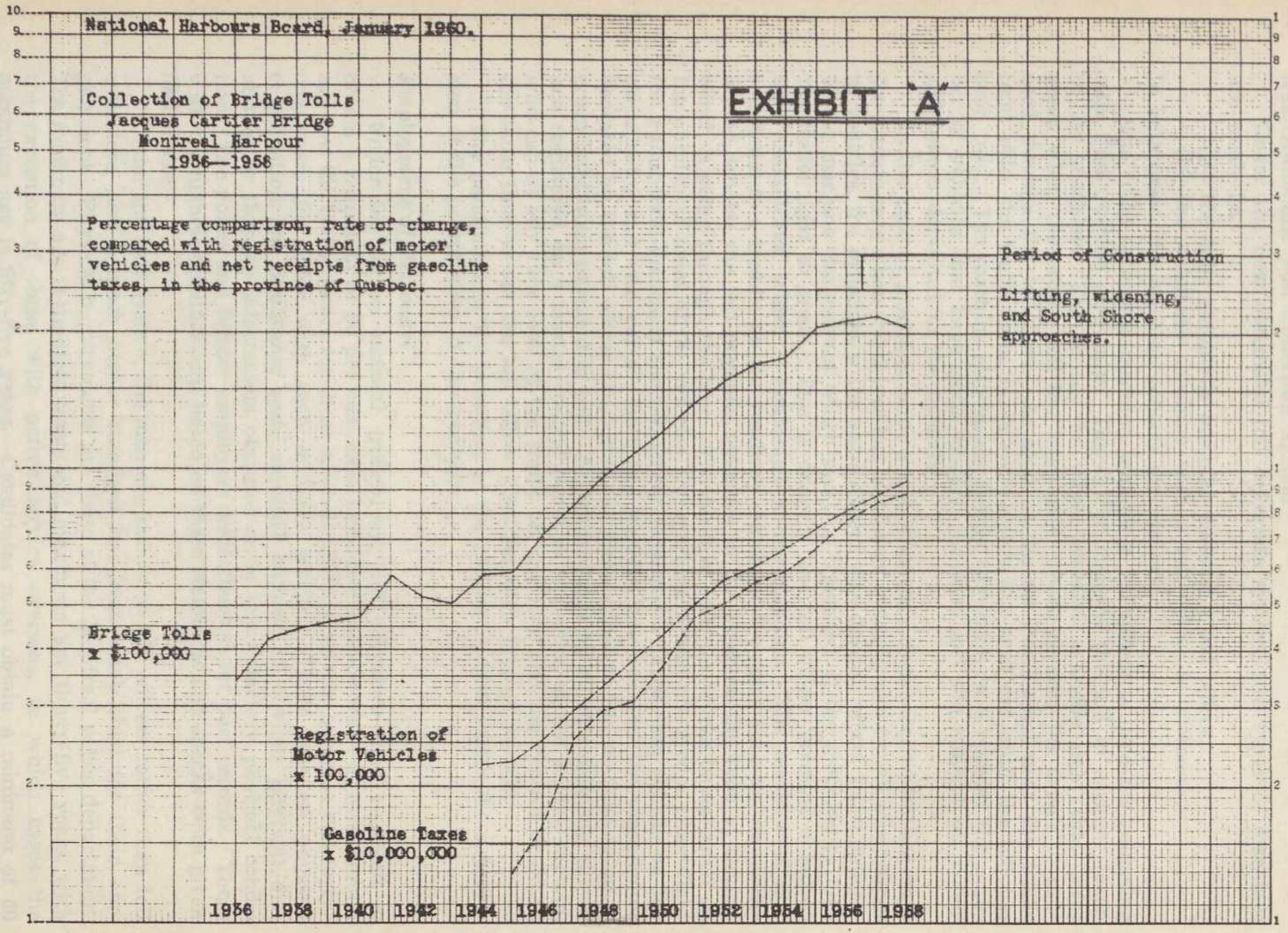


National Harbours Board, January 1960.

EXHIBIT "A"

Collection of Bridge Tolls
Jacques Cartier Bridge
Montreal Harbour
1936—1958

Percentage comparison, rate of change, compared with registration of motor vehicles and net receipts from gasoline taxes, in the province of Quebec.



must also obtain a minimum of 50 per cent in a personal interview in which consideration is given to personality, appearance, character and education, including bilingualism.

Pioneers in Field

Toll collection by automatic toll collection machines is relatively new. The first small intallation (2 machines) was made on a trial basis in August, 1955, on the Hampton turnpike in New Hampshire, U.S.A. The first permanent installation with more than 2 machines was made in June, 1956, on the Garden State parkway, U.S.A. The toll plaza of Jacques Cartier bridge, with 10 automatic lanes and 8 attended lanes—a total of 18 collecting machines—is the largest of its kind in the world. The George Washington bridge, New York, has since installed equipment of the same type on a trial basis. The bridge authority of the Golden Gate bridge at San Francisco has visited the Jacques Cartier installation, and we are informed they are now considering the intallation of similar equipment.

In Canada the first machines were installed on Victoria bridge—4 automatic lanes in May 1958 and 2 attended lanes in July 1958. On the Laurentian autoroute the machines were put in operation in May 1959. Negotiations with Quebec Electro-Control Limited, representatives of Grant Electroller automatic collecting machines, for the installation of automatic toll collecting machines on Jacques Cartier bridge were initiated by the port manager before the C.N.R. or the autoroute authority. The port manager actually made the arrangements for Quebec Electro-Control Company to meet officials of the C.N.R. to discuss the possibility of placing some machines on Victoria bridge as it was considered that the same toll collection system should be used on both bridges.

The CHAIRMAN: Thank you, Mr. Archer.

Now, gentlemen, before we ask any questions of Mr. Archer I think it would be advisable to set up the steering committee. I would ask that some member move the following motion: that the steering committee on agenda and procedure be appointed by the chairman to consist of the chairman and seven members. I would suggest there be one C.C.F., two Liberals, four Conservatives and the chairman on the steering committee, if that is satisfactory.

Moved by Mr. Bell (*Saint John-Albert*), seconded by Mr. Browne (*Vancouver-Kingsway*).

Agreed.

The CHAIRMAN: No one opposed?

Agreed.

We also should have a motion to sit while the house is sitting. Will someone move that?

Moved by Mr. McPhillips, seconded by Mr. Campbell (*Stormont*).

Mr. CHEVRIER: I do not think it is proper to move this motion in view of the business going on in the house regularly. This matter was not discussed at the organization meeting of this committee. I think it will interfere entirely with the business of those of us who have other duties in the house, particularly those of us of the opposition. I do not think this is the time to do it.

I would suggest that we ascertain as we go along wether or not it may be necessary to introduce this procedure. At that time perhaps we could take another look at it.

The CHAIRMAN: I am asking for this in case we have witnesses here from out of town and, if we have our meeting in the morning, it would not be fair to keep these people here all that afternoon and night, waiting for a meeting

the following day. Now, in cases of this kind, this has always been done in the past—at least for the 18 years that I was in opposition. We always had it. We contested it, as wou have today, but it was carried just the same.

Mr. CHEVRIER: I do not want to disagree with you, but my experience in the house is somewhat longer than your own. My experience is that this has not been done in this committee. It has been done in the committee on railways and shipping, which is an entirely different situation, because we have before that committee officers of the Canadian National Railways and T.C.A. In that case, it has been the practice over the years to sit while the house is sitting, and there has been no objections from our side, under those circumstances. However, I do not think that position obtains here.

The CHAIRMAN: This would only be used, if necessary, and if the committee decided to do so. This is the first time this committee ever had to use anything of this kind, and I think in fairness to the committee and the witnesses who might be called by the steering committee that we should have the right to sit when the house is sitting. If we leave it until we have the witnesses before us, then we would have to go to the house that afternoon and ask for permission. That would delay us another day.

Mr. MARTIN (*Essex East*): May I make one observation, Mr. Chairman. You have been so constructive in the way you have been handling this committee that one hesitates to take even a modified issue with you.

Mr. MCGREGOR: Spread it over.

Mr. HEES: The old master.

Mr. MARTIN (*Essex East*): I recognize you have had a great deal of experience but I think you should look at the situation factually. A number of committees are taking place now, and there are so many committees taking place at the moment—

Mr. MACINNIS: Not as many as you want, though.

Mr. MARTIN (*Essex East*): —that it is not possible to arrange for the actual dates. I know the chairman of the estimates committee had been thinking of a meeting today, and decided it was not possible because of other preoccupations of members. If the opposition parties are going to be adequately represented, as they must be, on these parliamentary committees, it just is not possible for them to discharge their obligations in committee and in the more important place, the House of Commons. I suggest to you, Mr. Chairman, with your long experience in these matters, that you should be prepared to take the position that we should not take this decision now. You have not even appointed the members of the steering committee. They have not yet been selected. In any event, this is a matter that should be discussed at a meeeting of the steering committee, in the light of what we have said this morning, and if the kind of situation which Your Honour has recognized might eventuate there would be no difficulty in obtaining permission to accommodate particular witnesses.

We must always recognize however that the convenience and the responsibility of members to parliament in parliament is our primary responsibility. The Prime Minister has said repeatedly—and he repeated it the other day—that he does not wish in any way to make it difficult for members to discharge their responsibilities to parliament in parliament. That being the case, I would strongly urge that this particular motion be not proceeded with at this time. If, however, you think it should be proceeded with later, I would suggest that you give the steering committee an opportunity to seriously study this matter before putting the question. I know the government members can carry this without any difficulty, but that is not going to be the kind of situation that is going to encourage the constructive purpose which all of us on this committee have at this time.

Mr. SMITH (*Simcoe North*): Mr. Chairman, it seems to me that the member for Laurier has put the question exactly. The reason we sit in a special committee on railways, which deals with the C.N.R. and T.C.A., is to cause a minimum of interference with the work of very busy executives. It seems to me that our wish is to have this committee proceed as fast and as consecutively as possible so that we will not lose the trend of the investigation. We have all the people from the C.N.R. here, in addition to people from the National Harbours Board. This is the time when it is necessary to sit when the house is sitting, and if the member for Essex East's protestations of affection for yourself are as sincere, and I have no reason to doubt that they are, he will rely on your good judgment not to call those witnesses when he is involved in such important and interminable work in the house.

Mr. MARTIN (*Essex East*): "Interminable" is right.

Mr. CREAGHAN: The point we are overlooking is obvious to me. It is obvious that this committee might have several hours of meetings, and if we confine ourselves to meeting only in the mornings it means that the members of this committee will be able to serve only on this committee. If they are reluctant to leave the house they are going to have to be in the house every afternoon, and it means the other committees of the house will have no opportunity of meeting. We meet this position in every committee. Now, we have wasted—perhaps I should say lost—at least a month in this committee because of circumstances beyond the control of the committee.

I move that we get on with our work and that we try to get this matter cleaned up as quickly as possible. If it has to come to a vote, it will have to. I know what the outcome will be, and I do not see the necessity of having a vote at this early stage of our work. I think we should be able to recognize the importance of the inquiry and proceed with it as quickly as possible.

Mr. BELL (*Saint John-Albert*): Was this authority granted last year, and do we have any record of its abuse?

Mr. HOWE: Mr. Chairman, it was granted last year. I happened to be vice chairman of the committee at the time, and I was acting when it went through.

The CHAIRMAN: Mr. Howe, who was vice chairman, said it was put through last year.

Mr. BELL (*Saint John-Albert*): Was there any record of this being abused last year?

The CHAIRMAN: No, it was not in any way abused.

We would only sit in the afternoon, when the house was sitting, if necessary.

Mr. FISHER: I do not disagree with sitting when the house is in session, but I would not like it to follow, from the remarks of Mr. Smith and Mr. Creaghan, that we were going to begin that immediately. I think the steering committee should take a look at this and then report.

I hope we do not proceed much further today. I wish to call half a dozen witnesses and I feel that we will have to sit while the house is sitting to accommodate them. However, I would like to grasp the contents of this brief first.

The CHAIRMAN: We all do. I was thinking that, if it is agreeable, we could have the steering committee meet some time this afternoon, or even this morning. At that time we could discuss just what is wanted and what witnesses you want to call.

If it is your wish, we could appoint the members of the steering committee now.

Mr. MACINNIS: There is a motion before the house. Let us get on with it.

The CHAIRMAN: In regard to sitting while the house is sitting. Mr. McPhillips moved it.

Mr. CREAGHAN: I said I would, if necessary.

I move that the chairman be authorized to hold meetings of the committee, on the advice of the steering committee, when the house is in session.

Mr. MCPHILLIPS: I made the simple motion that we request permission to sit while the house is sitting.

Mr. DRYSDALE: I will second it.

Mr. CAMPBELL (*Stormont*): I will second the motion that we meet at the discretion of the chair.

I would like to agree with the comments of the hon. member for Essex East. We all have the fullest confidence in the discretion of our chairman. We should leave it to him when we should meet.

The CHAIRMAN: You have heard the motion, gentlemen. It has been moved by Mr. McPhillips and seconded by Mr. Drysdale that the committee request permission to sit while the house is sitting. All in favour? May I have a show of hands please?

The CLERK OF THE COMMITTEE: Twenty-one yeas, Mr. Chairman.

The CHAIRMAN: All those opposed?

The CLERK OF THE COMMITTEE: Seven nays, Mr. Chairman.

Motion agreed to.

The CHAIRMAN: I can assure you, gentlemen, that the steering committee will have full control and that the privilege will not be abused. Would you like now to appoint the steering committee from the C.C.F. and the Liberals, or could you give me the names this afternoon? You can do it right now, if you wish. It is 11:00 o'clock now and we have time for a meeting this morning.

For the C.C.F., Mr. Fisher; for the Liberals, Mr. Chevrier and Mr. Deschatelets.

Mr. CHOWN: For the Conservative party, Messrs. Johnson, Drysdale, McGregor and Creaghan.

The CHAIRMAN: Mr. Maurice Johnson, Mr. Drysdale, Mr. Creaghan, Mr. "Bob" McGregor and the chairman. Is that satisfactory, gentlemen?

Agreed.

The CHAIRMAN: If it is satisfactory, we can meet as soon as this committee is concluded this morning, unless you want to go on questioning Mr. Archer at the present time.

Mr. BALDWIN: Mr. Chairman, this is not referring to the matter of going on now with the questioning; but could the steering committee give some consideration to obtaining copies of this agreement that is referred to in the statement? It seems to be very important and vital. I am referring to this tripartite agreement. It may be lengthy, but it might help, if copies could be made available to the members of the committee

The CHAIRMAN: That could be made available, according to Mr. Archer.

Mr. CHEVRIER: Is not the tripartite agreement part of the Quebec statutes?

Mr. JOHNSON: We are asking for copies.

Mr. CHEVRIER: It can be obtained from the library here.

The CHAIRMAN: Mr. Archer will get copies for you.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, some investigations are referred to here which resulted in disciplinary action being taken in some

cases. I wonder if there were written reports made on that matter that could be made available to the committee.

The CHAIRMAN: We will have that checked into and see if those are available. If they are, we will have copies made for the committee. There is a summary of them, according to Mr. Archer, which would cover the whole set-up and save a lot of reading, except for the Royal Canadian Mounted Police, and they do not give them up.

Gentlemen, do you wish to delay questions on this until after the steering committee has met?

Mr. MARTIN (*Essex East*): Mr. Chairman, we have taken the position that the committee should not sit while the house is sitting, but we are here now, and it seems to me that we ought to show a businesslike attitude and continue sitting this morning, thereby losing as little time as possible.

Some Hon. MEMBERS: Hear, hear.

The CHAIRMAN: That is what I asked. If that is agreeable to you, gentlemen, we will go on with the questioning. I would suggest that you take the report, page by page, if that is satisfactory; and if you come to one section that you want delayed, it can be delayed. On page 1.

Mr. CHOWN: Before we go any further, Mr. Chairman, I wonder if we could have the names and the dates of appointment of the members of the National Harbours Board, just to get them on the record.

The CHAIRMAN: We can obtain those for you and give them to you on Wednesday morning, if that is satisfactory.

Mr. CHEVRIER: Mr. Chairman, I think that request should contain the members of the board from its origin; that is, from the time it was established in 1936, by act of parliament, right down to the present time.

The CHAIRMAN: With dates of appointment?

Mr. CHEVRIER: That is right.

The CHAIRMAN: That information could be obtained and we will have it available on Wednesday morning.

Mr. FISHER: I have not been able to get the statistics on the bridge when it was under the Montreal harbour commission. That information is not contained in the annual report of the Montreal harbour commission. I wonder if that could be provided for us. That is, for the years 1930 to 1935, inclusive—the same statistics as are provided in later years.

The CHAIRMAN: Mr. Archer, will take note of that and have that information for you on Wednesday morning?

Mr. JOHNSON: Could we also have on Wednesday the names of the National Harbours Board officials at Montreal, as you are mentioning in your report, Mr. Archer—the supervisor, superintendent of bridges, and that sort of thing. Could we have the names and—

The CHAIRMAN: The means?

Mr. JOHNSON: Could we have the names of all the officials of the port of Montreal, and especially the members of the bridge section?

The CHAIRMAN: That will be provided.

Mr. JOHNSON: From the beginning to now?

The CHAIRMAN: From the beginning of the bridge?

Mr. JOHNSON: Yes.

The CHAIRMAN: Which was some 30 years ago.

Mr. FISHER: Mr. Chairman, I have one final request. I would like to have a copy of Mr. Lande's report; and if there was a transcript of the evidence taken at that appeal board hearing, I would very much appreciate seeing that.

The CHAIRMAN: I am told there is no transcript; it is just a report. But that will be secured for you.

Mr. JOHNSON: Could we have on the record now the names and addresses of the toll collectors since 1935; when hired and who recommended them?

The CHAIRMAN: You want the names of the toll collectors since 1935, and what else?

Mr. JOHNSON: And the addresses; when hired, or appointed, who recommended them, and how were they hired. Were they hired through a contest or just—

The CHAIRMAN: Through a competition?

Mr. JOHNSON: Yes; or were they just hired on recommendation?

Mr. CHEVRIER: Why limit it to 1935: why not begin at the time the board was established?

Mr. JOHNSON: I was taking the 1936 position, Mr. Chevrier, because a few moments ago I thought you wanted the investigation to start in 1936. All right, let us start the investigation from 1930, then.

The CHAIRMAN: If it is possible to get those, we will do so. Mr. Archer is not sure, but he thinks that perhaps he can get that information.

Mr. FISHER: In that regard, if you are going to get that information, could you not also get the number of dismissals by date? It fits in. Could you not get the hiring and the dismissals?

The CHAIRMAN: That might be possible, and if it is, we will have them on Wednesday.

Mr. SMITH (*Simcoe North*): In relation to the paragraph on page 3, "Revenue trend", I wonder if it would be possible to get some information concerning the increase in population in the metropolitan Montreal area; whether metropolitan Montreal did not increase in population disproportionately with the rest of the province. I do not know whether the same information could be obtained with regard to motor vehicle registrations or not, but I think that if we could get that information it might have some bearing on the effectiveness of the chart that is submitted.

The CHAIRMAN: The bureau of statistics, I believe, will have that information, and we will try to secure it from them. Any of other questions?

Mr. CHEVRIER: Could we not go on with the interrogation of the witness? If there are no further questions, I would like to ask some.

The CHAIRMAN: All right, Mr. Chevrier.

Mr. CHEVRIER: I presume—

The CHAIRMAN: This will be page by page, is that right?

Mr. CHOWN: That is the best way, Mr. Chairman.

The CHAIRMAN: If there are questions on a particular page you want delayed we can put them over.

Mr. CHEVRIER: I presume, if we do overlook something we can come back to it.

Mr. DRYSDALE: We have not got the tripartite agreement, to start with, and that is on the first page.

The CHAIRMAN: We can go back to that.

Mr. HEES: Mr. Archer tells me this tripartite agreement is summarized here, and he can get you the full agreement, if you want it.

Mr. DRYSDALE: I think the other members and myself would like to see the foundation documents.

Mr. CHEVRIER: Mr. Archer, if I may come to the tripartite agreement, that agreement was signed by the National Harbours Board, the province of Quebec and the city of Montreal, whereby it was provided that if there was a deficit of anything up to $150,000, each, in any year it would be divided between and would be borne by the province and the municipality.

Mr. ARCHER: $450,000.

Mr. CHEVRIER: The province and municipality paid their indebtedness until what year?

Mr. ARCHER: The city up to 1949, the last year there was a deficit payable under the agreement, and the province up to the year 1943.

Mr. CHEVRIER: And when the city defaulted in its payments the National Harbours Board instituted legal proceedings against the city of Montreal and obtained judgment in the amount of—?

Mr. ARCHER: $744,426.

Mr. CHEVRIER: Which, together with interest paid, put it over $1 million.

Mr. ARCHER: Approximately $1 million.

Mr. CHEVRIER: And that was paid by the city of Montreal?

Mr. ARCHER: Yes.

Mr. CHEVRIER: The province of Quebec has never paid its indebtedness?

Mr. ARCHER: That is right.

Mr. MACINNIS: Mr. Chevrier said he intended to put some questions, and all he has done, so far, is to review what is laid down, in toto, in page 3. This is information, I suggest, which has been put forward right there, and surely we want to get ahead with this business.

Mr. CHEVRIER: On a question of privilege, Mr. Chairman, we might as well have it clearly understood here and now what latitude is going to be allowed to those asking questions, because if there is going to be closure we might as well get it here, right now.

On the question of privilege, Mr. Chairman, I think it is up to the chair and that it is not up to a member of the committee to determine how the cross-examination is going to be conducted.

The CHAIRMAN: You may rest assured—

Mr. MACINNIS: On the question of privilege, Mr. Chairman—

The CHAIRMAN: Just a minute, Mr. MacInnis.

You can rest assured, Mr. Chevrier, that this committee will be handled in proper order, and everyone will be given a fair chance. There will not be any closure, I can assure you of that.

Mr. CHEVRIER: Thank you, but will you let me carry on, in that case?

Mr. JOHNSON: On the question of privilege, first, I heard Mr. Chevrier saying we are trying to prevent him from asking questions. That is not fair to Mr. MacInnis, because he brought to the attention of the chairman that we had just agreed, a moment ago, we would ask questions, page by page, and now Mr. Chevrier is on page 3.

While we are discussing the order, I might ask whether or not we should get a complete copy of all the matters pertaining to this agreement. Let us settle this matter, whether we will have copies of the addenda, and so on; and then we can carry on with the first page. When we reach page 4 Mr. Chevrier can underline whatever he wants to of the headlines in the papers.

The CHAIRMAN: You can be assured that copies will be here on Wednesday morning, when we meet.

Mr. CHEVRIER: Apparently the young man who just interrupted me does not know that is the question that was asked, the production of the tripartite agreement, which I suggested could be found in the statutes.

I think I should be allowed to continue with my cross-examination.

The CHAIRMAN: Can you start at page 1?

Mr. SMITH (*Simcoe North*): If I might add something on this point. I think the expression "cross-examination" at this stage is rather an unfortunate and loose use of the word, coming from such an experienced counsel as the member for Laurier.

Mr. MACINNIS: Nobody calls him "the old man".

Mr. SMITH (*Simcoe North*): Surely at this stage Mr. Archer is not to be treated as an unfriendly witness, one who is being "cross-examined"? We are asking questions for the elucidation of the committee.

Mr. CHEVRIER: I will amend it to "examination". Will that please my friend?

Mr. SMITH (*Simcoe North*): That will please me.

Mr. CHEVRIER: Good. I accept the amendment.

When I was interrupted I had gotten to the point of inquiring of the witness what had been done in so far as indebtedness of the province of Quebec was concerned. I wonder if the witness would be good enough to tell me what is the amount of the indebtedness of the province of Quebec at the present time?

Mr. ARCHER: $744,426 plus interest at 5 per cent, which is on page 3.

The CHAIRMAN: That is on page 3.

Mr. CHEVRIER: I presume that—

Mr. ARCHER: That would be over $1 million now.

Mr. CHEVRIER: Has any attempt been made by the National Harbours Board to collect that amount from the government of the province?

Mr. ARCHER: As stated here:

> A petition of right was submitted to the province on August 19, 1953.

I spoke to the last two premiers, who are deceased, and also of the arrangement made to meet the present premier when the provincial session is over.

Mr. FISHER: How long have you been with the National Harbours Board, and in what position?

Mr. ARCHER: I came in in the summer of 1952, as vice chairman, and I was appointed chairman in February, 1958.

Mr. FISHER: Whom did you succeed as vice chairman?

Mr. ARCHER: I succeeded Mr. Emile St. Laurent.

Mr. FISHER: Who was the port manager at Montreal when you came in?

Mr. ARCHER: Mr. Gordon Murphy.

Mr. FISHER: Is Mr. Murphy still alive?

Mr. ARCHER: Yes, he is with the St. Lawrence seaway.

Mr. FISHER: Who were the other members of the board when you came in?

Mr. ARCHER: Mr. R. K. Smith, chairman; Mr. B. J. Roberts, member.

Mr. FISHER: Are both those gentlemen alive today?

Mr. ARCHER: Yes.

Mr. FISHER: Would they be available to the call of the committee, if necessary?

The CHAIRMAN: They are both alive and available to the committee.

Mr. FISHER: I would like to ask if Mr. Archer knows what the position of the Quebec government was towards toll bridges at the time this venture was launched; that is, the joint local venture?

Mr. ARCHER: In 1930?

Mr. FISHER: Yes.

Mr. ARCHER: I suppose they were for tolls. I could only tell you from the file. When they went into the venture it was stipulated it would be a toll bridge.

Mr. FISHER: Were there other toll bridges in the province at the time?

Mr. ARCHER: Yes, I believe so, though I cannot say so.

Mr. FISHER: Are there any other toll bridges in the province now, apart from the Jacques Cartier bridge and the Victoria bridge.

Mr. ARCHER: Not to my knowledge, but there is a very small one on the La Prairie river; that is the only one I know of. That is the Terrebonne bridge.

Mr. FISHER: When were tolls abolished on the Quebec bridge?

Mr. ARCHER: I do not know.

Mr. FISHER: My reason for asking the question is that I believe it was another one of those joint arrangements between the federal government and the province.

Mr. ARCHER: I would imagine that for the Quebec bridge you could get the answer from the Canadian National Railway. It is a C.N.R. operated bridge.

Mr. FISHER: What I want to know is, was there a change in position on the part of the Quebec province towards tolls that led them to take the action to stop contributing to the deficit of this particular bridge?

Mr. ARCHER: I do not know exactly why they stopped, but they stopped payments the same time as the city of Montreal stopped; and then we went to Quebec.

Mr. FISHER: Was this coincident with the change in the administration?

Mr. ARCHER: I do not think so. That was in 1943, when that judgment was rendered.

Mr. CHEVRIER: Was it not because they took the position they were not legally bound to make the payment under the tripartite agreement?

Mr. ARCHER: That was the city's position, and I understood the province followed suit and just waited for judgment.

The CHAIRMAN: Any other questions, gentlemen?

Mr. BALDWIN: Are there any other toll bridges operated by the National Harbours Board?

Mr. ARCHER: No, but at the present time there is one under construction.

The CHAIRMAN: Where?

Mr. ARCHER: In Montreal, the Champlain bridge.

Mr. BALDWIN: I see that in the first paragraph the agreement provided it would be a toll bridge. As I understand it, under section 14 of the act under which you operate, there is a provision the governor general in council may pass by-laws providing for tolls. Have such by-laws been passed, and are they in existence?

Mr. ARCHER: We have to go to the province of Quebec to have any revision in by-laws.

Mr. BALDWIN: I am speaking of the federal government, under section 14. Under the act, as I understand it, there is provision for the governor general in council to pass by-laws, to provide, among other things, the imposition of tolls in connection with bridges and other operations. Are there by-laws in existence which provide for tolls passed by the governor general in council?

Mr. ARCHER: There is a by-law for the Jacques Cartier bridge.

Mr. BALDWIN: That is all. Thank you.

The CHAIRMAN: Are there any other questions?

Mr. CREAGHAN: On page 1 the report shows that the actual cost was slightly in excess of $18½ million; that would be the cost in 1930. Have you any figures to show the additions? I know there have been a lot of improvements made since then and I wonder what the overall cost of the bridge is, in round figures?

Mr. ARCHER: After the redemption of the issues—of the bond conversion—the cost is $20,049,750.

Mr. CREAGHAN: That is the outstanding debt at the time of the conversion, but I am talking about the accumulated capital cost from 1930 to 1960, including the installation of the toll system.

Mr. ARCHER: I could get the exact figure for that. I know we spent about $3,700,000 on capital works.

Mr. CREAGHAN: Perhaps that figure could be made available?

Mr. ARCHER: I could give you the expenditures, but what you want exactly is the fixed assets from the books. I could give you the capital expenditures. We spent about $3,700,000 on the bridge since its construction.

Mr. CREAGHAN: I would like to have the figures to show the costs up to date.

The CHAIRMAN: I think it would be wise if the rest of the board were up here at the head table. If they have the figures, I think it would be wise to have them up here.

Mr. ARCHER: I can give you the capital debt.

The CHAIRMAN: Do not say anything until they get up here in place.

Mr. JOHNSON: Will you please introduce them?

The CHAIRMAN: We have Mr. G. Beaudet, port manager; Mr. R. J. Rankin, vice chairman of the National Harbours Board, and Mr. J. A. Clement the bridge superintendent.

Mr. CREAGHAN: The report shows that the bridge cost $18½ million originally. It also indicates that it was refinanced, and that the outstanding debt was more than the original cost. I presume there may have been several million dollars expended for improvements, repairs, and alterations, in addition to the lanes, the new toll system, and the new approaches. All these things must have meant a rise in the capital investment; yet that capital investment was not substantially reduced in the last thirty years in spite of the fact that there was a large annual revenue.

What I want to know if I can—and I do not expect that the information will be made available today—but I would like to have a report showing the annual improvements to the structure so that we may have an idea of the overall capital cost.

Mr. ARCHER: The total cost was $20,049,750. We made payments of $5,123,750 which brought it down to $14,926,000. Then we made capital investments to the amount of $3,885,749; and now we have in the bank or in bonds $2,550,000, so that the debt is today $12,376,000.

Mr. MCGREGOR: What was the cost of installing the new system of toll collection, the new automatic toll system?

Mr. ARCHER: You want the cost?

Mr. CHEVRIER: May I follow that up with a question?

The CHAIRMAN: Just a moment, please, until we give Mr. McGregor his figures, and then you may follow it up.

Mr. ARCHER: What was your question again, please?

The CHAIRMAN: Would you mind repeating your question, Mr. McGregor?

Mr. MCGREGOR: I would like to be given the cost of installing the new automatic toll system.

Mr. ARCHER: Yes, we are checking it up.

The CHAIRMAN: While he is getting his answer ready, Mr. Chevrier has a question.

Mr. CHEVRIER: The question I wanted to follow up on the last one was this: is it not a fact that there were substantial deficits in the operation of the bridge for a number of years, from its inception up until, I think it was, 1949? Could the chairman tell us what those deficits were?

Mr. ARCHER: The deficit in 1930 was $158,515; and in 1931 it was $421,604.

The CHAIRMAN: Perhaps Mr. Archer could give his figures a little more slowly so that the reporters could get them.

Mr. SMITH (*Simcoe North*): May we have those figures inserted in the record without their having to be read?

Mr. CHOWN: I think he could give us a summary of the revenues, the expenditures, the surplus, and the deficits over that period from 1930 to the present time so that we may have all those figures together. I think they could perhaps be covered and presented in that way.

The CHAIRMAN: Perhaps at the next meeting?

Mr. CHOWN: At the next meeting, yes.

Mr. ARCHER: The total revenue for the years 1930 to 1959 was $29,708,651; the total operating expenditures, operation, maintenance and administration, was $4,983,108; the operating income was $24,725,543; and the net income deficit was $7,162,738.

The CHAIRMAN: Mr. McGregor had a question asking for the total cost of installing the new automatic toll system.

Mr. CHOWN: Might we get that for the period I requested? I think Mr. Chevrier and I would be interested in those figures from 1930 to 1959 in total as well as year by year.

The CHAIRMAN: Yes. Mr. McGregor asked for the total cost of installing the new automatic toll system.

Mr. ARCHER: I would like to suggest that we bring that for next Wednesday because there is the cost of installing, and the cost of rental, because part of the equipment was purchased by us, and part of it is rented.

Mr. JOHNSON: Could we have the details of each part of it?

The CHAIRMAN: You will have them in a form so that each member will be able to understand it. Is that agreeable, Mr. McGregor?

Mr. MCGREGOR: Yes.

Mr. FISHER: In 1946 or 1947 the board prepared a very thorough report following a question asked by Mr. Maurice Bourget in the house, which gave the income and revenue figures and the actual statistics. Could you not bring that table up to date, because it gives a very thorough presentation of all this information? It was in 1947 or perhaps a year before or a year after.

Mr. DRYSDALE: While we are on this subject of obtaining tabular material —and I do not know whether or not this would be too difficult for the board —I would be interested in seeing a table of the daily revenues and for each month and then showing when there was a change—I do not know what particular year—in the toll structure, and bring that right up to date. Particularly I am interested in when these spot audits were made by the C.N.R. and

by the R.C.M.P. In other words I would like to see whether or not there was any trend which could be established through the years as to the particular dates on which they made the tests.

For instance on September 13, 1930, and September 13, 1931, there might be a similar trend which one could see by taking all these dates. It may not be possible to establish a statistical trend, but I would be interested in having these figures before us and any change in method of assessing the tolls.

Mr. ARCHER: We could give it monthly but it would take a very long time to do it on a daily basis.

Mr. DRYSDALE: Then, Mr. Chairman, specifically on those dates when they took the amount of revenue and have that compared both before and after for a period of five years to indicate whether or not there was any trend. I am interested in seeing whether the revenue went up for those particular days when the R.C.M.P. and the C.N.R. came in or whether it stayed the same.

The CHAIRMAN: That will be prepared on a monthly basis.

Mr. CHEVRIER: Following up on that request, I think we should have also a table showing the number of revenue cars and trucks which have crossed the bridge each year from the inception together with a statement giving the toll revenue for each year, so that we can compare the number of cars that crossed with the toll revenue and how it went up or down as the case may be. It seems that would not be a very difficult thing to obtain.

The CHAIRMAN: Mr. Archer will obtain that for you.

Mr. CAMPBELL (*Stormont*): Is that not what we are trying to find out, namely whether there was any relationship between the number of cars going across and the tolls collected.

The CHAIRMAN: Mr. Chown is next, and then Mr. Johnson and Mr. Campbell.

Mr. CHOWN: I would like to follow up Mr. Drysdale's suggestion. On page 8 you give the dates on which these inspections were carried out by the employees of the investigation department of the C.N.R. It occurred to me the suggestion would be simpler if you could take the dates shown inclusively, for instance June 29 to July 4, 1934, and give us the toll revenue for a period of ten days before and ten days after and then without putting you to too much work we would have some idea of the trend.

Mr. DRYSDALE: I would also like to have the trend going back from 1934 for the same period and going ahead for the same period. That is the reason I suggested these overall figures day by day. Glimpsing rapidly through when these check particulars were made I notice they were never made on the same period of the year. If we had a survey of the period June 29 to July 4—the same period—for the years 1935, 1936, 1937 and 1938 there might be a basis for comparison; but from the period June 29 to July 4, 1934, to the period October 24 to 28, 1938, there is no basis for comparison. It seems to me that in the long run the simplest way would be to have the information by days in each month if possible. I am interested in attempting to see if there is any trend.

Mr. ARCHER: We will not be able to have it for Wednesday.

Mr. DRYSDALE: No. I assume that at this particular meeting we are trying to indicate some of the things which will be of assistance to the committee on a long range basis.

Mr. ARCHER: I think on Wednesday we might have it by the month.

The CHAIRMAN: But the other would have to be delayed because it will take an extremely long time. In fact they doubt they can get that for you. Mr. Beaudet could explain why it would take so long.

Mr. G. BEAUDET (*Port Manager, National Harbours Board*): The statistics kept by types of vehicles would involve 53 items; that is, 53 different types of vehicles. We could group them in about 13; and there is no doubt we can show from the start of the bridge the daily revenue, but it is a tremendous job. I do not think it could be produced in less than two or three months.

Furthermore, I wonder if it would be illustrative of what you have in mind. Our records show the amount of money turned over by the toll collector to the Department of Finance; but you would find on some days a toll collector will finish a shift at 11 o'clock at night and that amount will be incorporated in that day; however, the following day there might be two toll collectors kept on beyond 11 p.m. and their collections will go in the following day. Therefore, you could look at a report for Monday to Sunday inclusive and find they vary considerably.

Mr. DRYSDALE: Do you mean to say that you cannot tell the number of vehicles and total revenue for a 24-hour period? You did not keep it on that basis?

Mr. BEAUDET: No.

Mr. DRYSDALE: Why? That seems unusual. It is obvious to me that such a method of keeping it would be very difficult for somebody such as myself. It would be difficult to ascertain if you shift the period from day to day. If you have them overlapped it would be impossible to look after.

Mr. BEAUDET: The change of shift was not done purposely. It was done because of traffic conditions. Some days the toll collector would be relieved and then perhaps the next day there might be too much traffic to let him be relieved.

Mr. DRYSDALE: As a matter of accounting procedure I think it would seem obvious, having in mind safeguards, that this would be an ideal system for having money disappear.

Mr. BEAUDET: I agree that basically it would be ideal to keep the records from midnight to midnight, but generally it is impossible to let eight or ten collectors go off duty exactly at midnight and to make sure that you have every vehicle counted up to and including midnight. It is practically impossible to let every toll collector change shift at midnight.

Mr. DRYSDALE: Would you agree that perhaps this would average over a period of time.

Mr. BEAUDET: Definitely it would average; but if you want to take up a specific day when an investigation was made, try to compare it with the next day when no investigation was made, and try to see whether the next day was lower than the day on which there was an inspection, I think it would be impossible.

Mr. DRYSDALE: The reason I was trying to get all the figures is that by looking at all the figures I could see first of all whether or not there was a seasonal trend. In other words, it would be perhaps obvious that more people would travel in summer than in winter, and by having it on a daily basis I could look at it and see if there was a trend indicated regardless of the basis on which you collected tolls.

The CHAIRMAN: Would it be all right if they give the figures, say, for ten or twelve days before an inspection, and ten or twelve days after an inspection? It would be for the same length of period as the inspection; if ten days, then it would be ten days before and ten days after.

Mr. DRYSDALE: That would be helpful but it would not be satisfactory.

The CHAIRMAN: They might be able to obtain that information for you. Mr. Johnson is next.

Mr. JOHNSON: In connection with this, Mr. Chairman, I would like to add something. It has to do with what Mr. Drysdale was saying.

In order to make sure, suppose we took the period from June 29 to July 4, 1934 and compare that with the figures from June 29 to July 4, 1935. If we are going to go back over the last 30 years we should have some spot checks like this.

As Mr. Chown or Mr. Fraser suggested, we could check the fifteen days before June 29, 1934 against the fifteen days after July 4, 1934 and then check those figures with those of a year later.

The CHAIRMAN: Mr. Archer will try to have that for you.

Mr. BEAUDET: There are so many factors which come into that; for instance, you might have an inspection on a rainy day.

Mr. JOHNSON: But if we asked the questions on this you could give the explanation, but we would like to have the facts first and get the explanation after.

Mr. DRYSDALE: To do as suggested, you would have to cover a period of at least six months in order to have an overlap.

The CHAIRMAN: I would suggest that Mr. Johnson and Mr. Drysdale speak to Mr. Archer after this meeting is over. You could tell him then just exactly what you would like and, in this way, he would have a better idea then of what is needed.

Mr. CAMPBELL (*Stormont*): Was there any absolute and reliable mechanical check on the actual number of automobiles that passed over the bridge? In other words, there was no mechanical registration; there was no way in which you could determine absolutely the number of cars that used the bridge at any given time, prior to the installation of the automatic tolls?

Mr. BEAUDET: No, we had no daily method of mechanical check.

Mr. CAMPBELL (*Stormont*): All you could do was check the number of receipts issued with the revenue obtained, and the number of receipts issued was purely at the discretion of the toll collectors.

Mr. BEAUDET: As mentioned, we had a number of vehicles checked. We had checks on the number of vehicles. We could count them for certain periods but not for a full day.

Mr. CAMPBELL (*Stormont*): But, in addition, except for the spot checks, did you endeavour to keep a control of the issuance of receipts? Was there any way in which you could arrive at any sort of reliable method? Was there any reliable way in which the department could ascertain the number of vehicles that used the bridge at any given period—and I am speaking of the situation prior to the installation of automatic tolls?

Mr. BEAUDET: No. There were spot checks but no absolute way for doing it for the whole year.

Mr. CAMPBELL (*Stormont*): Or for the whole day, month, or anything like that?

Mr. BEAUDET: That is right.

Mr. MACINNIS: How many passes are issued for the bridge?

Mr. ARCHER: There are none today; they all have been cancelled.

Mr. MACINNIS: But there has been.

Mr. ARCHER: When they were cancelled there were about 450 passes. I am referring to individual passes, and then there are about 100,000 trip passes a year.

Mr. MACINNIS: When were these passes cancelled?

Mr. ARCHER: About two months ago. Most of these trip passes were to government departments—National Defence and other government departments such as Transport and so on; the province of Quebec and the city of Montreal.

Mr. MACINNIS: They were cancelled after the installation of the automatic tolls?

Mr. ARCHER: Yes, effective January 1, 1960.

Mr. MACINNIS: You said they were cancelled two months ago. For how long a period were the automatic tolls in operation before the passes were cancelled?

Mr. ARCHER: Automatic tolls came into operation in September, 1959, so it would be about 3½ months.

Mr. MACINNIS: And during this 3½-month period how was the automatic counter operated in conjunction with these passes that were used on the bridge?

Mr. ARCHER: Could I ask Mr. Beaudet that question?

Mr. MACINNIS: And, further to that, was there any way in which any of the officers, the toll collectors, could manually operate this automatic counter?

Mr. BEAUDET: No. I would explain it this way. There were two types of passes. There were current day passes, which were in the form of a paper, which the holder would keep. On entering the bridge he would present his pass. On that pass there was a number and the collector or officer would register the number of this pass on his violation report. For the others, they were one trip passes, and one ticket was handed to the toll officer. At the end of the shift the toll officer had to report that there were so many violations on his lane. That is, he would have so many non-revenue vehicles, which did not pay, and this number had to correspond with the number of passes registered on his violation report and the number of papers that he was tendering to the officer in charge.

Mr. CREAGHAN: He would automatically have to go through a red light?

Mr. BEAUDET: No. The toll officer would have to push a non-revenue button to give a green light to the holder of the pass to go through.

Mr. MACINNIS: You say there are trip passes. To whom are they given, and by whom?

Mr. BEAUDET: They were given only to government-owned vehicles.

Mr. MACINNIS: And do they come under the jurisdiction of the bridge captain, or who?

Mr. BEAUDET: No; they were handled by the port manager, by myself.

Mr. MACINNIS: In connection with courtesy passes, who is in possession of courtesy passes, and who issues them?

Mr. BEAUDET: They were issued on instructions from the board. They advised who were entitled to receive official passes. They were handled by the board secretary.

Mr. CHEVRIER: Do you have a list of all these?

The CHAIRMAN: Mr. Archer has a list. Do you wish it put in the record or do you want to have it read?

Some HON. MEMBERS: Read it.

Mr. ARCHER: Dominion cabinet, 23; federal members and senators, 47; provincial government of Quebec, 48; silver passes, 13.

The CHAIRMAN: What are they?

Mr. ARCHER: They are passes for people who rendered services when the bridge was built, and that is one of the things which we inherited when the bridge was built.

The CHAIRMAN: It was a kind of courtesy for services rendered.

Mr. DRYSDALE: For life?

Mr. ARCHER: Well, they were cancelled.

Mr. JOHNSON: That is not right.

Mr. ARCHER: National Harbours Board, 6; Department of Transport, 19; seaway authority, 4; National Defence, 1; National Revenue, 10; city of Montreal, 149. Then there were the councillors and some of the heads of branches for the city of Montreal.

Mr. MACINNIS: Read them all.

Mr. ARCHER: The R.C.M.P., 26; Quebec provincial police 13, department of roads, Quebec, 6; miscellaneous, including press, clergy, C.N.R. and Red Cross, 38; and about 47 passes for people working on the bridge and using the bridge—our own people.

Mr. MACINNIS: I did not hear the number in connection with the press.

Mr. ARCHER: There were 38, but others were included as well.

Mr. MACINNIS: That figure, which you have just given to us, includes the press, and what other categories?

Mr. ARCHER: The press, the clergy, Canadian National Railways, the Red Cross and benevolent societies. The 38 passes were distributed among five or six categories.

Mr. MACINNIS: It would appear to me that in this case the press—

Mr. MCGREGOR: They have not been pressing.

Mr. MACINNIS: To whom were they issued in connection with the press? Would they be issued to the working press, or to some publisher or editor?

Mr. BEAUDET: They were issued to the marine reporters covering the Montreal harbour from the daily and weekly newspapers in Montreal. They were remitted to the city editor. I do not know what he did with them. However, we intended that it be used by the man covering the beat in order that he could go from one side of the bridge to the other to cover the waterfront.

Mr. JOHNSON: Were these passes to the press given in the name of the editors?

Mr. BEAUDET: No, they were made out to a representative.

Mr. JOHNSON: In the case of an editor who lived on the south shore, could he use the pass for his own private purposes, or would you have control over the use of those passes. Take, for example, an editor of a paper who lived on the south shore: would he be entitled to use this pass for his own use—let us say, if he is leaving around 10:00 o'clock in the morning to go to this paper and back in the evening or later during the day?

Mr. BEAUDET: Yes, definitely. We could not possibly control that.

Mr. JOHNSON: In other words, is the pass issued in his name personally?

Mr. BEAUDET: No, to his paper.

Mr. JOHNSON: For the use of reporting?

Mr. BEAUDET: Yes; as in the case of the marine editors and newspapermen.

Mr. CHOWN: In other words, these passes were completely transferable as far as the press was concerned?

Mr. BEAUDET: Within the press.

Mr. CHOWN: How many other passes were of a transferable character?

Mr. BEAUDET: All the passes to the Royal Canadian Mounted Police, all the passes to the province of Quebec police and all the passes to the city of Montreal police were made out in that way; that is, to the Royal Canadian Mounted Police, the provincial police or the city police. There was no individual's name shown thereon.

Mr. CHOWN: The others were non-transferable?

Mr. BEAUDET: The others were made out in the name of a specific person.

Mr. FISHER: Mr. Chairman, my first question is: are we continuing to follow the report, because I had some questions on page 2, on financing, and I am just wondering whether we are following the report or not. We seem to have lost the procedure.

The CHAIRMAN: The reason for that is that Mr. Chevrier got off on page 3, and somebody else got off on page 8, and each page seemed to link up with page 1. We want to give you as much leeway as we can. Before Mr. Fisher asks his question, are there any more questions on passes?

Mr. CHEVRIER: I would like to ask one question arising—

The CHAIRMAN: Just a minute; Mr. Archer wants to say something on passes. Is your question on passes?

Mr. CHEVRIER: It is. May I ask the question now?

The CHAIRMAN: Yes.

Mr. CHEVRIER: Is there not a notation on the back of the pass which says that the pass is not transferable?

Mr. BEAUDET: I think so. I am not sure; I would like to read a pass again. But I think you are right.

Mr. MCGREGOR: Mr. Chevrier would know.

Mr. ARCHER: I might say that the system we are talking of has been in existence since we took over a fair number of years ago, since 1930.

The CHAIRMAN: This system of passes was started back in 1930 and has continued. Mr. Johnson, is your question on passes?

Mr. JOHNSON: Yes, Mr. Chairman, I am still on passes.

The CHAIRMAN: All right, then, will you ask your question.

Mr. JOHNSON: Oh, it is already my turn? Thank you.

The CHAIRMAN: Yes, because Mr. Fisher's question is on something else.

Mr. JOHNSON: Perhaps Mr. Archer or Mr. Beaudet could tell us the authority on which these passes are issued. Were they issued on the recommendation of the board, or did you have specific by-laws or regulations dealing with their issuance?

Mr. ARCHER: There was no specific by-law. As I said, this was going on when the board took over, and it carried on the system. When I took over as chairman, they carried on; but passes that became ineffective were cancelled on January 1, 1960.

Mr. JOHNSON: Was there a meeting of the board to make these recommendations, or was it just a recommendation by one of the members of the port management, or the secretary, to issue a pass to so many people?

Mr. ARCHER: We would not issue them that way. When I took over, there were a number of passes. We continued that system. Then in 1952 or 1953 we cut that right out. Too many people were asking for passes, and the number was checked over a year.

Mr. JOHNSON: You did not have any by-laws or special orders issued by the board itself? Who was the one who decided whether or not you would cut down on the number of passes, or would carry on giving authority?

Mr. ARCHER: The board would decide.

Mr. JOHNSON: The board itself, or the chairman?

Mr. ARCHER: The whole board. I might say that everybody decides in the board. We sit there and decide. I have got no authority to issue passes; it has got to be board authority.

Mr. JOHNSON: It has to be a decision by the board in the minutes of the proceedings?

Mr. ARCHER: Yes.

Mr. CHOWN: Are you quite sure you cancelled Mr. Chevrier's pass?

Mr. ARCHER: I don't know. Yes, I suppose it is cancelled.

Mr. CHEVRIER: I can say, positively, that I have not got one.

The CHAIRMAN: Are there any more questions on passes?

Mr. HEES: I can assure you that my own pass was cancelled.

Mr. SMITH (*Simcoe North*): I would like to ask Mr. Archer a question. Is it not the fact that passes were more disruptive of good accounting than they were a real loss to revenue of the bridge?

Mr. ARCHER: That is right.

Mr. SMITH (*Simcoe North*): The revenue was not the important factor; it was the disruption of an orderly accounting system?

Mr. ARCHER: Yes. It represents about $15,000 out of a revenue of $2,300,000. It is more a matter of disrupting toll collections. It is approximately $15,000 a year.

Mr. DRYSDALE: Mr. Chairman, the only thing I was interested in was as to how the auditor treated these passes, since there was apparently nothing, aside from a minute of the board, to substantiate their issuance.

Mr. ARCHER: To my knowledge, there were no comments in the auditor general's report about these passes.

An hon. MEMBER: Not even when these discrepancies showed up?

Mr. DRYSDALE: I am inquiring as to how this got by the auditor too; as to why it was not in the reports, which would indicate the effectiveness of the audit generally. If you can by-pass some 400 passes, if there is no authority, I am just wondering how closely the auditors checked into the whole system.

Mr. ARCHER: There was board authority for the issuance of the passes.

Mr. DRYSDALE: What is the board authority for the issuance of passes? You made the statement that there are no by-laws.

Mr. ARCHER: No, there are no by-laws.

Mr. DRYSDALE: There is nothing in the tripartite agreements?

Mr. ARCHER: No.

Mr. DRYSDALE: You just decided amongst yourselves that you would issue passes?

Mr. ARCHER: I was not there in 1936. I have just carried on the system.

Mr. DRYSDALE: I am not being critical of the fact that passes were being issued: all I am interested in is that something was perpetuated, without any foundation, and apparently the auditors did not catch it.

Mr. SMITH (*Simcoe North*): I think the system of passes had a foundation. It was a pattern for legislators, the police, officials and other people, who were proceeding back and forth on necessary business.

Mr. CHEVRIER: Did not the Canadian National Railways issue passes of the same character on the Victoria bridge?

Mr. ARCHER: Yes.

Mr. CHEVRIER: And would it not be rather difficult for one bridge to have the issuance of passes without the other?

Mr. BEAUDET: We quite often had representations made to us to the effect that a certain person had a pass for Victoria bridge and wanted to have one for ours.

Mr. DRYSDALE: Then would it be simple to pass a by-law to say that passes could be issued, and make everything correct, if that was decided to be done?

Mr. CHEVRIER: I would think that there is one.

Mr. DRYSDALE: They have said there is not, and that is all I can go on.

The CHAIRMAN: I understand that passes were issued as far back as 1930, on the authority of the port officials, and it was okayed by the minister at that time.

Mr. DRYSDALE: Does that conclude it?

Mr. CREAGHAN: There are now no passes at all?

Mr. ARCHER: There are now no passes at all on our bridge.

Mr. CREAGHAN: What policy do you follow, for example, when the mayor of Montreal happens to come across the bridge?

Mr. ARCHER: He has to pay a toll.

Mr. HEES: I can say this, that nobody, not even the Governor General, has a pass. When the Governor General goes over the bridge, he pays!

Mr. CREAGHAN: What system do you have in regard to your employees who travel over the bridge more or less continually?

Mr. BEAUDET: Our own officials have to present a charge, a paper, and they are being charged for passing over the bridge. In other words the engineering department maintaining the bridge has to pay the bridge toll every time one of its official vehicles goes over the bridge.

The CHAIRMAN: Mr. Fisher?

Mr. FISHER: Mr. Chairman, my question has nothing to do with passes.

The CHAIRMAN: Mr. Johnson, is your question on passes?

Mr. JOHNSON: Yes, Mr. Chairman. I just want to make sure that these figures given by Mr. Archer will be on the record. Did he give all the figures in his report, or is he depositing this document he was referring to?

Mr. ARCHER: I can give the figures here. I have them here.

Mr. JOHNSON: Can you put those in the record?

Mr. ARCHER: I will file it with the rest of the documents, if you wish.

Mr. JOHNSON: If you could give your copy to the reporter, then we will have all the figures on the record.

The CHAIRMAN: That will be done.

(The figures referred to are as follows:)

In 1959 annual passes were issued as follows:

Dominion cabinet	23
Federal members and senators	47
Provincial government of Quebec	48
Silver passes	13
National Harbours Board	6
Department of Transport	19
Seaway authority	4
National Defence	1
National Revenue	10
City of Montreal	149
R.C.M.P.	26
Quebec provincial police	13
Department of roads, Quebec	6
Miscellaneous (including press, clergy, C.N.R., Red Cross)	38
	403

The CHAIRMAN: Are there any more questions on passes? Mr. Fisher, will you ask your question on financing.

Mr. FISHER: Oh, you want my question on financing?

The CHAIRMAN: That is what you started off with.

Mr. FISHER: Fine. The conversion in 1949 from the 5 per cent to the 2¾ per cent, was this carried out at the initiation of the board?

Mr. ARCHER: Yes, as I understand it.

Mr. FISHER: I am not experienced in financial matters. Could you just explain to me who owes this indebtedness, right now?

Mr. ARCHER: We borrowed from the federal government and we are supposed to return all the money by 1969. We borrowed $20 million repayable at 2¾ per cent, and payable in 1969, a 20-year loan.

Mr. FISHER: A number of years ago there was a resolution on the House of Commons order paper that tolls be abolished on these bridges, and that the bridges be sold to the city of Montreal, or the province of Quebec. At the time a request was made by the member who put this resolution, Mr. Pinard, that the province pay the present value of the bridge, and not the cost of construction.

My question is, is there any record of the board that they ever produced a fair evaluation?

Mr. ARCHER: We have valued the bridge: what it would cost to replace it; what is the capital indebtedness to the government, what is the deficit debt; what is the deficit debt plus interest on the deficit debt.

Mr. FISHER: On July 2, 1947 the then minister of transport, Mr. Chevrier, stated in the house that the federal government was willing to sell the bridges to the province and the city. I just wondered, has that offer been in effect all the way through?

Mr. ARCHER: I do not think we have had anybody's offer to buy the bridge.

Mr. FISHER: You have never had an offer?

Mr. ARCHER: No, but we would be glad to sell it at a reasonable price.

Mr. FISHER: You have not developed a fair evaluation, in order to proceed with a sale?

Mr. ARCHER: We have never had a definite offer.

Mr. HEES: If we find anybody even the slightest bit interested, we will certainly have an evaluation made right away.

Mr. FISHER: Could you tell me how long tickets and tokens have been interchangeable between the Victoria bridge and the Jacques Cartier bridge?

Mr. BEAUDET: From May 1958. Do you mean, while we had tickets, and then had tokens?

Mr. FISHER: All the way back. Have they always been interchangeable?

Mr. BEAUDET: Yes, that is right.

Mr. FISHER: One last question I would like to ask: You now know, from the machine, the commuter income ratio to the cash income ratio. Have you ever had checks, in the past, to see how your ratio was going, because this is fundamental to reading your income.

Mr. BEAUDET: I do not quite understand your question.

Mr. FISHER: You have a ratio. You can now determine from your machine the ratio between the commuter income and your cash income, is that correct?

Mr. BEAUDET: Yes.

Mr. FISHER: Have you ever had any statistical check or survey in the past in order to determine this ratio? The reason why I ask that is because I had compiled a chart based on the number of autos, passengers, trucks, buses, and so on. It looks as though there are discrepancies, and they would not be discrepancies if this ratio is altering. I would like to know whether you have had any checks?

Mr. BEAUDET: Yes, by the records, which is a check. Prior to the token system there was the book system. The people who were buying books were commuters, and the others were cash fares. However, if a person bought a 50-ticket book, there was no means of knowing whether he would use all of them; and they were used—let us say since 1954—at the rate of some 15 to 20 thousand tickets a day. We tried to find some machine to count the number of tickets, but there was no such machine available, and it meant counting by hand. We tried it once, but decided it was too expensive to count 20,000 tickets daily.

The ratio will be between the sale of commuter books and cash fares versus the sales of tokens and cash fares.

Mr. FISHER: Can you give us any indication of any material you are going to bring for us which will indicate if this ratio has altered, because it seems obvious it is possibly a loop-hole for some kind of graft?

Mr. BEAUDET: Yes, that is right.

Mr. DESCHATELETS: I think the question of finance brought up by my neighbour here brings up my question: What is the legal status of the National Harbours Board? Is this a crown corporation? If so, does it enjoy the full responsibilities of its own administration? Is there any official who can answer that?

Mr. ARCHER: Mr. Finlay, could you answer that question?

The CHAIRMAN: Would you mind coming up here, Mr. Finlay?

Mr. ARCHER: Mr. Finlay is the legal adviser of the National Harbours Board.

Mr. JOHNSON: In Ottawa, here?

Mr. ARCHER: In Ottawa. The question is, what is the exact legal status of the National Harbours Board?

Mr. FINLAY (*Legal Adviser to the National Harbours Board*): Under the National Harbours Board Act it is agent of the crown in the right of Canada. I take it you had something else in mind?

Mr. DESCHATELETS: As far as the dependence of the administration is concerned, I would like to know if the board has the exclusive responsibilities of its administration?

Mr. FINLAY: "Exclusive"—in what sense?

Mr. DESCHATELETS: I mean the day to day administration?

Mr. FINLAY: Yes, certainly.

Mr. DESCHATELETS: What about the dependence of the administration, we will say, as far as the government is concerned? Does it have to report, and when?

Mr. FINLAY: It reports annually. The National Harbours Board makes annual reports, not to the government, but to parliament.

Mr. CHEVRIER: I have one question I would like to ask Mr. Finlay while he is here.

The National Harbours Board is a crown corporation, within the meaning of the Financial Administration Act, is it not?

Mr. FINLAY: Yes.

Mr. CHEVRIER: A crown agency corporation, as it is mentioned there?

Mr. FINLAY: Yes.

Mr. CHEVRIER: Which gives it sole authority and jurisdiction to employ clerks, toll collectors and all other employees within its jurisdiction?

Mr. FINLAY: Yes. As a matter of fact, there is a specific provision in the act itself.

Mr. CHEVRIER: Section 14 clearly establishes the fact that—

Mr. JOHNSON: Are you making a statement, or asking a question?

Mr. CHEVRIER: I am making a statement in the form of a question.

Mr. HEES: That sounds just like the house.

Mr. JOHNSON: You make your statement in the form of a question and we will admit it.

Mr. CHEVRIER: It gives the board authority to employ its personnel.

Mr. FINLAY: Yes, and only the board. That is to say, there is no reference to the power of the governor general in council or the government. It is the National Harbours Board, as such.

Mr. CHEVRIER: Let me go a step further: and not the minister?

Mr. FINLAY: And not the minister.

Mr. CAMPBELL (*Stormont*): Who appoints the National Harbours Board? Is that a ministerial discretion?

Mr. FINLAY: The initial appointment is in the discretion of the governor general in council; and the term is specified by the act as a ten-year term.

Mr. DRYSDALE: I have a supplementary question.

Mr. CREAGHAN: I am on financing.

Mr. JOHNSON: Is this supplementary to Mr. Fisher's questions?

Mr. CREAGHAN: This is on a question of personnel. I would like to know, back in the 1920's and 30's did the city of Montreal and the province of Quebec, before the National Harbours Board took over the bridge—did these two bodies or governments have anything to say about the personnel on the board? I am talking of the Montreal harbour commissioners.

In 1930 we borrowed $18 to $20 million. Somebody borrowed the money. Who borrowed the money, the original bonds that expired in 1949?

Mr. ARCHER: The Montreal harbour commission.

Mr. CREAGHAN: They borrowed the money and guaranteed the money?

Mr. ARCHER: It was guaranteed by the federal government, and borrowed by the Montreal harbours commission.

Mr. CREAGHAN: But it was not guaranteed by the province of Quebec or the city of Montreal?

Mr. ARCHER: No.

Mr. CREAGHAN: I am wondering if in 1949 the refinancing had anything to do with the provincial decision they would not be responsible for any more deficits?

Mr. ARCHER: No, that was not brought in.

Mr. CREAGHAN: Refinancing was not in any way a violation of the original financing?

Mr. ARCHER: No; they were in charge of the administration and operation, and they decided it was a very good deal.

Mr. CREAGHAN: Did those two outside municipalities or governments agree to the refinancing?

Mr. ARCHER: They never did as far as I know; they did not enter into it.

Mr. CREAGHAN: It obviously made a big savings.

Mr. BEAUDET: They did not have to be consulted at the time of the tri-partite agreements.

Mr. JOHNSON: I have a supplementary question to Mr. Deschatelet's question to Mr. Finlay. Do the National Harbours Board have to go to the governor in council or to the minister to have their tariffs approved?

Mr. FINLAY: Yes; as regards an ordinary bylaw, it is made by the governor in council; but in the case of a bylaw relating to tariffs on the Jacques Cartier bridge it has to be approved not only by the governor in council but also by the lieutenant governor in council of the province of Quebec; that is so by virtue of the tri-partite agreement.

Mr. DRYSDALE: How far did the tri-partite agreement affect the administration of the National Harbours Board?

Mr. FINLAY: In what sense?

Mr. DRYSDALE: It is established under a statute as to what the National Harbours Board can do; they enter into a tri-partite agreement with the province of Quebec and the city of Montreal. Was there any administrative decision taken on the part of the National Harbours Board as to what they should have by virtue of that agreement?

Mr. FINLAY: No, the only authority given to the provincial government was the power to review any change in the rates or charges by a board bylaw as to the bridge operations. Those bridge tariffs have to be approved by the provincial government, so if the National Harbours Board wish to raise the rates, it has to be approved by the province.

Mr. DRYSDALE: Their only other part in the tri-partite agreement was to participate in the losses, that is, Montreal and the province of Quebec?

Mr. FINLAY: Yes.

Mr. DRYSDALE: Were there ever any negotiations entered into between the National Harbours Board and Montreal or the province of Quebec as to the sale of the bridge?

Mr. FINLAY: No, not to my knowledge.

Mr. DRYSDALE: Some time after the war, let us say, in 1949?

Mr. FINLAY: I know of none.

Mr. DRYSDALE: Well, I am advised that there were some negotiations entered into for the bridge to be disposed of on a toll free basis, provided that the federal government would donate it to the province and whereby I suppose it would wipe out the deficits and allow the province to carry on on that basis.

Mr. FINLAY: I know of no such negotiations.

Mr. ARCHER: There is nothing in the files, that I know of but I can go through and search them and tell you tomorrow.

Mr. MCPHILLIPS: I would like to ask Mr. Finlay a question. In stating the degree of autonomy enjoyed by this crown corporation, I wonder what you have to say about the chairman's report wherein at page 13 he says that the handling and the counting of the money is done under the supervision of the comptroller of the treasury.

Mr. FINLAY: That is done by virtue of a provision in the National Harbours Board Act that the treasurer, so to speak, of the National Harbours Board in fact is not an employee of the board but rather an employee of the department of finance and is under the control of the treasury. In other words, I presume that the basis which lay behind it was to provide the safeguard that treasury employees are not National Harbours Board employees, that is to say, that they are civil servants under the Minister of Finance.

Mr. MCPHILLIPS: That is what I mean. That is the legal position, is it, that the handling and accounting of monies is done directly under officials—

Mr. FINLAY: Yes, but that is purely procedural. That is the machinery.

Mr. MCPHILLIPS: It might be a procedure in what you do now, but what is the legal position?

Mr. FINLAY: As we have interpreted it, the comptroller of the treasury has no authority with regard to board policy. He is concerned only with the handling of the money, the accounting so to speak.

Mr. MCPHILLIPS: Yes, but he does that under legal authority.

Mr. FINLAY: Yes, in the National Harbours Board Act.

Mr. FISHER: On August 10, 1956, in the House of Commons Mr. Marler, the then minister of transport stated that a committee had been formed in 1955 to look into the Jacques Cartier bridge situation and that the decision had been there should be new facilities rather than abolition. Could you tell us who were the members of this committee, when it was initiated, and if possible give us the report of this committee.

Mr. ARCHER: I am not quite sure which committee you have in mind.

Mr. FISHER: In the house on August 10, 1956, Mr. Marler said that a committee had been formed in 1955 to look into the Jacques Cartier bridge situation. I would like to know when the committee was initiated, who were the members of it and what is its report.

Mr. ARCHER: I think he was referring to matters dealing with the traffic on the bridge and whether or not we should build another bridge. I will get the names of the members of the committee.

Mr. FISHER: Could we also have the report.

Mr. ARCHER: Yes.

The CHAIRMAN: I understand that report will be secured if at all possible. They think they can get it.

Mr. FISHER: Has the National Harbours Board ever appeared before a parliamentary committee before?

Mr. ARCHER: Not a committee such as this.

Mr. FISHER: I do not mean for this kind of investigation, but rather a routine investigation, say, by an estimates committee.

Mr. ARCHER: Only the estimates committee. They discussed our estimates two years ago.

Mr. FISHER: In view of the increase in revenue that you have in sight as a result of the installation of tolls, have you made any projection in the light of the boost to your income as to when all the debts of this bridge will be cleared off?

Mr. ARCHER: We figure it will take about seven years to pay the physical cost of the bridge. That does not include the deficit debt and interest on the deficit debt which is approximately another $13 million.

Mr. FISHER: Since the Champlain bridge is also going to be a toll bridge is it going to be merged with the Jacques Cartier bridge in respect of your plans for financing?

Mr. ARCHER: At present we could not do it because the Jacques Cartier bridge is operated under a tripartite agreement, and we have to keep separate accounting. When I see the premier of Quebec I would like to mention that point as a matter of policy, but as of the present we cannot do it.

Mr. FISHER: What is the arrangement you have with the Victoria bridge in so far as toll revenue is concerned, since tokens or bridge tickets are interchangeable? How do you work out your split with them?

Mr. BEAUDET: The accounting is on the basis of tokens redeemed on the bridge.

Mr. FISHER: You mean right on the site.

Mr. BEAUDET: Correct.

Mr. BALDWIN: I noticed Mr. Finlay said on the question of the rates or the tariff there would have to be joint agreement between the governor in council, and the lieutenant governor in council in respect of Quebec. How about the method used in collecting tolls? Would that be a matter solely for the governor in council? I have in mind substitution of automatic machines for manual collection.

Mr. FINLAY: That is for the federal authority. The tripartite authority refers only to the tolls.

Mr. BALDWIN: In February of 1956 I noticed Mr. Fortier made a strong representation for substitution of automatic machines. That would be the sole responsibility of the governor in council.

Mr. FINLAY: Yes.

Mr. BALDWIN: While I am on that subject would it be possible to have at the next meeting this strong recommendation of Mr. Beaudet's with regard to that?

Mr. ARCHER: It was a recommendation at the board meeting and we will give you a minute of it.

The CHAIRMAN: You are next, Mr. Chevrier.

Mr. CHEVRIER: I had a question but it has been answered.

Mr. BROWNE (*Vancouver-Kingsway*): I was interested in this matter about which Mr. McPhillips spoke, concerning the responsibility of the treasury board and what their exact responsibility was in connection with the matter of the accounting of the money. Is it part of their purpose to see that not only the procedures are correct but that monies are not going astray?

Mr. FINLAY: No. "Going astray" in what sense? Let us assume that the treasury people believe there are X number of cars crossing over the bridge, and they are receiving what they believe too small an amount of money. That is no part of their duties.

Mr. BROWNE (*Vancouver-Kingsway*): It is not?

Mr. FINLAY: No.

The CHAIRMAN: We have treasury officials here, if you wish to question them.

Mr. CHEVRIER: Mr. Chairman, may I follow that question up by asking one or two more questions of Mr. Finlay? Is there not an auditor within the organization of the National Harbours Board itself—

Mr. FINLAY: Yes.

Mr. CHEVRIER: —whose duty it is to supervise the collection of tolls and the accounts as they pertain to the Jacques Cartier bridge?

Mr. FINLAY: Yes, that is so. As a matter of fact, that is set forth in the report which you have.

Mr. CHEVRIER: And over and above that is there not under the Financial Administration Act a responsibility upon the auditor general to recheck on what has been done by the auditor of the corporation?

Mr. FINLAY: Yes, and reference is also made to that. That exists both under the National Harbours Board Act and the Financial Administration Act.

The CHAIRMAN: Gentlemen, we have Mr. Phair with us this morning. He is the chief treasury officer of the National Harbours Board. If anyone wishes to ask him a question, you may do so at this time.

Mr. MCPHILLIPS: He is a harbours board officer?

Mr. BEAUDET: Yes, he is the chief treasury officer of the harbours board.

The CHAIRMAN: He is paid by the finance department?

Mr. ARCHER: He is paid by us, but comes to us from the treasury department. We have nothing to do with their selection.

Mr. MCPHILLIPS: Perhaps you could give us some detail in connection with this item on page 13—"the handling and the counting of the monies is done under the supervision of the comptroller of the treasury". What authority and what mechanics are there in regard to this?

Mr. J. B. PHAIR (*Chief Treasury Officer, National Harbours Board*): Under the present system the hoppers under the mechanical equipment are brought from their position into the treasury office by harbours board personnel. The treasury office does the counting, sorting and banking of the money.

Mr. MCPHILLIPS: What was the situation before the automatic toll system went into effect? What did the treasury board officials do then?

Mr. HEES: Before the automatic machines went into operation?

Mr. MCPHILLIPS: Yes, before the automatic machines.

Mr. BEAUDET: Perhaps I might explain this for you. Mr. Phair is in Ottawa and, therefore, is not quite as familiar with the procedure before the automatic tolls went into operation.

Before the automatic toll equipment went into operation the toll collector, upon completing his shift, would deposit in a bag the money he had collected, together with a report of the denomination—that is, a report indicating how much money was placed in the bag. The money was counted in front of the National Harbours Board supervisor of toll collectors or his duly authorized representative. After the money had been deposited in the bag it was sealed in the presence of the toll collector. Then the bag was

deposited in a strong vault-type box so no one could get at it. Then, by contract, Brinks express would come on the bridge to pick up these bags and deliver them to the treasury officer, Montreal representative. This officer would open the bag, recount the money and do the banking.

The CHAIRMAN: Are there any other questions?

Mr. HOWE: Are tokens used, or is it actually money that goes into these hoppers?

Mr. ARCHER: Tokens and money.

Mr. HOWE: Where are the tokens purchased?

Mr. BEAUDET: The tokens are purchased from toll officers on the traffic lanes. They are sold 50 units a time.

Mr. HOWE: Who makes them?

Mr. BEAUDET: Filigrane Specialties, of Sherbrooke, Quebec.

Mr. HOWE: They are of a weight similar to a coin: a coin will activate the machine, the same as the token?

Mr. BEAUDET: It is not on weight: it is on a matter of thickness and diameter, with very strict tolerances. The metal is very hard, so it will not wear. It is nickel-silver alloy, so that it will not wear.

Mr. HOWE: Have the authorities found any counterfeit tokens being used?

Mr. BEAUDET: No, we have not found any counterfeit tokens, and I do not think it would be wise for anyone to try to manufacture a token. It would cost him too much money.

Mr. ARCHER: Possibly six cents, and the token is worth only eight cents.

Mr. MCGREGOR: Did you say that you have never found any counterfeit tokens?

Mr. BEAUDET: There are no counterfeit tokens. What has been used in the past is what we call a "slug", which is a piece of metal but not necessarily a counterfeit token.

Mr. MCGREGOR: But you have not found any?

Mr. BEAUDET: We have found "slugs", but not counterfeit tokens.

Mr. MACINNIS: Have slugs been used that are able to activate the machinery?

Mr. BEAUDET: No, we do not know that. We find slugs in the gate vaults of the machines, but that does not mean that the man who used that slug has received the green light; in other words, that the slug has actually activated the machine.

Mr. MACINNIS: Well, have you never tried it out?

Mr. ARCHER: There are slugs, yes. We could not detect them at first. We know they were there because we found them. We can detect them now. Last Thursday or Friday we detected one. The man was arrested at one o'clock, and at three o'clock, I believe he paid a fine of $50. We can detect a slug now as a user now goes through.

Mr. FISHER: Mr. Chairman, could I point out to members that this was covered by the answer to question 210 given in the house this year.

The CHAIRMAN: Has the machine that you use any way of detecting whether it is an American quarter that is used? In the United States they have machines that reject a Canadian quarter.

Mr. ARCHER: Ours will accept both.

Mr. JOHNSON: Mr. Chairman, I have a supplementary question on this.

The CHAIRMAN: Mr. Fisher is next.

Mr. FISHER: Mine is just an information question. On page 11 there is a person referred to as the general chairman of the brotherhood. I just want to get it straight: is that Mr. Frank Hall?

Mr. ARCHER: Yes, that is Mr. Frank Hall.

Mr. DRYSDALE: Going back to this matter of manual collection that Mr. McPhillips raised, you mentioned that there was the supervisor of toll collectors and his representative. Who would his representative be?

Mr. BEAUDET: Assistant supervisor of toll collectors or clerks.

Mr. DRYSDALE: They were not anything to do with the toll takers themselves?

Mr. BEAUDET: No.

Mr. DRYSDALE: Secondly, you mentioned periodical checks by an internal auditor. What was the nature of these periodical checks? This is on page 7, number 2.

Mr. BEAUDET: This check by the treasury officer consisted of calling a toll collector into the office and asking him to empty his pockets and put all the money he had collected on a table. The treasury officer would count the money and make a report on the receipt issued, and make sure that the two balanced.

Mr. DRYSDALE: How often were those periodical checks made, and was there any notice as to the internal auditor coming in?

Mr. BEAUDET: As to how often they were made, I would like to leave this until Wednesday, to give you the exact figure. I do not like to quote figures from memory.

Mr. DRYSDALE: The other question was: what did the annual audit by the auditor general consist of? Were there any spot checks made by the auditor general, or was it just a case of accepting the information that had been given to him?

Mr. BEAUDET: We do not get those reports, but I am given to understand the auditor general's representative made a check on the bridges themselves.

Mr. DRYSDALE: What was the nature of the checks?

Mr. BEAUDET: I do not know.

Mr. DRYSDALE: You do not know how often, or when?

Mr. BEAUDET: No.

Mr. BROWNE (*Vancouver-Kingsway*): I have a supplementary on slugs, Mr. Chairman. Would it be possible for you to tell us how many slugs have been taken out of these hoppers since the automatic system went in?

Mr. ARCHER: I think it is two to four a day.

Mr. BEAUDET: An average of four a day.

Mr. BROWNE (*Vancouver-Kingsway*): I was wondering what the trend was.

Mr. BEAUDET: About four a day.

Mr. BROWNE (*Vancouver-Kingsway*): I was hopeful we might get a statement from Mr. Phair this morning, outlining the responsibility of treasury board in relation to the toll collections on the Jacques Cartier bridge.

Mr. ARCHER: Could you do that?

Mr. PHAIR: I might say it is the comptroller of the treasury branch, and not the treasury board that is involved in this. We are responsible for the accounting of the National Harbours Board.

Mr. BROWNE (*Vancouver-Kingsway*): But would you have responsibility, if you felt the amount of money that was being received was not in line with the number of cars going over the bridge?

Mr. PHAIR: Well, before the new system our people checked the tickets that were given to the toll collectors, to see that the proper amount of cash was received for the number of tickets issued.

Mr. BROWNE (*Vancouver-Kingsway*): But you would not feel your responsibility would go beyond that?

Mr. PHAIR: Not that we would make a count of the vehicles, no.

The CHAIRMAN: Gentlemen, it is half past twelve, and I wonder if you would like to adjourn now?

Mr. MONTEITH (*Verdun*): Mr. Johnson earlier asked for a list of employees, and the dates they were engaged. Could we have a list of the supervisors, and the dates they were appointed?

The CHAIRMAN: That would all be included in that, I understand.

Mr. JOHNSON: I do not want to ask questions now, but I intended asking one on traffic counts. I understand there were traffic counts by independent companies being done to determine the necessity of a bridge.

Mr. BEAUDET: They were made by the city of Montreal traffic department, and also by the province of Quebec traffic department.

Mr. JOHNSON: When they used to stop us and ask us in what direction we were going after we left the bridge—whether we were going east or west—

Mr. BEAUDET: That was an O. and D. survey, jointly carried out by the Canadian National Railways, the National Harbours Board and the province of Quebec, and called an origin and destination survey.

Mr. JOHNSON: Could we have a report of the counts while you are at it, while you are looking for documents? Could you take this one from the pigeonhole too?

Mr. BEAUDET: What do you want exactly? I might suggest these reports would cover the entire table, about a depth of this much. What do you want?

Mr. JOHNSON: There should have been a report made by these companies, showing the amount of cars, trucks, and the detail of such items, crossing the bridge at a certain date. They must have prepared a report on their general findings; like how many cars crossed the bridge for so many days.

The CHAIRMAN: Mr. Johnson, could you give that question to Mr. Archer after this meeting, and explain it to him? Then perhaps you could get it on Wednesday.

Mr. JOHNSON: I just wanted to give notice.

Mr. CHEVRIER: When is the next meeting—tomorrow?

The CHAIRMAN: Just a minute, gentlemen. How would it be if the steering committee met this afternoon in my office at 5 o'clock to consider such matters?

Mr. JOHNSON: Why could we not meet right now?

The CHAIRMAN: All right. Are you all here? Very well, we will meet in my office right after this meeting. We shall adjourn now until 9 o'clock on Wednesday morning next.

Mr. CHEVRIER: Why should we adjourn until Wednesday? We have been debating sitting while the house is sitting, and we were told that there were people here who had important business elsewhere. Surely if the people are here we ought to be able to meet tomorrow?

Mr. CAMPBELL (*Stormont*): Mr. Chairman, I think we should have an opportunity to study this brief in detail before we meet again.

The CHAIRMAN: A lot of questions have been asked for detailed information, and Mr. Archer and his officials tell me that they cannot possibly have it prepared before 9 o'clock on Wednesday morning.

Mr. MACINNIS: There is a much simpler answer to the question than that. It has already been arranged among the Whips that because of the number of committees sitting and of the particular time that they sit, they have allotted certain committees to certain days so there will not be any more conflict than necessary.

Mr. CHEVRIER: I was not aware of that.

Mr. DRYSDALE: Could you assure us that we get the printed evidence of today before the next meeting, because I would like to digest it? Our trend has not been too direct during the questioning period.

The CHAIRMAN: The Clerk of the Committee advises me that we will probably have it by tomorrow afternoon.

Mr. CHEVRIER: May I make a request of the chair and the committee? My statement a little while ago was not entirely disinterested, because I have to be out of the country on Wednesday and Thursday. I wondered if when I get back—if there is a committee, or at a later committee—I might not be allowed to examine on some of the things I would like to have examined on if I had been here?

The CHAIRMAN: I told you at the start of the meeting today that we will give you all the leeway possible.

Mr. MACINNIS: Mr. Chevrier has made a request of this committee and said that he is going to be out of the country, and that this committee can carry on while he is gone, but that when he returns he wants to go all over the work again. But I do not go along with that. They are so busy and have so much to do that they cannot sit while the house is sitting—yet they have to get out of the country! As a member of parliament of this country, surely his business is not to go somewhere else; and I do not propose to sit here and when he returns review what has gone on for two or three days.

Mr. CHEVRIER: I must bring to your attention—notwithstanding the glass that is being broken by my hon. colleague—I must bring to your attention the fact that this engagement I referred to was accepted many, many months ago, when I did not know when the committee was going to sit. Therefore I cannot turn it down at this stage. However I simply make this request, and if the committee will not agree to it, then—very well.

The CHAIRMAN: If you have the proceedings of our meeting beforehand, you will be able to go over them so that you will not rehash anything. You may ask some questions, and I feel sure that the committee would allow you to do so as long as you do not rehash.

I am going to ask you, gentlemen, to try to sit in the same seats you are sitting in today so that the reporters will not be confused when you come to our meetings. It will make it easier for them if you sit in the same seats, and we want everything to be in order as much as possible.

If the steering committee will meet forthwith in my office in room 449-S, right in the front, just off the elevator, I shall hear what you have to say.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

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PROCEEDINGS

No. 3

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

WEDNESDAY, MARCH 16, 1960

WITNESSES:

Messrs. Maurice Archer, Chairman, and G. Beaudet, Port Manager, Montreal Harbour, both of the National Harbours Board.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22778-5—1

STANDING COMMITTEE
ON
RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.
and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Nielsen,
Pascoe,
Payne,
Peters,
Phillips,
Pigeon,
Rapp,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Tassé,
Thompson,
Tucker,
Valade,
Wratten—60.

Eric H. Jones,
Clerk of the Committee.

ORDERS OF REFERENCE

HOUSE OF COMMONS,
MONDAY, March 14, 1960.

Ordered,—That the following Bills be referred to the Standing Committee on Railways, Canals and Telegraph Lines:

Bill S-20, An Act respecting British Columbia Telephone Company.

Bill S-16, An Act to incorporate Matador Pipe Line Company, Ltd.

Bill S-21, An Act respecting Eastern Telephone and Telegraph Company.

TUESDAY, March 15, 1960.

Ordered,—That the name of Mr. Pigeon be substituted for that of Mr. Smallwood on the Standing Committee on Railways, Canals and Telegraph Lines.

Attest.

LÉON J. RAYMOND,
Clerk of the House.

22778-5—1½

MINUTES OF PROCEEDINGS

WEDNESDAY, March 16, 1960.
(5)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.30 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Asselin, Badanai, Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourget, Bourque, Brassard (*Chicoutimi*), Brassard (*Lapointe*), Browne (*Vancouver-Kingsway*), Cadieu, Campeau, Chown, Creaghan, Crouse, Denis, Deschatelets, Drysdale, Dumas, Fisher, Fraser, Garland, Horner (*Acadia*), Horner (*Jasper-Edson*), Howe, Johnson, Lessard, MacInnis, Martini, McBain, McDonald (*Hamilton South*), McPhillips, Monteith (*Verdun*), Pascoe, Pigeon, Phillips, Pratt, Rogers, Rynard, Smith (*Calgary South*), Smith (*Simcoe North*), Tucker and Wratten—44.

In attendance: The Honourable George Hees, Minister of Transport: and *of the National Harbours Board*: Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; W. C. Perron, Executive Director; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer; and J. A. Clement, Superintendent of Bridges, Montreal Harbour: and *of the Canadian National Railways*: Messrs. Lionel Côté, Q.C., Assistant General Solicitor; and L. J. Henderson, General Manager of Road Transport.

The Committee resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

The Clerk of the Committee read a telegram dated March 14th to Mr. Gordon K. Fraser, the Chairman, from Mr. Harold Lande, Q.C., of Montreal, Quebec; and also a copy of the Chairman's replying telegram on March 15th.

The Clerk of the Committee read orders of reference from the House, dated March 14, 1960, whereby private bills S-20, S-16 and S-21 be referred to the Committee; and dated March 15, 1960, whereby the name of Mr. Pigeon was substituted for that of Mr. Smallwood on the Committee.

Following debate, on motion of Mr. Pratt, seconded by Mr. McPhillips,

Resolved,—That witnesses called before the Committee on its current order of reference regarding toll charges be put on oath.

Thereafter, Messrs, Archer, Beaudet, Finlay, Phair and Clement were sworn.

Mr. Archer presented answers to questions which had been asked of him at the preceding meeting; Mr. Beaudet answered certain questions which were referred to him. Fifteen of the answers were in documentary form, copies being distributed to the Committee.

On motion of Mr. Drysdale, seconded by Mr. Browne (*Vancouver-Kingsway*),

Resolved,—That the said documentary answers be printed as appendices to this day's proceedings.

The said documents, comprising Appendices "A" to "O" to this day's evidence are as follows:

List of documents filed on March 16, 1960, by the National Harbours Board for the Committee of Railways, Canals and Telegraph Lines re inquiry into Jacques Cartier Bridge.

Appendix

"A" Copy of Judgment of Mr. Harold Lande, Q.C., Arbitrator in the matter of the dismissal of eight toll collectors.

"B" Copy of tripartite agreement—Harbour Commissioners of Montreal, Province of Quebec and City of Montreal.

"C" Summary of the Canadian National Railways' investigations.

"D" List of names of members of the National Harbours Board and dates of appointment since 1st October, 1936.

"E" List of names of the members of the Harbour Commissioners of Montreal from 14th May, 1930, to 30th September, 1936.

"F" List of names of officials of Montreal Harbour from 14th May, 1930, to date.

"G" List of names of supervisory staff of Jacques Cartier Bridge from 14th May, 1930, to 8th September, 1959.

"H" List of names of all toll collectors employed on Jacques Cartier Bridge showing date hired, recommendation for employment if any, and date service terminated, with reason therefor.

"I" Statement showing the ratio of commuters tickets and cash fares for passenger automobiles for the period 14th May, 1930, to date.

"J" Statement showing cost of installation of automatic toll collection equipment on Jacques Cartier Bridge.

"K" Statement showing the number of verifications made by the Internal Auditor, Harbour Treasury Office, as per item 2, page 7 of the brief presented by Mr. Archer to the Committee on March 14, 1960. *(See paragraph 2, page 31 of Issue No. 2 of the Committee's proceedings.)*

"L" Copy of notes of a Board meeting held at Montreal on 24th October, 1956, when the Port Manager recommended that new automatic toll collection equipment be installed on the bridge.

"M" Copy of the report of the Committee appointed by the Hon. George Marler, Minister of Transport, in 1955, together with names of the members of the Committee.

"N" Statement showing financial operating result of the bridge for the period 1930 to date.

"O" Statement showing the revenue from tolls for various categories of vehicles, month by month, for the period 1953 to 1959, both inclusive.

At 10.32 o'clock a.m. the Committee adjourned until 9.30 o'clock a.m. on Thursday, March 17, 1960.

Eric H. Jones,
Clerk of the Committee.

EVIDENCE

WEDNESDAY, March 16, 1960.

The CHAIRMAN: Gentlemen, I see a quorum. Before we get into any other business I am going to ask the clerk to read a couple of memos that he has here.

Mr. DUMAS: Mr. Chairman, before you proceed with that I would ask the committee, through you, if we may adjourn this meeting at 10:30 as we have a caucus meeting at that time.

The CHAIRMAN: You can rest assured that we will do what we can to stop at 10:30, if that is the wish of the committee. What is your wish, gentlemen: is that all right with the committee?

Mr. DRYSDALE: Between 10:30 and 10:45, Mr. Chairman.

Mr. DUMAS: The meeting is at 10:30. We will have to leave at that time.

Mr. DRYSDALE: The caucus is at 11:00 o'clock.

Mr. SMITH (*Calgary South*): Mr. Chairman, I think we can oblige the hon. member.

The CHAIRMAN: We will do our best.

Mr. MARTINI: Let us get down to business, so that we will be able to.

Some Hon. MEMBERS: Hear, hear.

The CLERK OF THE COMMITTEE: There are three orders of reference in the house; one dated March 14—ordered: that the standing committee on railways, canals and telegraph lines be empowered to sit while the house is sitting.

The second one, dated March 14—ordered: that the following bills be referred to the standing committee on railways, canals and telegraph lines: bill S-20, an act respecting British Columbia Telephone Company; bill S-16, an act to incorporate Matador Pipe Line Company, Ltd.; bill S-21, an act respecting Eastern Telephone and Telegraph Company.

There is a further order of reference, dated March 15—ordered: that the name of Mr. Pigeon be substituted for that of Mr. Smallwood on the standing committee on railways, canals and telegraph lines.

The CHAIRMAN: Gentlemen, your steering committee met in my office at noon on Monday and recommended that the following witnesses be called. I will ask the clerk to read the names.

The CLERK OF THE COMMITTEE: The proposed witnesses are: suggested by Mr. Fisher: the Hon. George Marler, former Minister of Transport; Mr. A. Murphy, Montreal port manager previous to Mr. Beaudet; Mr. B. J. Roberts, member of National Harbours Board for a longer time than any other; Mr. Frank Hall, chairman, brotherhood of railway and steamship clerks; Mr. J. L. N. Valois, chief of the harbour police Montreal Harbour; Mr. Walter Smith, Canadian National Railways, who issued the press release on toll charges; also, an appropriate senior official of the city of Montreal. And suggested by Mr. Chevrier: Mr. R. K. Smith, former chairman of the National Harbours Board. Suggested by Mr. Johnson: the Hon. Ralph Campney, former chairman, National Harbours Board; Mr. August Vincent, former member of parliament for Longueuil; the Hon. Roch Pinard, former member of parliament for Chambly-Rouville.

The CHAIRMAN: Gentlemen, we can discuss that later on. We have other business at the moment, but we can discuss later on whether you want them called or not. We will have to have motions in regard to those witnesses you wish called.

The steering committee decided that we would sit today and tomorrow morning, and then we would sit again on Tuesday morning. It will be decided that morning whether you wish to sit that afternoon or not.

At the last meeting I mentioned the fact that some of the members wished to have—I do not know whether they are called draw copies or not—mimeographed sheets from the reporters as soon as they were through their work. They would put a stencil in their machine, instead of a sheet, and mimeographed copies would be made from that. Since that time Mr. Jones, our clerk, worked until about one o'clock on Tuesday morning, and the copies of the minutes of the proceedings of our last meeting were printed overnight. They were in the House of Commons by about 12 o'clock noon yesterday. Whether or not that is soon enough, I do not know. It is up to this committee to decide whether they wish draw copies made. Do you have any comments on that, gentlemen?

Mr. CHOWN: Mr. Chairman, I think that was a very fast and excellent service, and if we can save the reporters the obvious problem of using a stencil sheet, I think we should. I would be prepared to say that is quite satisfactory.

The CHAIRMAN: In that case, gentlemen, we will let the matter rest until another day. If you decide later on that you wish them, then we will do that; but the clerk assures me that these copies can be got out in short order.

Gentlemen, I received yesterday a long telegram from Mr. Harold Lande and I am going to ask the clerk to read it.

The CLERK OF THE COMMITTEE: The telegram reads as follows:

MONTREAL, QUE.
MARCH 14, 1960.

Chairman of the House of Commons Committee
Railways, Canals and Telegraph Lines,
Ottawa, Ont.

I strongly object to the report appearing in the Montreal *Star* of March fourteenth in which the National Harbours Board is quoted as stating to your committee that although the arbitration board of which I was chairman found the toll collectors guilty of charges made against them it recommended their reinstatement so that the Harbours Board had no alternative but to rehire the men. This statement is unfair and misleading because it leaves the impression that the men were immediately returned to their jobs a fact which is untrue. Reinstatement with loss of seniority is the equivalent of an outright dismissal because those who replaced them now have a prior claim to the job. As proof none of the dismissed toll collectors has been returned to his former position.

I cannot emphasize too strongly that the arbitration board of which I was chairman was not set up to inquire into the honesty of the men but merely to ascertain whether they disobeyed regulations concerning the giving of receipts. It was not within our mandate to decide if they had misappropriated funds. The representatives of the Harbours Board during the hearing were scrupulously careful to avoid all references to dishonesty and emphasized that the sole point at

issue was whether the men had failed to give receipts for cash tolls. The fact that the brotherhood of railway employees had two representatives on our board is conclusive that the union felt that the men had been unfairly treated and had been dismissed on inadequate evidence. It was because the evidence revealed the many intolerable and confused working conditions outlined in our decision that we felt the men could be subjected to many honest errors of judgment or negligence. Our decision reflected this doubt. We were never advised that these men were previously guilty of similar charges and if the Montreal harbours board chose to re-employ men previously guilty of like infractions it alone is to blame for the continuation of conditions which have led to the present inquiry before your committee.

I strongly resent this attempt by officials of the Harbours Board to take shelter for their own neglect behind our decision which far from returning the men to their jobs has resulted in their effective dismissals.

I will be absent for the next two weeks but immediately upon my return would welcome the opportunity of coming before the committee to give any further evidence which you might require in connection with the subject matter on this telegram or generally with the investigation now being held.

Harold Lande, Q.C., 132 St. James West.

The CHAIRMAN: Gentlemen, I replied to the wire. I telephoned Mr. Jones, our clerk, and asked him to send a wire, and this is the wire that was sent under my name.

The CLERK OF THE COMMITTEE: The telegram in reply reads as follows:

Ottawa, March 15, 1960.

Mr. H. Lande, Q.C.,
132 St. James St. West,
Montreal, Que.

Your wire of March fourteenth re report appearing in Montreal *Star* of March fourteenth received and your wire will be read to the members of the railways, canals and telegraph lines committee at morning sitting of Wednesday, March sixteenth.

Gordon K. Fraser.

The CHAIRMAN: On Monday morning, March 14th, gentlemen, Mr. Fisher said this:

Mr. Chairman, I have one final request....

Mr. DRYSDALE: On what page is that?

The CHAIRMAN: That is on page 39 of Issue No. 2. Anybody who has not got a copy can get one now. Mr. Fisher said:

Mr. Chairman, I have one final request. I would like to have a copy of Mr. Lande's report; and if there was a transcript of the evidence taken at that appeal board hearing, I would very much appreciate seeing that.

The CHAIRMAN: I am told there is no transcript; it is just a report. But that will be secured for you.

The CHAIRMAN: Gentlemen, Mr. Archer has a copy of that report here ready for distribution, and I am going to have these distributed to you, so far as they will go—there may not be sufficient for all members.

Mr. DRYSDALE: Perhaps we could have some more in the future?

The CHAIRMAN: Mr. Drysdale suggests we should have some more available in the future. Some more will be made available for you at the next meeting.

Gentlemen, you have now all got your copies, and I am going to ask Mr. Archer if he will be kind enough to go into this report.

Mr. MAURICE ARCHER (*Chairman, National Harbours Board*): Mr. Chairman, in referring to the telegram of Mr. Lande, I would like to go back to the text of my statement, at page 11 and paragraph 5. I quote:

Mr. Lande's report dealt extensively with the problems faced by—

Mr. DRYSDALE: Would it be more convenient to refer to the standing committee report?

Mr. SMITH (*Calgary South*): Might I inquire, Mr. Chairman, if Mr. Lande is going to be called as a witness?

The CHAIRMAN: Here is the telegram. I seem to recall that when the telegram from Mr. Lande was read it was in there that he mentioned that he would be away for two weeks.

Mr. SMITH (*Calgary South*): May I suggest that he be called?

Mr. CHOWN: Why? We have not even read the report.

Mr. MCPHILLIPS: I think the observation of the member for Calgary South is very apt. If we are going to be put in motion on the receipt of every telegram received during the course of this inquiry, and if we are going to divert to investigate the facts set out in each telegram, we are going to get nowhere.

This committee should not be put in motion at all, except on our own motion, and except on evidence given here under oath.

The CHAIRMAN: Mr. McPhillips, this report was asked for by Mr. Fisher, and Mr. Archer is going to read the report. You have copies of it. I think we would be wise to let Mr. Archer continue.

Mr. MCPHILLIPS: That is very good, and we did that, in fact, on our own motion; but we should not be put in motion on side issues upon the mere receipt of telegrams, because we will have many of them.

The CHAIRMAN: I quite agree with you on that, Mr. McPhillips.

Mr. DRYSDALE: I wonder if future telegrams could be referred to the steering committee, as we could then decide what action should be taken.

The CHAIRMAN: We can do that; but as Mr. Lande had been mentioned it was felt this matter should be brought up.

Mr. PRATT: Someone has just mentioned putting witnesses on oath. Is that to be the procedure?

The CHAIRMAN: That is entirely up to this committee, and not the chairman.

Mr. PRATT: I would suggest we do so, because in past committees we have run into difficulties through witnesses not being on oath.

The CHAIRMAN: Would you so move, Mr. Pratt?

Mr. PRATT: I would so move.

Mr. MCPHILLIPS: I would second that motion.

The CHAIRMAN: Mr. Pratt moves that witnesses called before this committee be put on oath; and that is seconded by Mr. McPhillips.

What is your feeling in regard to this, gentlemen?

Motion agreed to.

Mr. FISHER: Mr. Chairman, since I was the one who brought this up and asked for Mr. Lande's report, perhaps I could explain to my fellow members what I thought was the significance of this.

I do not think the report is so significant, but I wanted to see how the union happened to come into this, because one of the questions in my mind—and I am sure, in some other members'—is that we have a situation where there were some toll collectors who were not organized, were fired and then magically became organized.

I want to have the report as a preliminary to having Mr. Frank Hall here, to find out how this union was drawn into the matter.

The CHAIRMAN: Thank you, Mr. Fisher. Mr. Archer will now proceed.

Mr. ARCHER: I might say, Mr. Fisher, these toll collectors were unionized years ago.

Mr. FISHER: That is not the information I had.

Mr. JOHNSON: If I understand it correctly, they were on the collective agreement before they were dismissed, and that is why they came on a grievance.

Mr. ARCHER: They were under the bargaining agreement, very definitely.

Mr. JOHNSON: If I understand it correctly, they were on a collective agreement before they were dismissed, and that is why they came on a grievance.

Mr. ARCHER: Under the bargaining agreement.

Mr. FISHER: I must apologize, and I have been under a very serious misapprehension.

Mr. MACINNIS: Mr. Chairman, is it the intention of Mr. Archer to deal with the telegram at this time?

The CHAIRMAN: That is what we thought—not with the telegram, but he is going to read the report that was asked for by Mr. Fisher.

All right, go ahead, Mr. Archer.

Mr. ARCHER: Reading the report or answering the telegram?

The CHAIRMAN: I think it might be wise for you to speak in regard to the telegram also, because it is a definite charge against Mr. Archer, who is a witness before this committee, and I think Mr. Archer should be heard at this time.

Mr. MACINNIS: I do not think this telegram has anything to do with this committee's work. If Mr. Archer and the gentleman concerned are making exchanges—one by the telegraph service, and one through the newspapers—I do not think this committee should concern itself with that.

The CHAIRMAN: Mr. Archer's report was made in this committee and, therefore, the reply should be given through this committee.

Yes, Mr. Archer?

Mr. ARCHER: In reply, Mr. Chairman, I refer to page 33 of Railways, Canals and Telegraph Lines' proceedings, No. 2. That is the statement I made on Monday, March 14th, and it says:

> 5. Mr. Lande's report dealt extensively with the problems faced by toll collectors and was critical of the "antiquated method" of collecting tolls then in use. While he found the dismissed collectors guilty of the charges made against them and deserving of punishment, he felt the punishment should be with clemency and recommended that they be reinstated without retroactive pay and with a loss of seniority. This recommendation was supported by the two representatives of the union, and opposed by the two representatives of the National Harbours Board.
>
> 6. In accordance with this finding of the referee and the two representatives of the union, the National Harbours Board had no alternative but to instruct the Montreal port manager to rehire the men when vacancies occurred and in line with seniority practice.

Then I go to Mr. Lande's judgment, at page 7, where it says—and I quote:

> I therefore recommend that the dismissed men be reinstated without retroactive pay and with a loss of seniority, the latter to begin from January 1, 1959.

The CHAIRMAN: This is page 7?

Mr. ARCHER: This is at page 7.

Then I refer to the front page, where it says:

> I have been asked as Chairman to render and write the present judgment, all parties agreeing to be bound by same.

That is a reference to page 1 of the Lande judgment, at the bottom of the page.

We have followed these recommendations. We have reinstated 7 of the 8 men, and one of the reinstatements meant the displacement of one of the men who had been hired as a toll collector.

I am going to ask Mr. Beaudet to amplify on the reinstatements and to give the definite dates these men were reinstated.

I might add, before he does so, that we are not trying to hide anything with regard to the inefficiency he has mentioned—and I will again refer you to my statement at page 31:

> The board recognized that the manual system was outdated—

and we are not trying to defend the manual system.

> —and that with increasing traffic volume it was becoming more difficult to police and that working conditions were not good.

Also, I go to page 32, where it says:

> However, a number of the reports did indicate inefficiency and incompetence on the part of certain toll collectors and to an increasing degree over the years pointed to the fact that the growth of traffic and the necessity for fast handling of vehicles imposed demands both on the toll collectors and on the manual system of collection which seriously threatened the efficiency of the operation.

Then we decided to put in the automatic toll collection system.

Mr. Chairman, is it all right for Mr. Beaudet to amplify?

The CHAIRMAN: Yes, Mr. Beaudet?

Mr. G. BEAUDET (*Port Manager, Montreal Harbour National Harbours Board*): The eight toll collectors dismissed on October 2, 1958, were: Messrs. R. Toupin, M. Savoie, A. Beauchamp, G. Flynn, A. Decary, E. Jalbert, M. Duceppe, and C. E. Leger.

Eight men were hired in October, 1958 to replace them.

The judgment of Mr. H. Lande, Q.C., was received by us on the 26 of February, 1959. On that date—the 26 of February, 1959—the eight men hired in October, 1958 to replace the eight dismissed toll collectors had acquired seniority rights, in accordance with the terms of the labour agreement covering toll collectors.

The actual wording of the decision of Mr. Lande has just been read by Mr. Archer but I would like to repeat it.

I quote:

> I therefore recommend that the dismissed men be reinstated without retroactive pay and with a loss of seniority, the latter to begin from January 1, 1959. As among the dismissed men, the relative seniority existing between them prior to dismissal shall remain.

This could be interpreted to mean: (i) an immediate reinstatement; or, (ii) reinstatement as vacancies occurred.

Considering, however, that Mr. Lande's decision included the following sentence at the end of his judgment—and I would like to repeat it, again:

> As among the dismissed men, the relative seniority existing between them prior to dismissal shall remain.

—it could only be interpreted to mean that the men would not all be reinstated at once and, therefore, as vacancies occurred, they should be reinstated in accordance with the relative seniority which existed between them prior to dismissal.

The brotherhood, of course, contended that the decision meant immediate reinstatement.

Mr. Lande was requested to clarify his decision.

On February 27, 1959 he wrote me a letter which reads as follows—this letter has been filed with the document which was just distributed a few minutes ago:

> It has come to my attention that an attempt has been made to read an ambiguity into the second to last sentence of my judgment in the above matter. Whilst I cannot see the need of any clarification as the wording can only be given one sensible meaning, I wish to state that the intention was to order the reinstatement of the dismissed men without retroactive pay and with the loss of all seniority acquired up to January 1, 1959.

It will be noted that the last sentence contained in the decision of February 20, 1959 regarding the relative seniority of the men prior to dismissal is not mentioned in this letter.

Considering, however, that (i) there were not sufficient toll traffic lanes on the bridge to employ eight additional men on duty; (ii) to reinstate immediately the eight dismissed toll collectors it was necessary to lay off the eight men hired to replace them; and, (iii) if the eight men hired to replace the eight dismissed toll collectors were laid off, the Brotherhood could raise another grievance, in view of the fact that the eight men hired to replace the eight dismissed toll collectors had acquired under the terms of the labour agreement more seniority than the eight dismissed toll collectors who had lost all seniority prior to January 1, 1959, in accordance with the decision of Mr. Lande—I agree it is a little complicated, but those are the actual facts—the board then had no recourse other than to lay off any toll collector hired after January 1, 1959, and to reinstate the eight dismissed men as vacancies occurred.

This course was followed. One employee, Mr. F. Lesiege, who had been hired on January 13, 1959 to replace a toll collector off duty on extended sick leave was immediately laid off as his seniority dated after January 1, 1959. He was replaced by one of the eight dismissed toll collectors, Mr. R. Toupin, on March 16, 1959.

Six other toll collectors dismissed on October 2, 1959, were reinstated when vacancies occurred, as follows:

Mr. M. Savoie on April 17, 1959; Mr. A. Beauchamp on May 11, 1959; Mr. G. Flynn on June 21, 1959; Mr. A. DeCary on June 29, 1959; Mr. E. Jalbert on July 3, 1959 and Mr. M. Duceppe on July 6, 1959.

The eighth toll collector dismissed on October 2, 1958—that is Mr. C. E. Leger—was requested to report to work on July 6, 1959; but he never reported to work.

Therefore, it must be concluded that the statement of Mr. Lande, in his telegram to the chairman, which states:

> As proof none of the dismissed toll collectors has been returned to his former position—

—is completely untrue and not in accordance with the facts.

If required, I am prepared to file, for the information of the committee, a photostat copy of my letter of reinstatement of these men, and a copy of the pay cheques issued to them to cover their period of service after their reinstatement.

The CHAIRMAN: Thank you very much, Mr. Beaudet.

Mr. BALDWIN: From what I heard, Mr. Chairman, I understood the witnesses were going to be sworn.

The CHAIRMAN: Yes, Mr. Baldwin. We are waiting for a bible. I feel sure that our witnesses, who are here this morning, will not object to being sworn. Am I right?

Mr. BEAUDET: Not at all.

Mr. MACINNIS: I wish ot direct a question in regard to the seniority of these men who came back on the job. It is my understanding that they lost all their seniority, with the exception of the seniority they had among themselves. With respect to the second last sentence in the last paragraph, has your difference of opinion with Mr. Lande been made quite clear? Has this been brought to his attention in order that he might understand what you are talking about?

It seems to me, Mr. Chairman, that this committee is getting off on a tangent—when we start dealing with differences of opinion between the National Harbours Board and the chairman of this conciliation board. I think these differences should have been ironed out among themselves. If there have been statements made, following up the decision of the conciliation board, and there is a disagreement on interpretation, I think this interpretation should be settled between the conciliation board and the parties concerned. I do not think this committee should become involved in these differences of opinion.

The CHAIRMAN: Well, Mr. MacInnis, it is on the record now and it is up to the committee whether or not they wish to pursue it further.

Mr. MACINNIS: I move that it does not.

The CHAIRMAN: There were two items in regard to which Mr. Beaudet said he could produce photostatic copies, and I think we should have those at this time.

Mr. CREAGHAN: Mr. Chairman, on the motion to dismiss, I think we should have some evidence before we dispense with the telegrams and the ambiguity with which we have been faced in the evidence this morning, and in the most recent decision with which we were presented this morning.

The following is set out on page 33 of Monday's proceedings, which Mr. Archer quoted earlier this morning. I refer to the last sentence of subparagraph 5:

> This recommendation was supported by the two representatives of the union, and opposed by the two representatives of the National Harbours Board.

I do not know how we can assume that from the report because Mr. Lande, at page one of his judgment, says in the last sentence:

> The committee consisted of five members, two representing the union and two representing the management. Since the remaining four members were directly interested in the outcome, I have been asked as chairman to render and write the present judgment, all parties agreeing to be bound by same.

Now, it is this last clause that is in conflict with the report which we received yesterday. Unless we have some evidence, I am wondering how we could necessarily assume that it was not a unanimous judgment.

Mr. BEAUDET: The wording actually is agreeing to be bound by same, or to be bound by the decision; it does not mean that we were bound to

agree with what the decision was and, in any event, we had no other course to follow because, in accordance with the terms of the labour agreement covering toll collectors, the board and the brotherhood were both bound by the decision of the arbitrater. This, in the judgment is, in my mind, redundant.

Mr. SMITH (*Simcoe North*): Mr. Chairman, it seems to me that the two contending parties to this dispute have now made public their statements and positions, and rather than let this dispute take over the work of this committee, I think we should start now where we left off at adjournment on Monday morning and continue in an orderly fashion with Mr. Archer. I think we should let the rest of this develop as it comes out.

The CHAIRMAN: Thank you for your comments, Mr. Smith.

Gentlemen, Mr. Archer has some documents which he wishes to read.

Mr. FISHER: I have a question concerning information.

The CHAIRMAN: Before that, Mr. Fisher, we will have the Clerk swear our witnesses, as the committee has recommended. Would the Clerk look after that? You could swear all the members of the National Harbours Board at the same time.

Maurice Archer, Sworn.

G. Beaudet, Sworn.

J. F. Finlay, Sworn.

J. A. Clement, Sworn.

J. B. Phair, Sworn.

Mr. FISHER: Mr. Chairman, during Mr. Beaudet's evidence an important point came up, which I would like to go back to, and that is the fact that there was this turnover. Was this an unusual rate of turnover in 1959?

Mr. SMITH (*Simcoe North*): That information will develop when the questions are asked. I thought it was understood that the problems between the two contending parties would be dealt with in the normal course of procedure. If Mr. Fisher asks that question, I have two or three which I would like to ask, and we will be away again. I would suggest that we wait until the proper time comes.

Mr. DRYSDALE: With the limited time which we have available, could we have the assurance that if we run out of time Mr. Archer will have an opportunity to have certain documents filed, such as the tripartite agreement?

The CHAIRMAN: I was going to ask for this at this time.

Mr. ARCHER: I now produce the following exhibits:

1. Copy of judgment. (*See Appendix "A".*)

2. Copy of tripartite agreement between the harbour commissioners of Montreal, the province of Quebec and the city of Montreal. (*See Appendix "B".*)

What about the distribution of these?

The CHAIRMAN: They could be passed out all together and could go in as an appendix to the report. Is that satisfactory?

Mr. DRYSDALE: I so move.

Mr. PIGEON: I second the motion.

Mr. CREAGHAN: Will this include the judgment?

The CHAIRMAN: Including this from Mr. Lande. All agreed?

Agreed.

The CHAIRMAN: Are there any opposed?

Motion agreed to.

Mr. ARCHER: We have 50 copies, and if this is not sufficient we will have more made up. May I continue?

3. Summary of the Canadian National Railways' investigations. (*See Appendix "C".*)
4. List of names of members of the National Harbours Board and dates of appointment since October 1, 1936. (*See Appendix "D".*)
5. List of names of the members of the harbour commissioners of Montreal from May 14, 1930 to September 30, 1936. (*See Appendix "E".*)
6. List of names of officials of Montreal harbour from May 14, 1930, to date. (*See Appendix "F".*)
7. List of names of supervisory staff of Jacques Cartier bridge from May 14, 1930, to September 8, 1959. (*See Appendix "G".*)
8. List of names of all toll collectors employed on Jacques Cartier bridge, showing date hired, recommendation for employment if any, and date service terminated, with reason therefor. (*See Appendix "H".*)
9. Statement showing the ratio of commuters tickets and cash fares for passenger automobiles for the period May 14, 1930, to date. (*See Appendix "I".*)
10. Statement showing cost of installation of automatic toll collection equipment on Jacques Cartier bridge. (*See Appendix "J".*)
11. Statement showing the number of verifications made by the internal auditor, harbour treasury office, as per item 2, page 7, of the brief presented by Mr. Archer to the Committee on March 14, 1960. (*See para. 2, page 31 of Issue No. 2 of the Committee's proceedings.*) (*See Appendix "K".*)
12. Copy of notes of a board meeting held at Montreal on October 24, 1956, when the port manager recommended that new automatic toll collection equipment be installed on the bridge.
13. Statement showing financial operating result of the bridge for the period 1930 to date.

Now, Mr. Fisher had asked that I refer to information that Mr. Bourget requested in regard to an inquiry made in 1946. That information is embodied in the statement showing the financial operating result of the bridge for the period 1930 to date, but in a different form.

Mr. Archer also presented the following documentary replies to questions which are recorded as appendices "L" to "O" to the record of this day's proceedings, as follows:

Appendix

"L" Copy of notes of a Board meeting held at Montreal on 24th October, 1956, when the Port Manager recommended that new automatic toll collection equipment be installed on the bridge.

"M" Copy of the report of the Committee appointed by the Hon. George Marler, Minister of Transport, in 1955, together with names of the members of the Committee.

"N" Statement showing financial operating result of the bridge for the period of 1930 to date.

"O" Statement showing the revenue from tolls for various categories of vehicles, month by month, for the period 1952 to 1959, both inclusive.

14. Summary of the origin and destination report made in collaboration with the Canadian National Railways and province of Quebec (later).
15. Statement showing the revenue from tolls for various categories of vehicles, month by month, for the period 1953 to 1959, both inclusive.

There are two other statements we will produce later. One is a copy of the report of the committee mentioned by the Hon. George Marler, Minister of Transport in 1959, together with the names of the members of that committee. We should have that either tomorrow or next Tuesday.

I believe those are the statements. With Mr. Drysdale and Mr. Johnson we discussed having a day by day report and it was decided it would not give all the information they required and that the report was not necessary.

Mr. DRYSDALE: Yes. Are you, however, producing the monthly report which was requested?

Mr. ARCHER: Yes.

Mr. JOHNSON: Mr. Chairman, I just want to state that I asked Mr. Archer and Mr. Beaudet to withhold decision on this particular question until today so that we might have an opportunity to discuss this matter again. I would like to discuss this matter again today with Mr. Archer and Mr. Beaudet. We were trying to work out some way to get information for a certain period before and after the investigations were made. I asked Mr. Beaudet and Mr. Archer to withhold their decision until this date and I will see Mr. Beaudet and Mr. Archer after this meeting to discuss it. I would ask that you leave the matter open.

The CHAIRMAN: We will leave the matter open, Mr. Johnson, and you can discuss it with Mr. Archer afterwards.

Mr. SMITH (*Simcoe North*): I do not think the tripartite agreement gives the toll structure for the bridge. I think that is one schedule we should have.

The CHAIRMAN: The toll structure of the bridge?

Mr. SMITH (*Simcoe North*): Yes. The amount for the various classes of vehicles.

The CHAIRMAN: Mr. Archer or Mr. Beaudet, can you give us that information?

Mr. ARCHER: Do you wish it back to 1930, or the present one and the one previous to the present one?

Mr. SMITH (*Simcoe North*): I think we might as well have the complete schedules—all of them.

The CHAIRMAN: That will be done, and you can have it by at least Tuesday of next week. Is that satisfactory?

Mr. SMITH (*Simcoe North*): Perfectly.

The CHAIRMAN: Are there any other questions, gentlemen?

Mr. DENIS: This is the list of toll collectors up to September 1959. I would like to know if there are some other persons who have been employed since, up to date? I would like to have the names of the other employees?

Mr. BEAUDET: Effective September 8, 1959, the new automatic toll equipment went into operation and the toll collectors were replaced by toll officers. If you want the names of the toll officers now employed, we will file it.

Mr. DENIS: I want to know the names and the recommendations of the new employees from September 1959, up to date.

Mr. ARCHER: I think that question was answered in the house. I believe it was an answer to a question by Mr. Fisher.

The CHAIRMAN: That will be given again. Now, gentlemen, are there any other questions at the present time?

Mr. SMITH (*Calgary South*): Dealing with what?

The CHAIRMAN: These reports and the first report which Mr. Archer gave.

Mr. SMITH (*Calgary South*): Mr. Chairman, the question I wish to ask involves the work of the R.C.M.P., and I recognize this; but there is and has been reference made to the personal safety of the board in so far as intimidation is concerned. I think it is in the interest of this committee, although it is the responsibility of the R.C.M.P., to have the board advise the committee if there has been any such intimidation since the report was issued or during any period of the committee hearings.

There are a great number of rumours which have been circulated involving intimidation even of elected officials. I think it is the responsibility, sir, of the Chair to inform the R.C.M.P. of any of these so that we can make it very clear that no group of individuals or hoodlums is going to intimidate any of the board or witnesses who may appear before us.

The CHAIRMAN: I will ask Mr. Archer to answer you, Mr. Smith.

Gentlemen, I know the persons at the back of the room have a very difficult time hearing what is being said, and it is partly on account of too many persons having conversations. Will you kindly just wait for a while and let the committee go on with its work.

Mr. ARCHER: Mr. Chairman, to my knowledge since the committee has been set up there has been no intimidation of any of the board members or board officials by anybody.

Mr. SMITH (*Calgary South*): Then can you tell me with regard to page 9 of your report, where there is a reference made to certain threats and the R.C.M.P. were requested to institute an immediate investigation—

Mr. ARCHER: That was last year.

Mr. SMITH (*Calgary South*): I realize that. Has there been any suggestion of intimidation since?

Mr. ARCHER: No.

The CHAIRMAN: Have you any other questions, Mr. Smith?

Mr. SMITH (*Calgary South*): Might I ask the Chair if at some point we can be given information as to what was the result of the R.C.M.P. investigation in respect of the intimidation?

Mr. ARCHER: Would you repeat the question please?

Mr. SMITH (*Calgary South*): Can you advise the committee what was the result of the R.C.M.P. investigation into the intimidation in September of 1959?

Mr. ARCHER: The report of the R.C.M.P. indicated that in all instances the threats were made by unknown callers, both male and female, who used the telephone and gave no useful clues as to their identity. Their report also dealt with the matter of toll collection and confirmed that the manual system had become outdated, and so on.

Mr. SMITH (*Calgary South*): Would you look a little further on in the second paragraph where you say that there were threats to board members?

Mr. ARCHER: There were not threats to board members—board officials.

Mr. SMITH (*Calgary South*): And an investigation was instituted into these threats. What was the result of the investigations?

Mr. ARCHER: I do not think they discovered anything. They did not discover the people who did the threatening but they questioned the people who were threatened.

Mr. SMITH (*Calgary South*): I did not hear the reply.

The CHAIRMAN: That is why I am trying to get the members of the committee to be more quiet.

Mr. MCDONALD (*Hamilton South*): I would suggest when documents are presented from time to time that they be distributed all in bulk, together, and in that way there will not be a lot of people running around the room.

Mr. JOHNSON: I do not have a copy of everything. The way these are being distributed now they are all mixed up.

Mr. SMITH (*Calgary South*): I would like to hear the reply which was given to the question I addressed to Mr. Archer.

Mr. ARCHER: So far as I know there were no arrests. They did not discover the identity of the persons who made the threats.

Mr. HORNER (*Acadia*): Could Mr. Archer state what kind of threats they were. Were they telephone calls or abuses?

Mr. ARCHER: Telephone calls and abuses, I think. Mr. Beaudet was threatened and he might tell you exactly what happened.

Mr. BEAUDET: I am quite prepared to give this version. However, my memory probably is not as good as I would like to have it. I cannot quote exact dates without referring to the official documents which were produced at the time. I do not have those documents with me.

This threat to me happened on a Friday about 9 o'clock in the evening in the month of August 1959. That is approximately one month before the automatic toll equipment was put into operation. I was driving my car to go into my garage. The garage door being closed, I got out of my car to open the garage door. Two young men, I would say in the twenties, came out of the bush near my house and told me to get in the back of the house. I looked at them and one of them said "come on; let's go" and showed me a gun. I walked with them to the back of the house where it was darker. They then told me to make sure that the automatic toll equipment would not be installed on the bridge. I told them that it was not a decision for me, that it had been approved by the board and by the government, and there was nothing I could do about it. They said: "we know that you can do something about it and you better do it if you don't want any harm to you or your family." That is all that was said. They then walked towards the street.

I must admit I was very excited. I stupidly got back into my car, to do what I do not know. The garage door was still closed. I got out of the car and thought I would follow the men to try to pick up the licence of the car if they were to get into a car. I must admit I followed at a respectable distance. They walked to the next street over from mine and when I arrived at the corner of that street I realized that a car was speeding up. As I say it was shortly after nine p.m. I could not see the licence. I took it for granted that these two men were fleeing in the car, although I cannot swear that the two men whom I had seen were in that car because I did not see them go into the car. I walked back to my home, opened the garage door and went in the house to have a good drink.

I did not do anything about it—I said it was on a Friday—until the following Monday, when I made a verbal report to my chairman in a telephone conversation; and the chairman took over from there and reported these facts to the Royal Canadian Mounted Police.

Mr. SMITH (*Calgary South*): Might I ask this; you have not received any threats since?

Mr. BEAUDET: No.

Mr. SMITH (*Calgary South*): I can quite understand the position you would be in. But, having been threatened with a gun and with your life, it did not occur to you to immediately call the R.C.M.P.?

Mr. BEAUDET: It was a Friday night, and about an hour after that I drove to the country to join my family.

Mr. DENIS: Did you call the police?

Mr. BEAUDET: No. That was my decision.

Mr. DENIS: Why was it your decision?

The CHAIRMAN: Gentlemen, we will proceed on Thursday morning. Today we have to make a decision in regard to the witnesses. It has been asked that we adjourn today at 10:30 or as soon after as possible.

It was suggested by Mr. Fisher that the Hon. George Marler, former minister of transport, be called; Mr. A. Murphy, Montreal port manager previous to Mr. Beaudet; Mr. B. J. Roberts, member of the National Harbours Board longer than any other; Mr. Frank Hall, chairman of the brotherhood of railway and steamship clerks; Mr. J. L. N. Valois, chief of the Montreal harbour police; and Mr. Walter Smith of the Canadian National railways, who issued the press release on toll charges; also an appropriate senior official of the city of Montreal, as they are interested.

Mr. Chevrier suggested that Mr. R. K. Smith, former chairman of the National Harbours Board be called, and Mr. Johnson sugested that the Hon. Ralph Campney, former chairman of the National Harbours Board, Mr. Auguste Vincent, former member of parliament for Longueuil, and the Hon. Roch Pinard, a former member of parliament for Chambly-Rouville be called.

What is your feeling in that regard?

Mr. SMITH (*Calgary South*): I merely wish to say that I assume you are going to adjourn shortly, and that we will have an opportunity to continue the discussion of the question of intimidation at the next meeting.

The CHAIRMAN: Do you wish to put this over until the next meeting?

Mr. SMITH (*Calgary South*): You wish to adjourn now?

The CHAIRMAN: Yes.

Mr. DENIS: Would it be possible to have Mr. Beaudet bring a list of the toll collectors for the last six months before the automatic collectors were installed?

The CHAIRMAN: You want the names of the collectors?

Mr. DENIS: By the months,

The CHAIRMAN: Since the automatic machines were installed?

Mr. DENIS: No, for the six months previous to then.

The CHAIRMAN: That will be done.

Mr. JOHNSON: That would not complete the list? We would be entitled to bring in new witnesses?

The CHAIRMAN: It is entirely up to this committee to call whoever they think should be called.

Mr. ARCHER: Could you tell me how many copies of these documents you would like me to bring?

The CHAIRMAN: Well, we have sixty members of the committee, so I believe you should bring not less than, say, 125 copies, so that the press may also have copies of this report.

Mr. FISHER: On the list of witnesses you suggest an appropriate senior official of the city of Montreal. You will probably remember that in the steering committee I asked for the Honourable Sarto Fournier in view of the fact that Mr. Fournier has been very active in making recommendations in his previous capacity, and I think it would be to advantage if he were the representative from Montreal.

The CHAIRMAN: We will go into that at the next meeting. A request was made that we should adjourn at 10:30 this morning and we are not far from it. So we will meet again on Thursday morning, that is, tomorrow morning. I am not yet sure of the room; it will be either the railway committee room or this room.

APPENDIX "A"

HAROLD LANDE, Q.C.
Barrister-Solicitor-Advocate
Commissioner of the Superior Court

Transportation Building
132 St. James St. West
Montreal, February 27, 1959

Registered
Mr. G. Beaudet,
Port Manager,
National Harbours Board,
Montreal Harbour,
Montreal 1, Que.

Re: Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees

vs: National Harbours Board.

Grievance Re: Dismissal of Toll Collectors

Dear Sirs:

It has come to my attention that an attempt has been made to read an ambiguity into the second to last sentence of my judgment in the above matter. Whilst I cannot see the need of any clarification as the wording can only be given one sensible meaning, I wish to state that the intention was to order the reinstatement of the dismissed men without retroactive pay and with the loss of all seniority acquired up to January 1, 1959.

Yours very truly,

HAROLD LANDE, Q.C.

HL/kf
Canada
Province of Quebec
District of Montreal

IN THE MATTER OF THE DISPUTE

between

BROTHERHOOD OF RAILWAY & STEAMSHIP CLERKS, FREIGHT HANDLERS, EXPRESS & STATION EMPLOYEES

and

NATIONAL HARBOURS BOARD

in

GRIEVANCE PROCEDURE RE DISMISSAL OF TOLL COLLECTORS

TO: Mr. G. Beaudet,
Port Manager
National Harbours Board,
Montreal Harbour,
Montreal 1, Que.

TO: Mr. H. F. Mead,
General Chairman,
Brotherhood of Railway and Steamship Clerks,
Freight Handlers, Express and Station Employees,
27 Allen Avenue,
Greenfield Park, Que.

Dear Sirs:

The undersigned has acted as Chairman of a Joint Committee of Appeal appointed by the Federal Minister of Labour to deal with a grievance in connection with the dismissal of eight toll collectors employed at the Jacques Cartier Bridge. This Committee has functioned in virtue of Article V, Section 3-D of the Collective Labour Agreement existing between the above parties. The Committee consisted of five members, two representing the Union and two representing the management. Since the remaining four members were directly interested in the outcome, I have been asked as Chairman to render and write the present judgment, all parties agreeing to be bound by same.

The specific charge against the dismissed men is that they failed to give receipts to vehicles crossing Jacques Cartier Bridge for cash tolls received, thus infringing Regulation No. 9 governing toll collectors on the aforesaid bridge. The charges indicate that the dismissed men had failed to observe this rule on several occasions in the case of each man. The employees contend these charges are not true, and if it should have happened that in some instances receipts were not given, this neglect did not result from any bad faith but from the very trying, difficult and confusing conditions under which these employees perform their duties.

The evidence submitted on behalf of the employer shows that a well-known professional investigating service carried on spot checks during the months of August and September, 1958, that some eight to ten investigators were used, each one averaging some fifty trips across the bridge for this purpose. Summaries of the written reports of these investigators for each

specific charge were given to the Union whose representatives have agreed to accept these reports as evidence in the record, although not necessarily admitting the truth of their contents.

The Union have stressed the confused, difficult and antiquated conditions and contradictory instructions under which the men have been obliged to work. There is no doubt that the dual system of tariffs prevailing on this bridge adds to the difficulties of the toll collector. The tariff of tolls on Victoria Bridge is also used on the Jacques Cartier Bridge in addition to the latter's own tariff. Since Victoria Bridge uses tokens, these are also permissible on the Jacques Cartier Bridge. The token covers both the car and all passengers on either bridge. However, if a cash fare is paid on Jacques Cartier Bridge, a charge of five cents per passenger must still be made. Furthermore, no receipt has to be given where there is a token paid, only for cash tolls. The token is approximately the same size as the twenty-five-cent piece and it is very difficult to determine by the feel which is the token and which is the coin. The collector, therefore, must first examine the coin he receives to determine if a receipt has to be given and if a passenger charge is to be made. If the latter, he also has to check the number of passengers inside the car. All of this takes time and during peak hours with the frayed tempers of motorists voicing their anger at delays, there is great pressure on the toll collector to accelerate his work.

I would like also to comment on the system used by management of following the averages of sales in the different categories of vehicles that is made by each collector, and urging those collectors who fall below average to increase their take. This can work out to the prejudice of those collectors who are slower and less efficient than others. Tables are kept of the gross receipts made by each toll collector in each category of vehicle. If a collector falls down by comparison with the average of the other collectors in any one or several categories, he is urged to improve. This forces the collector to speed up his work, particularly during peak hours. In order to save time, he may neglect to hand out receipts where he should. According to the evidence given by some of the dismissed men, this also has had the effect of putting pressure on collectors to increase their truck tolls, a category where the slower ones seem to fall down. In order to do this the collectors have developed an informal system (outside the rules) of not handing out passenger receipts, setting the money aside and using it to mutilate truck receipts for the corresponding amounts. This may be one of the reasons why the collectors have not handed out passenger car receipts in some instances.

There are fourteen categories of receipts in use, depending on the weight or kind of vehicle which pays the fare, and the collector also has to decide in a split second which receipt is to be given.

It is also difficult to determine easily the number of passengers in a car. The low construction of the modern vehicles makes it difficult for the collector from his higher perch to see the passengers, particularly if the latter are seated on the opposite side of the driver. This is especially true at night when it is almost impossible to see the passengers unless they are observed through the windshield of the car as it approaches. In rainy or foggy weather or in winter time when windows are frosted, the task is at times impossible. The average motorist does not offer, or refuses point blank to pay for his passengers, and when checked by the tollman, the latter becomes the frequent object of imprecations and abuse. During the six hours I spent on the bridge, nine cars out of ten either refused or neglected to pay the passenger toll.

From the foregoing it is clear that the collector has an unpleasant and difficult task. He is forced to observe rules which should not be necessary for efficient toll collection, and which if followed strictly would have the effect

of retarding traffic to a point where the public would be discouraged from using the bridge. He is torn between the need of following the rules and at the same time rendering efficient service to the public. The present rules are a carry-over from the horse and buggy days when traffic on the bridge was light. A drastic modernization of toll collection is urgent. A uniform tariff on both bridges, a single uniform charge for all vehicles and a modern mechanical collector would eliminate most of the problems.

Whilst the foregoing analysis of the working conditions of these collectors may justify errors and omissions, are they sufficient to explain to the exoneration of these men the specific charges that were laid against them? Had the derelictions from duty of which they are charged occurred during peak traffic hours, much could be said in favour of the dismissed men. However, in every instance the charges against them occurred during slack hours when the men were working under less pressure. The facts took place in the summer when the weather was favourable and when the men were not confined to their booths, but were standing outside. The evidence also shows that the collectors had been given a notice dated May 31st, 1957 advising them that investigations were taking place and instructing them to follow the regulations, a copy of which was attached to each notice.

We cross examined several of the investigators during the hearings, and they left the impression on me that they were experienced, honest and sincere in the performance of a very difficult and unpleasant task. I am satisfied that their attitude to their duties was entirely impersonal. The investigators were questioned very carefully by the Grievance Committee with respect to the amount of time they gave the collector to issue the receipt in each case, and in every instance the investigators replied that they had given the collector ample time, and it was only after it was very clear that the latter had no intention of issuing a receipt that the car drove off.

The only evidence that was introduced to contradict these reports was an Affidavit by each of the dismissed men in which they denied that they ever refused to issue a receipt when the motorist gave them time to do so. In each Affidavit the deponent also states that he cannot remember exactly what took place on the specific days in which the infractions occurred. These Affidavits are nothing more than a general denial of the specific charges. Weighing the evidence I can see no justification for refusing to accept the versions of the investigators as true, and must therefore conclude that the men are guilty of the charges made against them.

Was their dismissal in consequence justified? Did the punishment fit the crime? After listening to the evidence which lasted several days, and from my own observations at the bridge, I cannot help but come to the conclusion that there has been a certain laxity on the part of the supervisors of toll collectors, who partly out of necessity and partly out of neglect, have permitted the collectors over a period of years to build up and follow certain patterns of activity outside the regulations.

Thus, for example, Regulation 7 requires the collector when handing out receipts to say to each motorist, "Please hold this receipt until you leave the bridge". The strict observance of this rule may have avoided the present episode. Mr. Poole, the supervisor of toll collectors, told me this rule is not observed, because it would retard traffic unnecessarily. He admitted that whilst the men had no positive instructions to disregard the rule, in practice they did not use it, and this to his knowledge.

There may be some excuse for non-observance of this rule during peak traffic hours, but it is not followed at any time. During the time I was on the bridge, I did not once hear a toll collector tell a motorist to hold his receipt until he left the bridge, although they certainly had the time and the oppor-

tunity to do so. In the same way, the collectors have developed a pattern of not handing out receipts as often as they should during peak hours, and have built up a habit which they also follow during off-peak hours. In fact, the dismissed men were not the only offenders in this regard, and the investigation showed that at least some, if not all, of the remaining collectors were similarly guilty, but to a lesser extent.

In order to reconcile the antiquated regulations with the current crowded conditions on the bridge, the collectors have been tacitly permitted during peak hours to do things that should not have been done, but instead of confining this relaxation of the rules to what was strictly necessary, they have taken liberties beyond that need, as exemplified by the charges in the present case. Whilst the failure to observe the last part of Regulation 7 in itself is not serious, the failure to observe Rule 9 is serious and could carry with it grave implications.

For this reason, I feel that the men should be punished for the charges laid against them. This punishment, however, should be "with clemency". I therefore recommend that the dismissed men be reinstated without retroactive pay and with a loss of seniority, the latter to begin from January 1st, 1959. As among the dismissed men, the relative seniority existing between them prior to dismissal shall remain.

Montreal, February 20th, 1959

Harold Lande, Q.C.
Chairman,

APPENDIX "B"

On THIS DAY, the fifth of the month of May, in the Year of Our Lord One Thousand, nine hundred and twenty-eight, before me, Charles Delagrave, the undersigned Notary Public for the Province of Quebec, residing and practicing at the City of Quebec, in the said Province, came and appeared:

The honourable ANTONIN GALIPEAULT of the City of Quebec, King's Counsel, herein acting in his quality of Minister of Public Works and Labour of the Province of Quebec, and for and on behalf of the Government of the Province of Quebec, duly authorized to the purposes hereof by and in virtue of an Order in Council, dated at Quebec, the thirteenth day of July last (1927) a copy whereof duly certified has remained annexed to the original hereof after having been signed for identification by the Parties hereto and the undersigned Notary.

PARTY OF THE FIRST PART, hereinafter styled "THE GOVERNMENT" and THE HARBOUR COMMISSIONERS OF MONTREAL, herein acting and represented by the HONOURABLE WL. MCDOUGALD, and Mr. T. W. HARVIE, of the City of Montreal, respectively President and General Manager, duly authorized to the purposes hereof by and in virtue of a resolution of the said Corporation passed at a Meeting held at Montreal, on the seventeenth day of August last (1927) a copy whereof duly certified has remained annexed to the original hereof after having been signed for identification by the parties hereto and the undersigned Notary.

PARTY OF THE SECOND PART, hereinafter styled "THE CORPORATION" and THE CITY OF MONTREAL herein acting and represented by MR. A. A. DESROCHES, President of the Executive Committee, and by Mr. J. ETIENNE GAUTHIER, City's Clerk, both of the City of Montreal, duly authorized to the purposes hereof by and in virtue of a Resolution of the Council passed at its Meeting held on the twelfth day of March last (1928) a copy whereof duly certified has remained annexed to the original hereof after having been signed for identification by the parties hereto and the undersigned Notary.

PARTY OF THE THIRD PART, hereinafter styled "THE CITY", WHICH SAID PARTIES acting as aforesaid have hereby declared, covenanted and agreed as follows:

WHEREAS the Corporation, by the Act of the Parliament of Canada, 14-15 Geo. V. Chapter 58, was authorized to build, own, maintain, manage, operate and use a bridge, for general traffic purposes, connecting the City of Montreal with the South Shore of the River St. Lawrence at a point which was later determined by the said Corporation as the Parish of Longueuil;

WHEREAS by the Statute of the Province of Quebec, 16 Geo. V. Chapter 2, the authorization, rights and powers conferred on the said Corporation aforesaid Statute, were authorized in so far as the rights and jurisdiction of the Legislature of the Province of Quebec are concerned:

WHEREAS in order to secure the erection of the said bridge, its maintenance and operation, it was necessary to obtain the cooperation of the Government and of the City of Montreal, which as stated in the said Provincial Act, would contribute one third each towards the cost of the same, the other third being borne by the said Corporation.

WHEREAS the said bridge is now under construction, and

WHEREAS it is expedient, as enacted by the said Laws, that a document in due form of law be entered into between the parties hereto embodying the conditions under which said cooperation shall be secured;

THEREFORE, these presents and I, the undersigned Notary, WITNESS,

1. THAT the Corporation of the Harbour Commissioners of Montreal shall and binds itself to erect, possess, maintain, manage and operate the bridge, now under construction between the City of Montreal and the Parish of Longueuil for general traffic purposes;

2. THAT in order to secure the erection, maintenance, and operation of the said bridge, the Government will pay unto the Corporation, for the contribution by the Province, a sum of ONE HUNDRED AND FIFTY THOUSAND DOLLARS per annum, during a period of forty years, the first annual payment to be made one year from the date on which the Corporation shall have notified the Government in writing that the said bridge is open for traffic and the subsequent annual payments to be made on the same date in succeeding years, but the said annual amount, however, shall be reduced to the sum required to meet one third of the annual deficit of the said bridge, whenever that deficit is less than four hundred and fifty thousand dollars;

3. THAT THE SITE, plans and specifications of the said bridge have been approved of by the Lieutenant Governor in Council as well as by the City of Montreal;

4. THAT the bridge shall be a toll-bridge. The tariff of tolls shall be approved by the Lieutenant Governor in Council and shall not be amended without his authorization;

5. THAT the Government shall not be bound to the payment of the said annual sum of one hundred and fifty thousand dollars, or any part thereof, except and in so far as the bridge shall remain a toll-bridge throughout the full duration of the present Agreement;

6. THAT the City binds itself to pay during FORTY YEARS unto the Corporation, the first payment to be made one year from the date on which the Corporation shall have notified the City, in writing, that the said bridge is open for traffic, and thereafter on the same date in each succeeding years, as its share for the erection, maintenance, and operation of the said bridge, and annual sum of ONE HUNDRED AND FIFTY THOUSAND DOLLARS ($150,000.00) per annum, which said sum, however, shall be reduced to the sum required to meet one third of the annual deficit of the bridge, whenever that deficit is less than four hundred and fifty thousand dollars. THE SAID contribution by the City

shall be subject to the obligation by the Corporation, which hereby binds itself to do so, provided the City shall provide the necessary right of way, to construct an incline for vehicles on the Western side of the bridge in the neighbourhood of Craig and Notre Dame Streets.

7. THAT the Corporation shall pay the cost of the present Deed and of two copies each, for the Government and the City.

WHEREOF ACT:

THUS DONE AND PASSED at the said City of Montreal, on the day, month and year first above written under the number nine thousand six hundred and forty eight of the undersigned Notary and signed by the said Parties with and in the presence of the said Notary after due reading hereof according to the law.

(signed) "ANTONIN GALIPEAULT"
"A. A. DESROCHES"
President of the Executive Committee
"J. ETIENNE GAUTHIER", City Clerk
"W. L. MCDOUGALD"
"T. W. HARVIE"
"CHARLES DELAGRAVE," N.P.

A TRUE COPY of the original remaining of record in my office.

(sgd) Charles Delagrave.

COPY OF THE REPORT OF A COMMITTEE OF the hon. Executive Council, dated July 13, 1927, and approved by the Lieutenant Governor on July 16, 1927.

Concerning the building of a bridge between Montreal and Longueuil.

The hon. Minister of Public Works and Labour states in a memorandum dated July 13, 1927:

THAT Statute 16, George V, chapter 2, provides for the building of a bridge between Montreal and Longueuil;

THAT, under Section 2 of the said statute, the Lieutenant-Governor in council may authorize the Minister of Public Works and Labour to conclude, for and on behalf of the government of this province, a contract with the Montreal Harbour Board and the city of Montreal, providing for the building, maintenance and operation of a bridge over the St. Lawrence, linking the city of Montreal with the parish of Longueuil.

THEREFORE, the hon. Minister recommends that he be authorized to sign the draft contract drawn up for that purpose by Charles Delagrave, notary public of this city.

CERTIFIED BY:

(signed) "A. MORISSET", Clerk of Executive Council.
(Signed) .....

(signed) "ANTONIN GALIPEAULT", Minister of Public Works and Labour.
"A. A. DESROCHES", President of Executive Committee.
"J. ETIENNE GAUTHIER", City Clerk.
"W. K. MCDOUGALD".
"T. W. HARVIE".
"CHARLES DELAGRAVE", notary public.

Certified Copy

(signed) Charles Delagrave.

EXCERPT from the minutes of the monthly meeting of the Montreal city council, held on Monday, March 12, 1928.

SUBMITTED and read the following report of the Executive Committee to approve a draft agreement between the harbour board, the provincial government and the City of Montreal, concerning the construction and operation of the bridge that will link Montreal with the south shore.

THE EXECUTIVE COMMITTEE has the honour to report:

WHEREAS the Montreal Harbour Board has been authorized by an act of the Parliament of Canada, 14-15 George V, Chapter 58, to build, own, maintain, administer, operate and utilize a bridge, for general traffic purposes, between the city of Montreal and a point on the south shore of the St. Lawrence river, to be determined by the said board, the latter having decided that that locality would be the parish of Longueuil;

WHEREAS by an act of the Legislature of the province of Quebec 16 George V, Chapter 2, the authorization, rights and powers conferred upon the harbour board by the above mentioned act, have been confirmed and ratified, in so far as the rights and jurisdiction of the legislature of the province of Quebec were concerned;

WHEREAS, in order to provide for the construction, maintenance, and operation of the said bridge, it was necessary to secure the co-operation of the provincial government and the city of Montreal, both of which, as provided under the said act of the provincial legislature, must each contribute a third of the construction costs of the said bridge, the other third being assumed by the harbour board;

WHEREAS the site, designs and specifications of the said bridge were approved by the Lieutenant Governor in council and by the city of Montreal;

WHEREAS the said bridge is now under construction;

WHEREAS the draft agreement attached hereto, drawn up by Mr. Charles Delagrave, N.P., outlines the obligations undertaken respectively by the Montreal Harbour Board, the provincial government and the city of Montreal with regard to the said bridge as follows:

"1. The Montreal Harbour Board agrees to construct, own, maintain, administer and operate the bridge now under construction between the city of Montreal and the parish of Longueuil for general traffic purposes;

"2. In order to ensure construction, maintenance and operation of the said bridge, the provincial government shall pay to the Montreal Harbour Board, as the province's share, an amount of $150,000.00 per year over a period of 40 years, the first annual payment becoming due a year from the date on which written notification shall have been sent by the Montreal Harbour Board to the provincial government that the said bridge is open to traffic, and subsequent annual payments shall become due on the same date in the following years; however, the said annual payment shall be reduced to the amount required to cover one third of the annual deficit of the said bridge where such deficit is less than $450,000.00;

"3. The city of Montreal agrees to pay to the Montreal Harbour Board as its share of the construction, maintenance and operation costs of the said bridge, an amount of $150,000.00 per year over a period of 40 years, the first payment becoming due one year from the date on which the Montreal Harbour Board shall have given notice in writing to the city of Montreal that the said bridge is open to traffic, and subsequent payments shall be made on the same date of the subsequent years. The amount of $150,000 a year will however be reduced to the amount necessary to cover one third of the annual deficit of the bridge where such deficit is less than $450,000.00.

The said contribution by the city shall be subject to the undertaking by the harbour board (provided the city grants it the right of way) to build a ramp for vehicles on the west side of the bridge, in the neighbourhood of Craig and Notre Dame streets.

"4. The said bridge shall be a toll bridge. The toll rate shall be approved by the Lieutenant Governor in Council and shall not be amended without his approval.

"5. The provincial government shall not be bound to pay this yearly amount of $150,000, or any part thereof, unless the said bridge is actually a toll bridge for the whole duration of the contract".

Whereas this draft agreement has been approved by the Chief Solicitor of the City,

Your Committee recommends that it be approved and that the Chairman of the Executive Committee and the clerk of the city be authorized to sign it on behalf of the City.

Respectfully submitted,

The Executive Committee,
(signed) "A. A. Desroches" Chairman.
"J. Etienne Gauthier" City Clerk.

Montreal, March 12, 1928.

On the motion of alderman Trépanier, seconded by alderman Langlois,
Resolved that the said report be adopted.

(certified) "J. ETIENNE GAUTHIER"
City Clerk.
(signed) "ANTONIN GALIPEAULT"
"A. A. DESROCHES"
President of Executive Committee.
City Clerk.
"J. ETIENNE GAUTHIER"
City Clerk.
"T. W. HARVIE"
"W. L. MCDOUGALD"
"CHARLES DELAGRAVE N. P."

A TRUE COPY
(signed) Charles Delagrave.

EXTRACT from the Minutes of a Meeting of the Harbour Commissioners of Montreal held on the seventeenth day of August 1927, at eleven o'clock A.M.

It was moved, seconded and unanimously *RESOLVED* THAT the Harbour Commissioners of Montreal enter into a certain notarial Deed of Agreement with the Honorable Antonin Galipeault, in his quality of Minister of Public Works and Labour of the Province of Quebec, acting for and on behalf of the Government of the Province of Quebec, and with the City of Montreal, according to the provisions of which deed the Harbour Commissioners of Montreal bind themselves to erect, maintain and operate the bridge now under contstruction between the City of Montreal and the Parish of Longueuil and the Government and the City of Montreal bind themselves to pay to the Harbour Commissioners of Montreal, a contribution of $150,000.00 each, per annum, during a period of forty years, subject to reduction of each contribution to the sum required to meet one third of the annual deficit of the said bridge whenever that deficit is less than $450,000.00, the said contribution of the Government being subject to the maintenance of the said bridge as toll bridge, and the said contribution of the City of Montreal being subject to the construction of a declivity for vehicles on the Western side of the bridge in the neigh-

borhood of Craig and Notre Dame Streets, and that the Honourable W. L. McDougald, the President, and Mr. T. W. Harvie, the General Manager and Secretary, be and they are hereby authorized to sign the said Notarial Deed of Agreement for and on behalf of the Harbour Commissioners of Montreal".

I, the undersigned, General Manager and Secretary of the Harbour Commissioners of Montreal, hereby certify that the foregoing is a true extract from the minutes of a meeting of the Habour Commissioners of Montreal, held the seventeenth day of August 1927.

And I have signed

"T. W. HARVIE"
General Manager and Secretary.

(signed)
"ANTONIN GALIPEAULT"
"A. A. DESROCHES"
President of the Executive Committee
"J. ETIENNE GAUTHIER", City Clerk
"W. L. McDOUGALD"
"T. W. HARVIE"
"CHARLES DELAGRAVE, N. P."

A TRUE COPY
(Sgd) Charles Delagrave.

APPENDIX "C"

Summary of Reports on the Toll Collection System, Jacques Cartier Bridge, Montreal, Made by the Investigating Department, Canadian National Railways, Covering Years 1934-1959; also Action taken by the National Harbours Board following Receipt of these Reports.

June-July 1934

The C.N.R. report of investigation showed that in 17 crossings of the bridge by the investigators, only two collectors failed to hand out receipts for cash fares paid. The names of the collectors concerned were noted for future reference.

October 1938

Thirty-seven crossings were made. The only irregularity discovered was the acceptance by the collectors of detached coupons from commutation tickets without production of the book. All the collectors checked for cash fares were reported to have acted quite regularly.

March 1942

The investigators made 27 trips across the bridge, checking 13 of the 18 toll collectors. Eleven collectors were reported as having accepted detached tickets during the check without asking to see the commutation book.

Following this check, a warning was issued to toll collectors that they must follow the rules rigidly in collecting tolls.

February-March 1946

On the 4th February 1946, each toll collector was handed a letter instructing him that detached coupons were not good for passage across the bridge and must not be accepted. Further, that any departure from the rules would render the collector liable to instant dismissal.

In March the investigators found that on 29 crossings, loose coupons were accepted by the toll collectors except in one case. In this latter case, the toll collector did not check the number of the coupon with the number of the book.

At a Board meeting held in Montreal on 6th March, 1946, the Port Manager reported on this investigation and was instructed to give a further warning to the collectors.

September 1952

This investigation extended over a period of ten days, from September 3rd to 12th, and covered some 75 crossings of the bridge by the investigators. It disclosed 14 cases where toll collectors detached a coupon from a commutation book which had expired; 17 cases where a detached ticket was accepted; 20 cases where a charge was not made for one or two passengers; and 7 cases where no receipt for cash was issued to the driver of the car.

In reporting to the Board on this investigation, the Port Manager stated that he would prefer to obtain additional evidence in respect of the toll collectors concerned, and also broaden the investigation to cover other toll collectors. Meanwhile, traffic counts were started in October, 1952, and were carried on until August, 1959. These counts were made for a period of three hours during morning and evening periods, three days each month.

March 1957

During the period March 16th to 21st, some 100 crossings of the bridge were made by the investigators. In 90 cases no receipts for cash were issued by the collectors, and in 88 cases the toll collector did not request payment of fares for passengers.

Following this investigation, four toll collectors were transferred to the Grain Elevator Department. The Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees, protested this action and the matter went to a Committee of Appeal. The Committee decided the Board's action was justified and that the Brotherhood's grievance could not be sustained. Of the four men concerned, three resigned and the fourth is considered to have abandoned his job, having been absent since the beginning of 1959.

At this date, negotiations for the purchase of automatic toll equipment were well underway.

August-September 1958

Between August 13th and September 3rd, 85 checks were made by the investigators. On 65 of these checks, toll collectors were found guilty of failure to issue receipts or failure to collect the prescribed tolls, or both.

Following this check, eight toll collectors were dismissed. After arbitration proceedings, the Board had no alternative but to reinstate the men, with loss of seniority acquired up to January 1, 1959. Within the period of several months, as vacancies occurred, seven of the men were re-hired. The eighth man was asked to report for work on July 6, 1959, but did not do so.

August-September 1959

Between August 19th and September 1st, 1959, a total of 62 checks were made and on 29 of these checks, involving 12 toll collectors, receipts were not issued for cash fares.

Four of the men were being considered for the positions of toll officers under the new system (which came into operation September 8, 1959) but in view of the findings in the investigation, three of them were transferred to other positions. Of these three, one accepted work on the harbour, one failed to report for work and another resigned. The fourth man went on sick leave and produced a medical certificate covering part of the time that he was

absent. When he failed to provide the Board with a medical certificate for the balance of the sick leave and did not report back to work, he was considered to have abandoned his position and was so advised.

With regard to the other eight men involved, six of them refused the work which was offered to them and one failed to report for duty when required and was considered to have abandoned his position. The eighth man, a student, was only a casual employee and was not offered other work.

APPENDIX "D"

NATIONAL HARBOURS BOARD

The following served as Commissioners for all harbours during the period November 1st, 1935, to the effective date of the National Harbours Board Act:—

E. H. Hawken, A. E. Dubuc, B. J. Roberts.

Names of Chairman and Members since composition of National Harbours Board:—

R. O. Campney, Chairman, appointed October 1, 1936.
A. E. Dubuc, Vice-Chairman, appointed October 1, 1936.
B. J. Roberts, Member, appointed October 1, 1936.
R. K. Smith, Chairman, appointed June 1, 1940.
A. E. Dubuc, Vice-Chairman.
B. J. Roberts, Member.
R. K. Smith, Chairman.
J. E. St. Laurent, Vice-Chairman, appointed October 1, 1942.
B. J. Roberts, Member.
R. K. Smith, Chairman.
Maurice Archer, Vice-Chairman, appointed July 1, 1952.
B. J. Roberts, Member.
B. J. Roberts, Chairman, appointed December 28, 1954.
Maurice Archer, Vice-Chairman.
E. J. Alton, Member, appointed April 1, 1955.
C. H. Malcolm, Member.
Maurice Archer, Chairman, appointed February 1, 1958.
R. J. Rankin, Vice-Chairman, appointed February 1, 1958.
E. J. Alton, Member.
C. H. Malcolm, Member.

APPENDIX "E"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

LIST OF MEMBERS OF THE HARBOUR COMMISSIONERS OF MONTREAL

Period: 14th May, 1930 (date of opening of Jacques Cartier Bridge) to 1st October, 1936, when the Harbour Commissioners were replaced by the National Harbours Board.

	Name	Position
1. From 14th May, 1930 to 5th September, 1930	McDougald, Hon. W. L.	President
	Hersey, Dr. Milton L.	Commissioner
	Lambert, Alfred	Commissioner
2. From 6th September, 1930 to 5th October, 1932	Rainville, Jos. H.	President
	Newman, J. C.	Commissioner
	Trihey, Lt. Col. H. J.	Commissioner
3. From 6th October, 1932 to 31st October, 1935	Newman, J. C.	President
	Trihey, Lt. Col. H. J.	Commissioner
	Raymond, Alphonse	Commissioner
4. From 1st November, 1935 to 30th September, 1936	Hawken, E. A.	President
	Dubuc, Col. A. E.	Commissioner
	Roberts, B. J.	Commissioner

5. On 1st October, 1936—National Harbours Board took over.

APPENDIX "F"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

LIST OF OFFICIALS OF MONTREAL HARBOUR
DURING THE PERIOD 14TH MAY, 1930 TO DATE

	Date	Remarks
1. GENERAL MANAGER		
Harvie, T. W.	28 Oct. '25 to 31 Dec. '34	Retired on pension. Since, deceased.
Note: Position abolished. Replaced by position of Port Manager.		
2. ASSISTANT GENERAL MANAGER		
Ferguson, Alexander	15 June '27 to 1 Nov. '35	
Note: Position abolished. Replaced by position of Assistant Port Manager.		
3. PORT MANAGER		
Ferguson, Alexander	2 Nov. '35 to 31 Mar. '47	Retired on pension.
Murphy, A. G.	1 Apr. '47 to 31 July '54	Resigned.
Beaudet, Guy	1 Aug. '54 to date	
4. ASSISTANT PORT MANAGER		
Duchastel de Montrouge, J. A.	1 Aug. '36 to 20 Feb. '38	Deceased.
Beaudet, Guy	16 Jan. '47 to 31 July '54	
Note: Effective 1 Aug. '57, position of Assistant Port Manager changed to Assistant Port Manager, Administration.		
5. PORT SECRETARY		
Archambault, L. H. A.	17 July '28 to 1 June '44	Retired on pension.
Brown, P. G.	1 Jan. '45 to 15 Aug. '52	Deceased.
Oppen, F. C.	1 Jan. '54 to 31 July '57	
Note: Effective 1 Aug. '57, position of Port Secretary changed to Assistant Port Manager, Operation.		

6. EXECUTIVE ASSISTANT

Fournier, Edouard	19 Feb. '40 to 28 Feb. '49	Retired on pension.
Anderson, G. S.	1 July '56 to 31 July '57	

7. ASSISTANT PORT MANAGER, ADMINISTRATION

Anderson, G. S.	1 Aug. '57 to date	

8. ASSISTANT PORT MANAGER, OPERATION

Oppen, F. C.	1 Aug. '57 to date	

9. SUPERINTENDENT OF BRIDGES

Clement, J. A.	1 May '56 to date	

Note: New position created on 1st May, 1956.

EMPLOYEES OF THE COMPTROLLER OF THE TREASURY

1. TREASURY OFFICER

Oliver, D. W. G.	1 May '37 to 31 Mar. '54	Resigned.
Feron, F. G.	1 Apr. '54 to date	

2. BRIDGE ACCOUNTANT

Hurtubise, Flavien	6 May '30 to 12 Sept. '45	Retired on pension.
Kelley, H. W.	1 Oct. '45 to 2 Mar. '59	Deceased.
Gagnon, P. E.	31 July '59 to date	

APPENDIX "G"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

SUPERVISORY—May 1930 to 8th September, 1959

	Date	Remarks
1. BRIDGE SUPERINTENDENT		
Paul, Wm.	6 May '30 to 31 May '31	
Note: Position reclassified as Supervisor of Toll Collectors on 1st June, 1931.		
2. SUPERVISOR OF TOLL COLLECTORS		
Paul, Wm.	1 June '31 to 21 Feb. '45	Retired on pension. Since, deceased.
Poole, A.	1 June '46 to 1 Sept. '59	Retired on pension.
Note: Position abolished 1st Sept. '59.		
3. ASSISTANT TO SUPERINTENDENT		
Jarry, Georges	1 Nov. '30 to 11 May '31	Transferred to Police Department.
Note: Position reclassified as Assistant Supervisor of Toll Collectors.		
4. ASSISTANT SUPERVISOR OF TOLL COLLECTORS		
Gareau, J. A.	12 May '31 to 16 Aug. '46	Retired on pension.
Jack, Walter	19 Dec. '46 to 22 Aug. '50	Resigned.
Gauthier, J. A. T.	1 Jan. '51 to 7 Sept. '59	Transferred to Bridge Captain.
Labelle, J. R. F. R.	1 Oct. '56 to 7 Sept. '59	do
Wheeler, E. H.	1 Oct. '56 to 7 Sept. '59	Transferred to Toll Officer.

APPENDIX "H"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE—List of Toll Collectors period 9th May, 1930, (opening of bridge) to 8th September, 1959, (date automatic toll collecting equipment was placed in operation).

Name	Address	Date hired	Recommended by	Date left service	Remarks
Bourduas, Emile	6805 Monk Boulevard, Mtl.	9 May, 30	Commissioners	19 Oct. 30	Dismissed
Dunning, A. G.	538A, Aird Avenue, Mtl.	9 May, 30	Commissioners	11 May 38	Dismissed for cause
Bernard, Jos.	Beloeil City, P.Q.	9 May, 30	Commissioners	9 June 36	Dismissed
Lacroix, J. A.	334 Chambly Road, P.Q.	9 May, 30	Commissioners	19 Oct. 30	Dismissed
MacGillivray, E.	Alexandria, Ontario	9 May, 30	Commissioners	19 Oct. 30	Dismissed
Timon, John	2487 St-Charles, Pointe St-Charles	9 May, 30	Commissioners	10 July 45	Deceased
Hurteau, Albert	Cornwall, Ontario	9 May, 30	Commissioners	19 Oct. 30	Dismissed
Lafrance, A.	4706 Lafontaine Street, Mtl.	9 May, 30	Commissioners	19 Oct. 30	Dismissed
DeSève, L. A.	2036 Berri Street, Mtl.	9 May, 30	Commissioners	19 Oct. 30	Dismissed
Holland, Albert, F.	7734A Berri Street, Mtl.	9 May, 30	Commissioners	9 June 36	Dismissed
Drolet, Alphonse	1111 St-George Street, Mtl.	9 May, 30	Commissioners	19 Oct. 30	Dismissed
Gilmore, George	775 Beaubien East, Mtl.	9 May, 30	Commissioners	7 Oct. 30	Dismissed for cause
Young, T. S.	3325 St-Antoine West, Mtl.	9 May, 30	Commissioners	1 July 48	Retired on pension
Jasmin, Leon	989 Visitation Street, Mtl.	9 May, 30	Hon. F. Rinfret	1 Jan. 47	Retired on pension
Beaupré, Jos. Charles	1662 St-Hubert Street, Mtl.	19 May, 30	Commissioners	20 Oct. 30	Dismissed
Drury, A. K.	1082 Mackay Street, Mtl.	19 May, 30	Commissioners	29 March 33	Dismissed for cause
Inskip, G. H.	7007 De l'Épée Avenue, Out.	20 May, 30	Commissioners	13 Apr. 32	Resigned
Barrette, Armand	2196 Berry Street, Mtl.	21 May, 30	Commissioners	1 July 36	Dismissed
Ponting, F.	46 Mercier Street, Mtl. South	21 May, 30	A. Thurber, Mayor of Longueuil	1 Jan. 47	Retired on pension
Leclair, Luc	4762 Cartier Street, Mtl.	19 Oct. 30	Commissioners	21 Mar. 34	Resigned
Cromp, George	5679 Brisset Street, Mtl.	20 Oct. 30	Commissioners	2 May 36	Dismissed
Hodgson, B. J.	462 Lansdowne Ave., Westmount	20 Oct. 30	Commissioners	8 Jan. 31	Resigned
Gariépy, J. M.	St-Lambert, P.Q.	20 Oct. 30	Commissioners	1 June 31	Resigned
Moreau, R. R.	136 St-Charles E., Longueuil	20 Oct. 30	Commissioners	28 Oct. 32	Dismissed for cause
Bédard, Alonzo	Longueuil	20 Oct. 30	Commissioners	10 June 45	Deceased
Robert, Roméo	81 Maguire Street, Mtl.	20 Oct. 30	Commissioners	27 June 36	Dismissed
Hodge, Alex.	680 Buchanan St., Ville St-Laurent	20 Oct. 30	Hon. F. Rinfret	6 June 52	Retired on pension
Benton, J. W.	6037 Hutchinson Street, Mtl.	8 Jan. 31	R. S. White, M.P.	21 June 36	Dismissed
Loiselle, Antonio	1167 Côte-des-Neiges Road	25 Apr. 31	Commissioners	27 Dec. 32	Dismissed for cause
Sauvé, Édouard	35 George Street, Outremount	25 Apr. 31	Commissioners	1 June 31	Resigned
Jodoin, Louis, P.	7362, St-Denis Street, Mtl.	16 June 31	Commissioners	21 June 36	Dismissed
Lee, John	5512 Monkland Street, Mtl.	19 June 31	W. J. Hushion, M.P.	12 Aug. 50	Retired on pension
Tétrault, Rémi	23, 5th Ave., Longueuil	19 Jan. 33	Commissioners	8 June 36	Dismissed
Labelle, J. M.	8539 Chateaubriand, Mtl.	20 Jan. 33	Commissioners	9 June 36	Dismissed
Cobb, J.	48, Lemoyne St., Longueuil	1 Apr. 33	Commissioners	17 July 49	Retired on pension
Renoit, A.	206A St-Thomas St., Longueuil	22 Mar. 34	Commissioners	5 Sept. 56	Retired on pension

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR—*Continued.*

JACQUES CARTIER BRIDGE—List of Toll Collectors period 9th May, 1930, (opening of bridge) to 8th September, 1959, (date automatic toll collecting equipment was placed in operation).

Name	Address	Date hired	Recommended by	Date left service	Remarks
Broissoit, O.	4003 Notre-Dame West, Mtl.	5 May 36	Paul Mercier, M.P.	13 Apr. 49	Resigned
Germain, Charles	1953 Fullum Street, Mtl.	12 June 36	Dr. H. Deslauriers, M.P.	1 Jan. 47	Resigned
Lanteigne, E.	6658 1st Ave. Rsmt., Mtl.	12 June 36	Sarto Fournier, M.P.	16 Sept. 56	Retired on pension
Payette, J. A.	8611 Bellerive Street, Mtl.	12 June 36	Jos. Jean, M.P.	1 Feb. 46	Retired on pension
Gauthier A.	2036 Darling St., Mtl.	20 June 36	E. St-Père, M.P.		
Roger, A.	7328 St-Hubert St., Mtl.	20 June 36	Azellus Denis, M.P.	10 Mar. 49	Deceased
Forest, W.	1685 Church Ave., Verdun	20 June 36	W. J. Hushion, M.P.	7 May 57	Retired on pension
Gilker, J. A.	5128 Fabre Street, Mtl.	29 June 36	Hon. F. Rinfret	7 Aug. 46	Deceased
Labelle, F.	1212 Montcalm Street, Mtl.	29 June 36	Hon. F. Rinfret	1 Apr. 57	Retired on pension
Despatis, Marcel	2592 Chapleau Street, Mtl.	22 Feb. 45		8 May 46	Dismissed
Gagné, J.	3401 Rouen Street, Mtl.	3 Apr. 45			Transferred
Rioux, R.	6651A 1st Ave. Rsmt., Mtl.	23 July 45		8 Sept. 59	Laid off
Boyer, H.	5429 Drake Street, Mtl.	20 July 45	T. P. Healy, M.P.	24 Aug. 48	Resigned
Wheeler, E.	8024 Delanaudière Street, Mtl.	7 May 46			
Toupin, R.	5570 Hadley Street, Mtl.	13 July 46		8 Sept. 59	Laid off
Kelahear, J. F.	2374 Leclaire Street, Mtl.	26 Nov. 46		31 Aug. 47	Resigned
Labbé, Omer	3890 Lafontaine Street, Mtl.	29 Nov. 46		13 Sept. 48	Resigned
Normoyle, P.	6376 Bannantyne Ave. Verdun	11 Dec. 46		8 Sept. 59	Laid off
Savoie, Michel	278 Labonté St. Longueuil	19 May, 47		8 Sept. 59	Laid off
Henry, G.	7671, 2nd Ave. Ville St-Michel	14 Jan. 48	T. P. Healy, M.P.	17 Apr. 57	Transferred for inefficiency
Adams, H.	1311 Manning St. Verdun	10 May 48			
Milligan, R.	1423 Champigny St. Mtl.	28 Aug. 48	T. P. Healy, M.P.	21 Mar. 44	Dismissed for cause
Belisle, A.	2264 Thibodeau Ave. Mtl.	16 Sept. 48	A. Denis, M.P.	15 Sept. 56	Dismissed for cause
Pearson, A.	283 Colborne St. Mtl.	15 Nov. 48	T. P. Healy, M.P.	7 Apr. 49	Dismissed for cause
Maher, A.	3221 Dandurand St. Mtl.	25 Mar. 49	A. Denis, M.P.	17 Apr. 57	Transferred for inefficiency
Beauchamp, A.	9201—12th Ave. St-Michel	9 Apr. 49	T. P. Healy, M.P.	8 Sept. 59	Laid off
Benoit, E.	807 Demers Blvd. Chambly	2 June 49		31 Oct. 59	Resigned
Curodeau, A.	6993 Boyer St. Mtl.	28 June 49	A. Denis, M.P.	31 Dec. 51	Retired on pension
Flynn, G.	6519 Hamilton St. Mtl.	22 Nov. 49	T. P. Healy, M.P.	8 Sept. 59	Laid off
Phaneuf, E.	8794 Foucher St. Mtl.	11 Aug. 49	Hon. S. Fournier	21 May, 53	Dismissed for cause
Houle, R.	496 Empire St. Greenfield Pk.	4 Oct. 51	Hon. S. Fournier	17 June 59	Resigned
Décary, A.	5112 Place Beaugrand, Mtl.	18 Apr. 52		8 Sept. 59	Laid off
Gagnon, L.	6838—25 Ave.	25 June 52		17 Apr. 57	Transferred for inefficiency
Roy, Gaston	21 Plateau Vincent, De Repentigny	19 Oct. 53		15 Oct. 59	Resigned
Bolduc, R.	1261Montarville, St-Bruno	1 Apr. 54		10 Apr. 59	Resigned
Buchkowsky, P.	4961 Coronet Rd. Mtl.	23 Dec. 54	T. P. Healy, M.P.	19 Oct. 59	Transferred for inefficiency
Hachey, R.	16 Boisvert St., Ste-Rose	15 Sept. 55	Y. Leduc, M.P.	8 Sept. 59	Laid off
Jalbert, E.	5120 Charlevoix St. Mtl.	11 Oct. 55		8 Sept. 59	Laid off
Thomas, A.	16 St-Etienne St. Longueuil	27 Feb. 56	A. Vincent, M.P.	17 Apr. 57	Transferred for inefficiency

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR—*Concluded.*

JACQUES CARTIER BRIDGE—List of Toll Collectors period 9th May, 1930, (opening of bridge) to 8th September, 1959, (date automatic toll collecting equipment was placed in operation).

Name	Address	Date hired	Recommended by	Date left service	Remarks
Duceppe, M.	3225 Cirier St. Mtl.	17 Sept. 56	R. Eudes, M.P.	8 Sept. 59	Laid off
Lanteigne, N.	9185 St-Denis St. Mtl.	17 Sept. 56		2 Nov. 59	Transferred for inefficiency
Léonard, A.	216—8th Ave. St-Eustache	20 Oct. 56	E. Leduc, M.P.		
Auclair, J. R.	3312 Mackay St. Lafleche	1 Apr. 57	A. Vincent, M.P.	20 Oct. 59	Resigned
Desruisseaux, G.	231 Quinn Blvd. Longueuil	16 Apr. 57		19 Oct. 59	Transferred for inefficiency
Law, R. C.	1186 Crawford Br. Verdun	16 Apr. 57	Y. Leduc, M.P.	8 Oct. 58	Resigned
Turcotte, A.	3305 Duquesne St. Mtl.	2 May 57	J. P. Deschatelets, M.P.	20 July 59	Resigned
Léger, C. E.	5783 Drake St. Mtl.	16 May 57	J. A. Bonnier, M.P.	2 Oct. 58	Dismissed for cause
Poirier, M.	1829 Orleans St. Mtl.	25 Oct. 57		8 Sept. 59	Laid off
Fournier, H.	486 Dollard St. Mtl. South	1 Nov. 57	R. Pinard, M.P. Hon. P. Sevigny	25 June 59	Resigned
Veuilleux, P. A.	9155-15 Ave. St-Michel	20 May 58	J. P. Deschatelets, M.P.	8 Sept. 59	Laid off
Ste-Marie, M.	1590 St-Georges St. Ville J.C.	2 Oct. 58			
Laplante, J.-M.	1006—1st Ave. Ville J.C.	2 Oct. 58		19 June 59	Resigned
Gingras, J. Y.	10148 Rome Street, Mtl. N.	4 Oct. 58		8 Sept. 59	Laid off
Desmarais, L.	1031 St-Helen St. Mtl. S.	4 Oct. 58		8 Sept. 59	Laid off
Baker, F.	5103 Marquette St. Mtl.	14 Oct. 58		8 Sept. 59	Laid off
Godin, D.	2424 St-Charles St.	14 Oct. 58		24 Nov. 59	Resigned
Gagné, W.	10561 Belleville, Mtl. N.	31 Oct. 58	A. Gillet, M.P.		
Lanctôt, J. G.	8500 Les Prévoyants, St-Léonard	7 Nov. 58			
Lefaivre, C.	8055 Champagneur St. Mtl.	15 Dec. 58			
Lesiège, F.	4843 Des Erables, Mtl.	13 Jan. 59	E. Campeau, M.P.	16 May 59	Laid off following arbitrator's decision

Above List does not Include Students employed for short periods during summer months only.

APPENDIX "I"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR
JACQUES CARTIER BRIDGE

STATEMENT RE PASSENGER CARS TRAFFIC

Year	Vehicles Cash Fares		Commuters Tickets Sold		Total
	Number	%	Number	%	
1930	764,650	79.7	194,080	20.3	958,730
1931	794,680	71.3	319,830	28.7	1,114,510
1932	800,350	70.4	335,870	29.6	1,136,220
1933	655,188	66.1	336,347	33.9	991,535
1934	611,307	65.6	319,852	34.4	931,159
1935	616,042	59.3	423,379	40.7	1,039,321
1936	588,935	49.7	596,410	50.3	1,185,345
1937	687,068	47.7	754,220	52.3	1,441,288
1938	706,922	44.9	868,945	55.1	1,575,867
1939	691,888	43.0	915,700	57.0	1,607,588
1940	656,455	38.5	1,046,830	61.5	1,703,285
1941	749,465	34.8	1,401,950	65.2	2,151,415
1942	579,026	33.3	1,160,490	66.7	1,739,516
1943	542,990	34.0	1,052,210	66.0	1,595,200
1944	638,101	36.4	1,113,132	63.6	1,751,233
1945	711,541	40.7	1,036,070	59.3	1,747,611
1946	972,068	45.4	1,166,860	54.6	2,138,928
1947	1,144,304	46.1	1,338,290	53.9	2,482,594
1948	1,320,363	44.9	1,620,370	55.1	2,940,733
1949	1,490,611	43.7	1,923,560	56.3	3,414,171
1950	1,676,315	43.4	2,181,850	56.6	3,858,165
1951	1,903,249	41.9	2,640,040	58.1	4,543,289
1952	2,163,440	40.2	3,215,210	59.8	5,378,650
1955	2,885,617	36.8	4,964,930	63.2	7,850,547
1954	2,508,209	36.9	4,283,800	63.1	6,792,009
1955	2,885,617	36,8	4,964,930	63.2	7,850,547
1956	3,030,703	33.6	5,987,580	66.4	9,018,283
1957	3,045,564	31.7	6,547,550	68.3	9,593,114
1958	2,823,581	28.8	6,986,600	71.2	9,810,181
1959	2,918,909	27.9	7,530,988	72.1	10,449,897
Total	41,159,001	41.2	66,151,843	58.8	107,310,844

APPEDIX "J"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

Statement of Cost of Automatic Toll Collection Equipment

1. Purchase of special equipment	$48,830.00
2. Cost of installation of special equipment	42,281.00
3. Annual rental cost of automatic toll collection equipment—	
10 Automatic machines at $14.10 each per day ..	51,465.00
8 Attended machines at $16.90 each per day	49,348.00
4. Total cost of toll plaza, including administration building, electrical sub-station for bridge lighting, traffic signals, toll booths, etc.	421,596.97

NOTE: The expenditure mentioned in Item 4 above was required irrespective of the type of toll collection system installed on the bridge. It could not, therefore, be considered as part of the cost of the installation of the automatic toll collection equipment.

NOTE: The special equipment mentioned under Items 1 and 2 above consists of the following:—

Quantity	*Designation*
10	Patron fare indicators with 13 classifications.
19	Traffic light units with alarm bells and relay control panel.
19	H.D.R. treadles complete with two directional contacts in steel frame.
2	Spare treadle pads.
19	Traffic static eliminators with 36 spare wires.
18	Overhead lane indicators, 16" traffic lights with stainless steel facia, with interlocking relays.
19	D.S.R. 22 special relay panels for treadle controls.

APPENDIX "K"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

Statement Showing Number of Verifications of Toll Collectors Made by the Internal Auditor of the Harbour Treasury Office

Date Checks Made:—1947, December 3rd; 1948, January 6th, May 26th, June 29th; 1949, September 21st, September 26th, December 30th; 1950, June 9th; 1951, Nil; 1952, October 27th; 1953, January 5th, January 20th, May 20th, June 9th, June 19th, July 14th; 1954, May 7th.

NOTES:

(1) Over and above the checks mentioned above, the Treasury Officer was making checks of all personnel of the Supervisory staff and of every Toll Collector, every year end.

(2) Representative of the Auditor General was also making test checks at irregular intervals. It has not been possible to obtain a report showing the dates on which these checks were made.

(3) Starting in 1955, the checks by the Internal Auditor were replaced by checks made by the Port Manager's staff and checks of vehicles, as referred to in paragraphs 2 and 3 of page 8 of the Brief of National Harbours Board.

APPENDIX "L"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

Notes of Board Meeting held at Montreal, 24th October, 1956.

Agenda Item No. 3

Jacques Cartier Bridge—Rental of Grant Electrotoller for Collection of Tolls

The Port Manager wishes to explain to the Board the advantages of the Grant Electrotoller mechanical equipment for the collection of tolls. The Operation of this equipment was examined by the Vice-Chairman and the Port Manager, both at the factory in Providence, R.I., and on the Garden State Parkway, New Jersey.

Two types of equipment are available, namely (a) fully automatic Grant Electrotoller, which operates without toll collectors or toll attendants and (b) the attended Electrotoller, which operates with a toll attendant. It should be noted that in both cases the money is not paid to the toll attendant but to the machine.

The Grant Electrotoller is distributed in Canada by Quebec Electric Control Limited. The equipment is not for sale but is on a rental basis for a minimum rental period of 3 years. Rental rates are as follows:

Fully automatic	$12.00 per day
Attended automatic	14.00 " "

For the operation of 6 fully automatic and 6 attended automatic Electrotollers, the total annual additional cost over the present system is estimated to be as follows:

Rental of Electrotollers		$56,940.
Deduct the following savings:		
(i) Printing of tickets	$ 8,000.	
(ii) Direct labour		
(10 toll collectors)	34,000.	
(iii) Heating and maintenance of toll booths		
(4 booths)	5,400.	47,400.
Total additional annual cost		$ 9,540.

The delivery of the equipment is from four to six months from the date of placing of the order.

The Port Manager strongly recommends the installation of Grant Electrotoller equipment for collection of tolls on Jacques Cartier Bridge and further recommends that an order be placed with Quebec Electro Control Limited for the rental, for a period of 3 years, of—

6—Fully automatic Grant Electrotollers at a daily rate of $12.00

6—Attended automatic Grant Electrotollers at a daily rate of $14.00

as soon as the revised Jacques Cartier Bridge tariff has been approved. The rental rates mentioned above include maintenance of the equipment. The estimated cost of installation of the equipment on the present booths is $15,000. The same equipment can be later transferred to the new plaza when the southern approaches to the bridges have been completed.

ACTION: The Board approved, in principle, rental of the equipment. Port Manager to submit detailed report to the Board following consultation with Canadian National Railways regarding changes to the tariff and conditions respecting sale of tokens.

Montreal, 29th November, 1956.

APPENDIX "M"

Interim Report of Committee on Jacques Cartier and Victoria Bridges

Terms of Reference

In the light of the development of the St. Lawrence Deep Waterway, the Committee is asked to:

1. study the question of facilities for highway traffic over the Victoria and Jacques Cartier bridges, and whether these facilities should be improved or expanded.
2. consider how long the new facilities proposed (i.e., two extra lanes on the Victoria Bridge and one or two extra lanes on the Harbour bridge) would meet present and prospective needs.
3. consider the question of charging of tolls for such highway facilities as may be deemed to be necessary.

Present Bridge Traffic

The total number of vehicles crossing the Jacques Cartier Bridge in 1954 was 8,673,698. Of this total, some 6,873,883 were passenger automobiles, the balance being trucks, buses and other vehicles. The total persons carried either as drivers or as passengers of vehicles amounted to approximately 22,000,000.

With respect to the Victoria Bridge, exact figures are not available. However, it is estimated that some 3,600,000 passenger automobiles crossed the bridge in 1954, carrying a total of some 10,900,000 persons including drivers. It is understood that virtually no buses use the bridge and that there is a relatively lighter truck movement than in the case of the Jacques Cartier Bridge. Roughly speaking it would appear that the Victoria Bridge carries only forty percent as much traffic as the Jacques Cartier.

With respect to peak loads, the Jacques Cartier Bridge passed as many as 2,187 southbound vehicles in the peak afternoon hour, and as many as 2,142 northbound in the peak morning hour. The only available information on peak traffic at the Victoria Bridge is from spot checks, which showed an average of 840 vehicles per hour westbound over a 2 hour morning period, and an average rate of 915 vehicles per hour eastbound during the 2 hour afternoon peak.

In summary it may be said that the two bridges together can handle a total movement of at least 3,100 vehicles per hour in one direction under present conditions.

Need for Improvements to the Bridges

In the 9 years since 1945, the traffic on the Jacques Cartier Bridge has been increasing at an average annual rate of 14½% and on the Victoria Bridge at an average annual rate of 12%. In the case of the Jacques Cartier Bridge, the rate of increase has varied little in any of those nine years except 1954, when it dropped to 6%. In the case of the Victoria Bridge the annual increase was more erratic in the earlier years but equally regular in the four years from 1949 to 1953, dropping sharply to 3% in 1954.

The Canadian National Railways find that in recent years congestion at Victoria Bridge has caused a loss of traffic to the Jacques Cartier. It is stated that they would be seeking to increase their facilities even without the need for changes imposed by Seaway construction. Application has been made to the Board of Transport Commissioners for permission to terminate operations of the Montreal and Southern Counties Railway; if permission is granted they plan to convert the bracket used for that service to a two-lane roadway. Objections have been filed with the Board and hearing has been set for May 3, 1955. A plan has been explained to the Committee whereby, in addition to such

modifications, facilities would be provided which it is said would permit vehicular traffic to move over the bridge with little or no interruption in spite of the necessary opening of a movable span to accommodate vessels on the Seaway.

With respect to the Jacques Cartier Bridge, the National Harbours Board has concluded that the surfacing of a fourth traffic lane is warranted at once, even though they recognize that improvements to Victoria Bridge might cause some temporary decline in traffic over the Jacques Cartier. It is understood that this paving work is to proceed in 1955. A fifth paved lane could be added at a later date as circumstances may warrant. It is understood that although accommodation to seaway traffic will require raising the southern (or rather eastern) end of the bridge, this presents no serious problem.

The Committee has not questioned these decisions for increased facilities nor the tentative arrangements between the Railway and the Seaway Authority with respect to Victoria Bridge. It is recognized that the new facilities proposed for the two bridges, including improved arrangements for fare collection, would greatly increase their present capacity.

Under present conditions the two bridges appear to be capable of carrying some 3,100 vehicles per hour in one direction. Their possible capacity with suggestion improvement, would be governed by the following factors:

1. Location of toll facilities and speed of handling.
2. Width of traffic lanes and clearance to vertical obstructions beyond. (12 foot lanes with 6 foot clearance to vertical obstructions are desirable).
3. Speed of travel possible (speeds between 30 and 40 miles per hour necessary for maximum capacity).
4. Severity of restrictive sight distances, grades, curves.
5. Percentage of commercial traffic in the total volume. (Heavy trucks slow down movement severely on long grades.)

Under ideal conditions, the basic capacity for multilane roads is considered to be 2,000 vehicles per lane per hour. As the foregoing conditions deteriorate, so the possible capacity declines and allowances must be deducted from the basic capacity. We may consider, however, that when the fourth lane is added to the Jacques Cartier Bridge it may have a peak carrying capacity of 3,500 vehicles per hour in each direction. The present road width of this bridge is 36 ft. 10½ inches. If a fifth lane can be provided, also twelve feet wide, the bridge should accommodate 5,250 vehicles per hour in one direction. (Three lanes allocated by special traffic control to direction of heaviest flow.)

The existing roadway on the Victoria Bridge appears to provide only two lanes 8 ft. wide. This is too narrow to permit the basic or theoretical capacity to be achieved. However, if the additional roadway can be provided replacing the Montreal and Southern Counties Railway, the bridge capacity would be greatly increased.

The number of public transport passengers using these bridges is estimated as follows:

Canadian National Commuter Travel	650,000
Montreal & Southern Counties Railway	3,350,000
Laval Transport (Bus Line)	2,500,000
Chambly Transport (Bus Line)	3,500,000
Total	10,000,000

With the abandonment of the M. & S. C. Ry., these passengers will have to turn to other transport, presumably buses. As the number of buses increases, the vehicle capacity of the bridges will decrease in numbers and speed of traffic flow.

We may expect that the redesigned Victoria Bridge with two lanes in each direction will be able to accommodate 3,500 vehicles each way. That is, the possible one way capacity of the two bridges will be:

	4 lanes one way	5 lanes one way
Jacques Cartier (4 lanes)	3,500	
(5 lanes)		5,250
Victoria (4 lanes)	3,500	3,500
Total	7,000	8,750

It is to be noted that actual crossing demands depend not only on the capacity of the bridge but on the adequacy of the approach and exit routes and beyond that on the absorptive capacity of Montreal streets. The southern (or eastern) approaches to both bridges are under study in cooperation with the Provincial Highway Department, and it is believed that adequate improvements can be effected. The problem is much more difficult on the Montreal side of the bridge, and it may be doubtful that the city streets could accommodate a flow of anything like 8,750 vehicles per hour across the bridges without major achievements in traffic engineering.

As already indicated, traffic on both bridges may be said to be increasing at the rate of 12 percent per year. Last year's decline in rate of growth may indicate several changes, but if, to be conservative, we presume a continued growth of 12 percent in total traffic and thus in peak-hour traffic, it would appear that the two bridges with five traffic lanes in one direction may be taxed to their capacity of 8,750 vehicles by 1964.

This rapid growth in traffic is brought about by extensive developments on the south shore, and by increased vehicle registrations generally. In Chambly and Laprairie Counties, motor vehicle registrations have increased from 3,282 in 1945 to an estimated 11,950 in 1954. While there may be grounds to doubt the possibilities of such continued growth, indications are that it is likely to continue for some years yet.

Prospects of maximizing the future use of the two bridges and whether another bridge or a tunnel might be required appear to depend in the final analysis on the way in which Montreal's overall traffic problem is dealt with. If a solution is found which permits the full use of the increased capacity of the two bridges, no additional facilities should be required for perhaps 10 years or more. However, it is far from certain that such a solution can be found. If not, a retarding of the growth of south shore communities must be expected, perhaps to the extent that the use of the two existing bridges never would reach their new capacities. Montreal must find some solution to its overall traffic problem if it is to continue to grow. It is not apparent to the committee what form the solution might take, but it might conceivably involve another bridge or a tunnel either north or south of the two bridges under consideration. The new crossing might be found necessary within a much shorter period than 10 years, notwithstanding the fact that considerable excess capacity might remain on the Victoria and Jacques Cartier bridges proper.

In short, all that can be said with some degree of certainty at this time is that the improved facilities at the Victoria and Jacques Cartier bridges will

be capable of handling nearly triple their present volume of traffic to and from Montreal streets, and that they should be adequate to the demands upon them for at least 10 years, provided that they can be developed to capacity as par of the solution to the overall traffic problem.

No allowance has been made in this report for the Mercier Bridge which is at least five miles upstream, Montreal side, and rather removed from the presently affected localities on the south shore. No traffic figures for this bridge were available to the committee.

Tolls

The Committee has noted that the expansion plans of both the Railway and the Harbours Board assume either the continuance of tolls or some suitable compensation or other financial or administrative arrangements in the event that tolls are terminated. With respect to the Jacques Cartier Bridge, it is noted also that liabilities as at December 31, 1954, included $15,926,000 still outstanding from the original capital cost, $6,489,605 for advances to cover previous deficits, and $5,398,290 as accrued interest on the deficit debt, a total debt of $27,813,895. This would argue against the abolition of tolls at this time. Buoyant revenues in recent years suggest that the bridge debt for capital purposes might be extinguished in 10 or 12 years, but the liability with respect to earlier deficits presumably would still remain. It is recognized that collection of tolls slows down the movement of vehicles thus reducing the capacity of the bridge to accommodate the large volume of traffic, but any improvements in method of collection which may be possible would contribute greatly to the efficiency of the bridge. Nevertheless, in view of the need for revenues, the tentative conclusion of the Committee was that this is not an appropriate time to give consideration to the abolition of tolls.

Tentative Conclusions

The Committee has accepted the improvements to Victoria and Jacques Cartier bridges proposed by the Railway and Harbours Board as being justified. Its further tentative conclusions are as follows:

1. That the new facilities would be adequate to meet growing traffic demands upon them for at least 10 years.
2. That traffic demands in the area may nevertheless require another bridge or tunnel within a much shorter time, though this need may emerge only as part of a general solution to Montreal's overall traffic problem.
3. That the time is not opportune to consider the abolition of tolls on the two bridges.
4. That the Minister might wish to ask the Railway and the Harbours Board to name representatives to meet with representatives of the City of Montreal to study the various traffic problems as a whole.
5. That a public announcement along the above lines or otherwise dealing with the proposed modification of Victoria Bridge should be delayed at least until it becomes clear how much if any opposition will be raised to the abandonment of the Montreal and Southern Counties Railway service, and perhaps until the solutions to other problems have been worked out in more detail.
6. That public linking of the problem of bridge capacity to the problem of traffic engineering within Montreal be avoided until after the Railway and Harbours Board have had an opportunity to discuss the matter with city officials.

April 14th, 1955.

Attendance at the Meeting on Montreal Bridges, April 19, 1955

The Hon. George C. Marler, Minister of Transport.
J. R. Baldwin, Esq., Deputy Minister of Transport.
C. S. Booth, Esq., Assistant Deputy Minister of Transport.
C. W. West, Esq., The St. Lawrence Seaway Authority.
R. A. C. Henry, Esq., Consulting Engineer.

National Harbours Board

Brigadier M. Archer, Vice-Chairman.
L. R. Stratton, Esq., Chief Engineer.

Province of Quebec

Ernest Gohier, Esq., Chief Engineer, Quebec Provincial Roads Department.
Philippe Ewart, Esq., Traffic Engineer, Quebec Provincial Roads Department.

City of Montreal

Pierre DesMarais, Esq., Chairman, Executive Committee.
C. Hugh Hanson, Esq., Vice-Chairman, Executive Committee.
Aime Cousineau, Esq., Director, City Planning Department.
C. E. Campeau, Esq., Assistant Director, City Planning Department.
Lucien L'Allier, Esq., Public Works Director.
J. F. Brett, Esq., Consulting Engineer.

Canadian National Railways

L. E. Mitchell, Esq., Special Projects Engineer.

Committee on Jacques Cartier and Victoria Bridges

Brig. C. S. Booth, Assistant Deputy Minister, Transport (Chairman).
Mr. G. A. Scott, Director of Economic Policy, Transport.
Brig. Maurice Archer, Vice-Chairman, National Harbors Board.
Mr. Guy Beaudet, Acting Port Manager, N.H.B., Montreal.
Mr. G. R. Johnston, Chief of Transport Research, Can. Nat. Rlys.
Mr. L. E. Mitchell, Special Projects Engineer, Can. Nat. Rlys.
Mr. C. W. West, St. Lawrence Seaway Authority.
Mr. R. A. C. Henry, Consulting Engineer, Montreal.

APPENDIX "N"

JACQUES CARTIER BRIDGE, MONTREAL—FINANCIAL AND OPERATING STATISTICS, YEARS 1930-1959

Year	Operating Revenues			Operating Expenses				Operating Income	Vehicles	Passengers
	Bridge Tolls Collected	Miscellaneous	Total	Operation	Maintenance	Administration	Total			
	$	$	$	$	$	$	$	$	No.	No.
1959	2,321,913	32,903	2,354,815	275,116	363,617	60,865	699,598	1,655,217	12,097,864	
1958	2,078,767	26,027	2,104,794	205,238	102,964	45,477	353,679	1,751,115	11,112,658	12,474,977
1957	2,201,338	27,100	2,228,438	179,648	97,434	41,310	318,392	1,910,046	11,026,894	13,621,014
1956	2,127,832	26,408	2,154,240	156,343	84,937	36,978	278,258	1,875,982	10,476,985	13,808,464
1955	2,074,710	25,683	2,100,393	145,193	56,085	31,722	233,000	1,867,393	9,386,991	14,073,996
1954	1,787,766	23,757	1,811,523	128,750	61,157	31,010	220,917	1,590,606	8,158,365	13,624,027
1953	1,711,415	22,672	1,734,087	129,402	45,561	31,600	206,563	1,527,524	7,676,546	14,092,212
1952	1,580,577	19,107	1,599,684	116,442	53,282	27,439	197,163	1,402,521	6,660,548	13,600,527
1951	1,399,241	14,140	1,413,381	102,129	40,071	25,966	168,166	1,245,215	5,675,982	12,009,430
1950	1,220,101	11,437	1,231,538	86,157	35,531	26,698	148,386	1,083,152	4,822,462	11,897,298
1949	1,093,461	11,461	1,104,922	77,560	38,603	25,565	141,728	963,194	4,261,035	11,896,842
1948	964,771	9,993	974,764	71,710	31,401	26,261	129,372	845,392	3,670,045	10,493,770
1947	828,024	7,073	835,097	68,349	27,321	23,109	118,779	716,318	3,114,048	9,048,228
1946	720,080	10,621	730,701	61,463	25,982	25,893	113,338	617,363	2,679,514	8,630,969
1945	593,932	10,697	604,629	57,773	22,067	25,582	105,422	499,207	2,213,150	8,516,877
1944	588,661	11,577	600,238	56,035	18,617	24,446	99,098	501,140	2,236,268	8,406,019
1943	508,743	11,378	520,121	54,672	19,371	22,977	97,020	423,101	2,006,870	7,876,463
1942	522,892	14,514	537,406	56,329	24,064	22,510	102,903	434,503	2,167,192	7,381,138
1941	587,265	2,504	589,769	54,935	29,277	21,658	105,870	483,899	2,617,159	6,589,050
1940	473,348	922	474,270	51,102	29,487	21,578	103,167	371,103	2,107,171	5,022,211
1939	461,962	1,161	463,123	51,948	17,416	21,902	91,266	371,857	1,983,770	5,313,814
1938	444,643	1,302	445,945	51,957	18,095	21,734	91,786	354,159	1,908,508	5,215,538
1937	422,227	1,559	423,786	50,743	11,397	22,410	84,550	339,236	1,764,142	4,404,080
1936	340,119	14,749	354,868	52,313	12,138	27,410	91,861	263,007	1,469,745	3,503,155
1935	345,024	3,447	348,471	53,948	63,022	28,459	145,439	203,032	1,300,089	3,345,679
1934	335,292	11,355	346,647	51,319	15,176	37,346	103,841	242,806	1,171,022	3,236,581
1933	364,235	13,106	377,341	53,383	14,922	31,027	99,332	278,008	1,255,030	3,404,851
1932	415,985	25,232	441,217	47,145	25,987	31,829	104,961	336,255	1,346,100	3,799,516
1931	405,497	28,823	433,870	56,584	28,253	37,446	122,283	311,497	1,325,290	3,199,756
1930	353,000	15,663	368,663	59,317	25,145	22,508	106,970	261,692	1,111,280	1,869,985

JACQUES CARTIER BRIDGE, MONTREAL—FINANCIAL AND OPERATING STATISTICS, YEARS 1930-1959—*Concluded*

Year	Income Received from Reserve Funds	Miscellaneous Income Credits	Total Income	Miscellaneous Deductions From Income	Income Available for Interest due Public	Interest on Debt to the Public	Other Income Requirements	Proportion of Deficit Payable by City and Province	Net Income
	$	$	$	$	$	$	$	$	$
1959	119,598	2,523	1,777,338	85,965			911,721		779,651
1958	113,897	3,149	1,868,161	81,624			910,389		876,149
1957	95,052	2,878	2,007,976	77,543			914,601		1,015,832
1956	57,456	489	1,933,927	77,163			914,662		942,102
1955	15,750	103	1,883,246	78,870			918,154		886,222
1954	17,414	393	1,608,413	81,446			942,728		584,239
1953	21,407	136	1,549,067	94,536			977,554		476,977
1952	18,289	67	1,420,877	81,234			1,039,488		300,155
1951	19,514	1,369	1,266,098	82,498			1,059,966		123,634
1950	19,036	2,438	1,104,626	80,472			1,074,927		− 50,773
1949	19,102	2,183	984,479	108,101	876,378	791,667	621,287	116,582	−419,994
1948	18,554	1,876	865,822	34,554	831,268	950,000	521,693	189,924	−450,501
1947	18,369	1,737	736,424	33,787	702,637	950,000	519,462	282,346	−484,479
1946	17,644	557	635,564	81,042	554,522	950,000	504,606	300,000	−600,084
1945	18,727	413	518,347	131,984	386,363	950,000	473,235	300,000	−736,872
1944	26,985	195	528,320	142,561	385,759	950,000	461,745	300,000	−725,986
1943	13,633	143	436,877	129,132	307,745	950,000	471,702	300,000	−813,957
1942	17,557	213	452,273	133,044	319,229	950,000	452,749	300,000	−783,520
1941	10,707	885	495,491	126,143	369,348	950,000	435,324	300,000	−715,976
1940	9,936	426	381,465	126,916	254,549	950,000	414,767	300,000	−810,218
1939	9,028	373	381,258	73,685	307,573	950,000	396,087	300,000	−738,514
1938	6,488	302	360,949	30,780	330,169	950,000	379,220	300,000	−699,051
1937	5,016	16	344,268	25,547	318,811	950,000	362,289	300,000	−693,478
1936			263,007		263,007	950,000	358,942	300,000	−745,935
1935			203,032		203,032	950,000	325,000	300,000	−771,968
1934			242,806		242,806	950,000	289,778	300,000	−696,972
1933			278,008		278,008	950,000	350,535	300,000	−722,527
1932			336,255		336,255	950,000	296,030	300,000	−609,775
1931			311,497		311,497	950,000	83,102	300,000	−421,604
1930			261,692		261,692	595,905	14,986	190,684	−158,515

APPENDIX "O"

NATIONAL HARBOURS BOARD MONTREAL HARBOUR

JACQUES CARTIER BRIDGES

Comparative statement of monthly revenue from tolls by classification of vehicles for the years 1953 to 1959, inclusive.

	January	February	March	April	May	June	July	August	September	October	November	December	Total of Year
AUTOMOBILES AND MOTORCYCLES, CASH FARE—													
1953	$27,550.85	$25,925.65	$35,861.55	$44,330.15	$57,586.95	$61,091.70	$75,737.30	$78,341.85	$61,127.00	$55,640.35	$45,644.90	$37,279.75	$606,118.00
1954	27,765.05	25,354.40	33,358.30	44,354.45	58,411.05	59,998.55	82,924.00	77,981.10	63,430.00	59,024.95	45,382.00	35,115.50	613,099.35
1955	34,756.70	30,574.90	32,744.50	51,782.75	68,940.20	71,525.75	92,719.90	84,227.30	74,354.95	68,664.70	52,804.85	42,444.75	705,541.25
1956	43,728.50	37,542.05	43,003.60	57,660.85	63,464.80	75,227.55	93,709.95	89,368.75	75,735.20	64,790.15	52,474.95	44,125.45	740,831.80
1957	37,232.70	38,499.05	50,488.95	61,326.00	70,716.45	78,389.30	93,199.95	91,251.60	70,497.60	57,762.50	52,490.90	44,891.80	746,746.80
1958	39,105.40	29,750.60	41,968.35	56,286.65	62,763.75	72,503.30	83,718.45	88,953.00	64,612.75	64,206.75	51,989.95	38,100.70	693,959.65
1959	36,165.20	35,360.05	44,932.80	52,331.00	65,431.50	62,604.75	73,756.75	62,137.75	89,470.00	82,242.00	65,706.00	57,104.75	727,242.55
COMMUTERS, AUTOMOBILES—													
1953	13,957.50	14,143.50	18,796.50	20,257.50	22,111.50	21,451.50	21,390.00	22,054.50	20,908.50	20,547.00	19,647.00	18,259.50	233,524.50
1954	15,438.00	15,430.50	20,479.50	23,055.00	24,654.00	24,292.50	23,836.50	24,217.50	22,720.50	22,770.00	21,139.50	19,156.50	257,190.00
1955	19,096.50	18,553.50	21,489.00	25,219.50	28,293.00	27,514.50	26,292.00	27,721.50	27,300.00	27,480.00	25,437.00	23,583.00	297,979.50
1956	24,060.00	23,590.50	26,041.50	29,281.50	33,720.00	33,000.00	33,804.00	33,876.00	31,434.00	32,079.00	30,621.00	27,759.00	359,266.50
1957	25,986.00	26,439.00	33,390.00	34,839.00	37,632.00	35,040.00	34,431.00	36,132.00	33,363.00	33,270.00	32,871.00	29,460.00	392,853.00
1958	29,589.00	24,819.00	33,198.00	36,444.00	38,538.00	38,253.00	36,783.00	38,565.00	38,502.00	38,385.00	35,448.00	31,272.00	419,796.00
1959	29,568.00	28,944.00	30,579.00	52,024.32	35,457.86	50,164.24	49,234.99	48,746.24	59,649.36	63,630.48	57,662.16	56,530.24	562,190.78
TRUCKS AND BUSES—													
1953	50,274.11	46,633.98	53,997.55	53,429.40	61,966.85	61,624.89	62,277.00	60,431.14	60,567.66	63,712.65	58,946.15	54,865.91	688,727.29
1954	48,472.06	47,188.65	54,701.81	52,352.31	59,707.31	67,487.13	70,345.70	69,078.88	67,238.58	64,531.86	67,331.20	65,962.72	734,398.21
1955	58,399.15	61,199.29	70,695.44	64,313.44	76,780.93	78,294.13	74,382.77	79,894.97	79,808.78	68,624.74	71,113.83	67,400.23	850,907.70
1956	62,563.53	59,087.98	65,997.82	61,394.81	72,288.82	70,478.33	72,911.21	75,265.93	71,629.36	75,297.63	74,432.75	59,306.70	820,654.87
1957	58,018.54	54,562.89	65,657.40	65,882.52	79,514.04	69,771.49	86,104.78	81,114.37	75,304.87	70,225.94	73,103.87	59,080.18	847,340.99
1958	55,352.89	50,344.08	56,424.25	55,101.40	71,510.72	69,228.11	82,744.23	72,527.61	67,284.79	77,352.75	65,925.31	62,110.89	785,907.03
1959	56,376.61	55,808.25	59,435.00	65,094.05	76,644.05	86,663.20	85,351.35	74,441.75	105,072.58	129,752.45	119,321.20	113,137.80	1,027,098.29
TOTAL ALL VEHICLES—													
1953	91,782.46	86,703.13	108,655.60	118,017.05	141,665.30	144,168.09	159,404.30	160,827.49	142,603.16	139,900.00	124,238.05	110,405.16	1,528,369.79
1954	91,675.11	87,973.55	108,539.61	119,761.76	142,772.36	151,778.18	177,106.20	171,277.48	153,389.08	146,326.81	133,852.70	120,237.42	1,604,687.56
1955	112,252.35	110,327.69	124,928.94	141,315.69	174,014.13	177,334.38	193,394.67	191,843.77	181,463.73	164,769.44	149,355.68	133,427.98	1,854,428.45
1956	130,352.03	120,220.53	135,042.92	148,337.16	169,473.62	178,705.88	200,425.16	198,510.68	178,798.56	172,166.78	157,528.79	131,191.15	1,920,753.17
1957	121,237.34	119,500.94	149,536.35	162,047.52	187,862.49	183,200.79	213,735.73	208,497.97	179,165.47	170,258.44	158,465.77	133,431.98	1,986,940.79
1958	124,047.29	104,913.68	131,590.60	147,832.05	172,812.47	179,984.41	203,245.68	200,045.61	170,399.54	179,944.50	153,363.26	131,483.59	1,899,662.68
1959	122,109.81	120,112.30	134,946.80	169,449.37	177,533.41	199,432.19	208,342.98	185,325.74	254,191.94	275,624.93	242,689.36	226,772.79	2,316,531.62
PASSENGERS—													
1953	8,326.00	7,696.35	11,052.90	13,441.35	17,688.85	18,643.35	23,980.45	24,138.00	17,766.30	15,721.10	12,591.95	9,776.15	180,822.75
1954	7,469.70	6,910.40	8,952.30	12,439.25	16,850.85	17,891.75	26,591.10	23,744.85	18,016.10	16,104.45	11,648.25	8,914.20	175,533.20
1955	9,027.10	8,864.80	10,069.70	15,467.80	20,965.60	21,184.40	28,915.25	24,845.20	21,469.40	19,071.25	14,310.25	11,026.95	205,217.70
1956	11,966.95	10,082.80	11,476.15	15,270.65	16,669.75	20,841.05	27,716.30	25,235.30	20,458.35	16,392.45	12,870.40	10,569.50	199,549.65
1957	8,912.05	9,417.70	13,182.00	17,007.85	19,632.60	22,294.30	29,388.60	27,702.35	20,283.00	15,793.20	14,091.70	11,880.30	209,585.65
1958	10,905.80	8,212.20	11,541.20	15,963.50	17,311.35	21,137.75	24,175.15	27,426.20	17,239.45	17,268.75	13,589.50	9,696.85	194,467.70
1959	9,237.10	8,906.15	11,225.40	—	—	—	—	—	—	—	—	—	29,368.65
TOTAL VEHICLES AND PASSENGERS—													
1953	100,108.46	94,399.48	119,708.50	131,458.40	159,354.15	162,811.44	183,384.75	184,965.49	160,369.46	155,621.10	136,830.00	120,181.31	1,709,192.54
1954	99,144.81	94,883.95	117,491.91	132,201.01	159,623.21	169,669.93	203,697.30	195,022.33	171,405.18	162,431.26	145,500.95	129,148.92	1,780,220.76
1955	121,279.45	119,192.49	134,998.64	156,783.49	194,977.73	198,518.78	222,309.92	216,688.97	202,933.13	183,840.69	163,665.93	144,454.93	2,059,646.15
1956	142,318.98	130,303.33	146,519.07	163,607.81	186,143.37	199,546.93	228,141.46	223,745.98	199,256.91	188,559.23	170,399.10	141,760.65	2,120,302.82
1957	130,149.39	128,918.64	162,718.35	179,055.37	207,495.09	205,495.09	243,124.33	236,200.32	199,448.47	186,051.64	172,557.47	145,312.28	2,196,526.44
1958	134,953.09	113,125.88	143,131.80	163,795.55	190,123.82	201,122.16	227,420.83	227,471.81	187,638.99	197,213.25	166,952.76	141,180.44	2,094,130.38
1959	131,346.91	129,018.45	146,172.20	169,449.37	177,533.41	199,432.19	208,342.98	185,325.74	254,191.94	275,624.93	242,689.36	226,772.79	2,345,900.27

March 11th, 1960.

Superintendent of Bridges.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 4

RECEIVED MAR 30 1960 Library of Parliament

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

THURSDAY, MARCH 17, 1960

WITNESSES:

Messrs. Maurice Archer, Chairman, and G. Beaudet, Port Manager, Montreal Harbour, both of the National Harbours Board.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22782-7—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis
MacLean (*Winnipeg North Centre*)
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
Peters,
Phillips,
Pigeon,
Pratt,
Rapp,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Tassé
Thompson,
Tucker,
Valade,
Wratten—60.

CORRIGENDA (*English Edition only*)

Minutes of Proceedings No. 3, Wednesday, March 16, 1960

Page 87, in line 25: immediately under "APPENDIX "B" in line 24 insert: "(*Text*)".

Page 89, in line 21: centred, under line 20 "(sgd.) Charles Delgrave." insert "(*Translation*)".

ORDER OF REFERENCE

HOUSE OF COMMONS,
TUESDAY, March 15, 1960.

Ordered,—That the name of Mr. Pratt be substituted for that of Mr. Nielsen on the Standing Committee on Railways, Canals and Telegraph Lines.

Attest.

L.-J. RAYMOND,
Clerk of the House.

22782-7—1½

MINUTES OF PROCEEDINGS

THURSDAY, March 17, 1960.
(6)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.30 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Asselin, Badanai, Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourget, Bourque, Brassard (*Lapointe*) Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Campeau, Chown, Crouse, Denis, Deschatelets, Drysdale, Dumas, Fisher, Fraser, Horner (*Acadia*), Johnson, MacInnis, Martini, McBain, McDonald (*Hamilton South*), McPhillips, McGregor, Pascoe, Pigeon, Pratt, Rogers, Rynard, Smith (*Lincoln*), Smith (*Simcoe North*), Thompson, Tucker, Valade and Wratten—39.

In attendance: The Honourable George Hees, Minister of Transport; and *of the National Harbours Board*: Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; W. C. Perron, Executive Director; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer; and J. A. Clement, Superintendent of Bridges, Montreal Harbour: and *of the Canadian National Railways*: Messrs. Lionel Côté, Q.C., Assistant General Solicitor; L. J. Henderson, General Manager of Road Transport; and Walter Smith, Executive Representative, Ottawa.

The Committee resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

The Committee agreed to the request of Mr. Pigeon that a French-English interpreter be in attendance at subsequent meetings of the Committee while it continues its consideration of the said toll-collection operations.

The Chairman presented a report of the Subcommittee on Agenda and Procedure in regard to matters which it had considered at a meeting on March 16th, which comprised the following recommendations:

1. That the Committee's sittings during the next week be as follows:
   Tuesday, March 22nd, 9.30 a.m. and 3.00 p.m., on main reference.
   Wednesday, March 23rd, 9.30 a.m. and, if necessary, 2.00 p.m., on two private bills.
   Thursday, March 24th, 11.00 a.m. and 3.00 p.m., on main reference.
   Friday, March 25th, 9.00 a.m. and, if necessary, 2.00 p.m., on one private bill.
2. That correspondence making representations to the Committee be referred for the consideration of the subcommittee and, if appropriate, its recommendations thereon.
3. That at future meetings members addressing questions to witnesses rise in their places.

The Committee concurred in the said recommendations of the Subcommittee.

Messrs. Archer and Beaudet, being still under oath, were further questioned.

Mr. Archer presented answers to questions which had been asked of him at the preceding meeting. Five of the said answers were in documentary form, copies thereof being distributed to the Committee.

The Committee agreed that the said five documentary answers be printed as appendices to this day's proceedings.

The said documents, comprising *Appendices "A"* to *"E"*, are as follows:

Appendix

"A" Graph showing trend of Bridge Tolls, Registration of Motor Vehicles, Gasoline Taxes and Population.

"B" Copies of letters from Port Manager to 8 former toll collectors offering reinstatement.

"C" Statements showing wages paid to 7 toll collectors.

"D" List of toll collectors for period September 8, 1959 to date.

"E" List of toll collectors on payroll during period March 1st to September 7, 1959.

At 11.02 o'clock a.m. the Committee adjourned until 9.30 o'clock a.m. on Tuesday, March 22, 1960.

Eric H. Jones,
Clerk of the Committee.

EVIDENCE

THURSDAY, March 17, 1960.
9.30 a.m.

The CHAIRMAN: Gentlemen, I see a quorum.

Mr. PIGEON: Mr. Chairman, may we have a French interpreter present at the subsequent meetings?

The CHAIRMAN: Mr. Pigeon has asked if we will have a French interpreter at the next meetings on this reference. Do you all agree to that?

Some Hon. MEMBERS: Agreed.

The CHAIRMAN: Are any members opposed?

Mr. CHOWN: Just before we go on—

The CHAIRMAN: Just a minute. I would like to carry this if possible. Are you all agreed?

Agreed to.

Mr. CHOWN: I am wondering when we will be hearing the several private bills which have been referred to this committee?

The CHAIRMAN: The steering committee met yesterday in my office and we had a full attendance. The subcommittee has laid out the schedule for this committee for the next week. They recommend we sit this morning from 9:30 until 12:30. On Tuesday, March 22, that we sit from 9:30 a.m. until 11 a.m., because the estimates committee sits at 11. We will also sit in the afternoon on that day.

On Wednesday, March 23, that we sit at 9:30 a.m. At this time we will be dealing with the Matador Pipe Line Company Limited bill and the Eastern Telephone and Telegraph Company bill. If it is necessary we will also sit in the afternoon.

On Thursday, March 24, that we sit on the toll-operations of the Jacques Cartier bridge. We will meet at 11 a.m. and also in the afternoon.

On Friday, March 25, that is a week from tomorrow, that we deal with the British Columbia Telephone Company bill; that we will meet on that day at 9 o'clock in the morning and sit until 11 a.m; and that we also sit in the afternoon if it is necessary.

Mr. DUMAS: I thought it was decided yesterday that we would sit until 11 o'clock this morning.

Mr. BROWNE (*Vancouver-Kingsway*): I think that was decided because it had been understood that the estimates committee would sit at 11 o'clock. It has turned out, however, that they are also sitting at 9:30 and therefore there is no purpose in our adjourning at 11 o'clock.

Mr. FISHER: I know we did decide we would recommend this. All I can say is I have made arrangements to do something which would take me away from this meeting. In any event if the committee wishes to sit after 11 o'clock it certainly is entitled to do so.

The CHAIRMAN: Yesterday we understood that the estimates committee would sit at 11 o'clock this morning. That is why we said we would sit from 9:30 until 11 o'clock. However, I discovered that the estimates committee is sitting at 9:30 instead of at 11 o'clock. If it is the pleasure of the committee we would like to go ahead. It is up to the committee to decide. Do you

wish to sit only until 11 o'clock? Would those of you who wish to sit through until 12:30 please put up your hands—or until 12 o'clock.

I guess 11 o'clock has it, gentlemen. Are there any opposed?

Five opposed.

We will sit until 11 o'clock today. Thank you gentlemen.

Mr. DESCHATELETS: Was it not decided as far as Tuesday is concerned that we would sit at 9:30 in the morning instead of 9 o'clock?

The CHAIRMAN: It is 9:30 on Tuesday. We will be dealing with the Jacques Cartier bridge toll charges.

The steering committee also recommended that any correspondence making representations which comes to the committee should be dealt with by the steering committee first before it is brought before this committee. Is that satisfactory?

Agreed to.

The CHAIRMAN: The subcommittee also recommends that members questioning witnesses should rise in their places. Are you agreed on that?

Agreed to.

The CHAIRMAN: The subcommittee also gave further consideration to calling of witnesses, but did not finalize the matter. Are you in agreement with these recommendations of the subcommittee?

Agreed to.

The CHAIRMAN: No opposition? Thank you very much. I think that is all we have from the subcommittee at this time.

Mr. FISHER: For information, I would like to ask whether or not any chart has been prepared which would show us the growth, not in passenger revenue but the number of passengers, in trucks and busses. I make this request for the reason that I did compile this list and since Mr. Lande's report deals with the difficulty of handling passengers. I think the statistics in respect of passengers handled each year in addition to the revenues could be illuminating, because it would indicate the worth of this particular argument.

Mr. MAURICE ARCHER (*Chairman, National Harbours Board*): Do you want the growth of passengers and vehicles over the years?

Mr. FISHER: We have trucks, busses and other. I would also like some interpretation of "others" because your statistics jumped in 1954 from $71,000 to $121,000. I would like some interpretation of that. This is just for information.

Mr. SMITH (*Simcoe North*): Before we proceed with further questioning I am wondering if we might have a definition of the scope of the duties of the chairman of the National Harbours Board and the port manager, because it seems to me the impression might have been created that neither gentleman has anything to do except look after the Jacques Cartier bridge. I think in fairness to these gentlemen we should have some statement as to the scope of their authority and duties.

The CHAIRMAN: Yes, Mr. Smith. I was going to suggest that we go back to Mr. Archer's report, and from that we can have Mr. Archer give us all the information which you require.

First, however, I believe there are some documents to be tabled.

Mr. ARCHER: Yes, Mr. Chairman.

The CHAIRMAN: Would you table them now please?

Mr. ARCHER: I have a set of documents here. First, there are registered letters to the toll collectors who were dismissed. These letters are offers to them of positions in accordance with the decision of the arbitrator of the grievance committee. There is one for each toll collector.

Then I have a statement of a list of names of all toll collectors on the payroll from the period of March 1 to September 7, 1959. That is six months prior to the putting into operation the automatic toll collection system.

Then I have a statement of the wages paid to the various toll collectors who were dismissed and then rehired. Instead of producing cheques for each man we have produced a statement of earnings of each toll collector for the period after his rehiring. This statement is sworn by the assistant treasury officer of the National Harbours Board in Montreal harbour. I hope this will be satisfactory to the committee. If we were to produce copies of all the cheques we would have approximately 14,000 copies of cheques.

The CHAIRMAN: I do not think we should require Mr. Beaudet to produce photostatic copies of all those cheques. Is this document quite satisfactory to you?

Agreed.

Mr. ARCHER: Then there is a list of the toll officers for the period September 8, 1959, to date.

Then there is a graph submitted with the original statement on which we added the population of the metropolitan Montreal area.

The CHAIRMAN: Thank you, Mr. Archer.

(*The said documents comprising Appendices "A" to "E" are as follows*:

Exhibit "A" Graph showing trend of Bridge Tolls, Registration of Motor Vehicles, Gasoline Taxes and Population.

Exhibit "B" Copies of letters from Port Manager to 8 former toll collectors offering reinstatement.

Exhibit "C" Statements showing wages paid 7 toll collectors.

Exhibit "D" List of toll collectors for period September 8, 1959 to date.

Exhibit "E" List of toll collectors on payroll during period March 1st to September 7, 1959.)

Now, I believe Mr. Smith asked Mr. Archer a question.

Mr. ARCHER: As chairman of the National Harbours Board I am responsible for the administration and operation of the ports of Halifax; Saint John, New Brunswick; Chicoutimi, Quebec; Three Rivers; Montreal; Vancouver; Port of Churchill; and the elevators of Prescott and Port Colborne. I am also responsible for the administration and operation of the Jacques Cartier bridge and the new Champlain bridge which is now under construction.

These duties comprise all the administration of the ports, the hiring of personnel, the preparation of tariffs, the modifications of tariffs. This includes cold storage warehouses and two terminal railways, one at Quebec and one at Montreal. The fixed assets at book value today are approximately $320 million.

Our program of construction is around $25 million a year. We are responsible for the calling of tenders and awarding of contracts for all these works. We have to prepare for approval of council the operating budgets for each port, each elevator and the bridges.

In respect of the facilities, in Montreal alone we have about 10 miles of wharfs and two million square feet of shedded area. In our ports we also handle all leases of property, docks, piers and sheds, etc.

On the whole I think that summarizes the responsibility, very briefly, of the chairman of the board.

Mr. SMITH (*Simcoe North*): At the next level below the board and you as chairman, what is the next managerial level?

Mr. ARCHER: The next level is in the ports. We have port managers at every port. They are given a lot of latitude for flexible and efficient management of the ports.

The CHAIRMAN: I wish to say the witnesses we have are still under oath; and before we go any further I would like to ask if it is all right with the committee if we have the documents which were tabled this morning printed as appendices to our proceedings of today. Is that agreed?

The CHAIRMAN: No one opposed. Thank you.

Agreed to.

Mr. SMITH (*Simcoe North*): What division of work is there between the chairman and the commissioners? Are there three commissioners?

Mr. ARCHER: There are three members besides myself. We are all responsible for board decisions. If there is a tie in any decision, I have the casting vote.

Mr. SMITH (*Simcoe North*): What is the division of the administrative responsibility?

Mr. ARCHER: I would say that I look after engineering because I am an engineer. More specifically, the vice-chairman looks after finance. One board member who has been in the grain business most of his life—if not all of his life—looks after grain matters, for instance in Montreal alone we have a storage capacity of 16 million bushels in grain elevators.

Then we have another member who has been a traffic manager in private practice, and he usually looks after traffic matters such as rates and any traffic problems that come up—the establishment of rates. But we all have to decide, in the final analysis, on the reports on these matters.

As far as port managers are concerned, they are responsible for the implementation of the policies of the board for the future planning and development of the ports.

Mr. SMITH (*Simcoe North*): Now perhaps you could tell us something of the extent of Mr. Beaudet's entire responsibility.

Mr. FISHER: How often do you get together in a year, or are you working in the same office all the time?

Mr. ARCHER: We work in the same office: the headquarters of the National Harbours Board is located in Ottawa. We meet regularly every Thursday morning, if we are here in Ottawa. Besides that we have meetings as required. For instance, if we get a telephone call about a port matter, an operational problem, we will call the board together; or a quorum, because a board member might be absent.

I would say that we meet every Thursday morning. I think we meet once or twice a week besides that. We do a lot of travelling: we have to go to all these ports, and we usually visit the ports twice a year as a board of three or four members.

Mr. FISHER: You are close enough together and you meet often enough so that there is no reason why you should not be aware of any trends, shifts and changes, all of you as a group?

Mr. ARCHER: As a group we are usually informed.

Mr. FISHER: What is your liaison with the Minister of Transport, and what has been that liaison in your experience?

Mr. ARCHER: We keep him informed on all important matters. For instance, if there are any important matters which we think might be raised, or which might be coming up to him, he is informed of them. With regard to all contracts above $15,000 we have to call for public tenders, and if the tender is over $50,000 we have to have it approved by council. Our budgets are

approved and discussed with the Minister of Transport; that is, both the capital and maintenance budgets. Also, all important administrative matters would be brought to his attention.

Mr. FISHER: Supposing there is something that takes place in a harbour, say an accident. In the ordinary course of events, would he be informed? Would you immediately take that up with him, or would you attempt to settle it on your own?

Mr. ARCHER: Depending on the type of accident, we could settle it on our own. If a ship ran into a dock, I do not think we would refer that to the minister: we would settle it on our own.

Mr. FISHER: If you hear of malfeasance in any place in the National Harbours Board, is this the sort of thing you would immediately take to the minister, or is it the sort of thing that you would go into very thoroughly on your own first?

Mr. ARCHER: We would study the matter ourselves first, and bring it to the attention of the minister if it were important. We would make a recommendation to the minister on that.

The CHAIRMAN: Are there any other questions on the same subject?

Mr. SMITH (*Simcoe North*): Mr. Chairman, I have a repetition of the same question to Mr. Beaudet, regarding the scope of his responsibility with regard to the port of Montreal and how far it extends beyond Jacques Cartier bridge.

Mr. BEAUDET: At the harbour level the port manager is responsible for the management, administration and operation of Montreal harbour and Jacques Cartier bridge. He is also responsible to prepare, for approval by the board, a yearly maintenance and operational budget, and a capital budget, if he considers an improvement has to be made. In any matter arising outside of the budgets he is responsible for making a recommendation to the board for the carrying out of some additional expenditures or operational matters. To help port manager in his duties there are five senior officers reporting to him. They are the assistant port manager, operation; the assistant port manager, administration; the port engineer; the superintendent of bridges, and the treasury officer.

The assistant port manager, operation, is more closely related to all matters pertaining to the following departments of the harbour; the harbour master's department, the grain elevator department, the railway department and the cold storage warehouse department. As you can see, every one of these departments is responsible for the operation of those various units.

The assistant port manager, administration, is responsible for the following administrative departments: the police department, the personnel department, the purchases and stores department, and the wharfinger department.

The port engineer has four divisional heads to help him in his duties. The superintendent of bridges is responsible for the operation of the Jacques Cartier bridge and also for the control of matters dealing with the construction of the new bridge called Champlain bridge over Nun's island, under the direction of the port manager.

Finally, the treasury officer reports to the port manager in the daily routine of treasury matters. It should be noted here that the treasury officer, as mentioned before, is not an employee of the National Harbours Board. He is an employee of the comptroller of the treasury, Department of Finance.

Mr. SMITH (*Simcoe North*): Who is the assistant port manager, administration?

Mr. BEAUDET: Mr. G. S. Anderson.

Mr. SMITH (*Simcoe North*): Who is the superintendent of bridges?

Mr. BEAUDET: Mr. J. A. Clement.

Mr. SMITH (*Simcoe North*): How many employees does the National Harbours Board have in Montreal, approximately?

Mr. BEAUDET: One thousand employees.

Mr. SMITH (*Simcoe North*): How many of those 1,000 employees would be employed in duties relating to the Jacques Cartier bridge?

Mr. BEAUDET: At present?

Mr. SMITH (*Simcoe North*): Yes, at present, or prior to the installation of tolls—100, 50?

The CHAIRMAN: While they are looking that up, gentlemen, I just want to announce to the committee that the printed proceedings of yesterday's meeting have arrived and will be distributed.

Mr. ARCHER: The figure is 49.

Mr. BEAUDET: Forty-eight or 49.

The CHAIRMAN: These proceedings went to the printer yesterday evening and they are here now, and I think that is very good work.

Mr. JOHNSON: I move a motion of congratulation to our clerk.

Mr. FISHER: Have you a security police in the National Harbours Board?

Mr. BEAUDET: I would not say that it is a security policy as such. We have a police department responsible for the protection of the National Harbours Board property within the limits of the harbour.

Mr. FISHER: Does the Jacques Cartier bridge fall within those limits?

Mr. BEAUDET: That is correct.

Mr. FISHER: How large a staff has the police?

Mr. BEAUDET: Approximately 45 men.

Mr. FISHER: Would you say, from your knowledge of the situation, that the responsibility for any operations on the Jacques Cartier bridge fell to any extent upon this police department of yours?

Mr. BEAUDET: Financially, or toll collection responsibility—no. Traffic, vagaries on the bridge, accidents; yes.

Mr. FISHER: Is this department now, or has it ever been, capable of or set up to carry out the kind of investigation that could discover malfeasance?

Mr. BEAUDET: No.

Mr. FISHER: In fields such as these, what do you count on?

Mr. BEAUDET: The Royal Canadian Mounted Police.

Mr. FISHER: The Royal Canadian Mounted Police?

Mr. BEAUDET: And after special arrangement with the Canadian National Railways, investigators of the Canadian National Railways.

Mr. FISHER: This police force of yours has not been used in any of your investigations relative to the Jacques Cartier bridge?

Mr. BEAUDET: In special cases, yes.

Mr. FISHER: What are the special cases?

Mr. BEAUDET: I recall from memory one instance where one of our clerks had reported a shortage of money. Our police was immediately called in and started an investigation. They called the Montreal police to help them, and the money was found.

There are other instances, which I have not in my memory; but if it is your wish, I could produce details.

Mr. FISHER: The point I want to get clear is this: At no time, in so far as the operations of the Jacques Cartier bridge are concerned, have you ever or,

as far as you know, has the previous port manager ever called in your security police and said, "There may be problems in connection with the Jacques Cartier bridge. We want you to investigate them", or "keep a running check on them" or "under control"? Nothing has been done in that regard at all?

Mr. BEAUDET: To keep a running check, no. But since I was appointed port manager in 1954—and I would not like to answer for my predecessors—I have on special occasions asked the chief of police to make special investigations.

Mr. FISHER: You joined the staff of the Montreal harbour in 1947; is that correct?

Mr. BEAUDET: That is correct—as assistant port manager.

Mr. FISHER: After war service—I want to ask this question, and it is not with any insidious intent—I just want to clear it up. You have no personal relationship, by blood or by marriage, with anyone who has been involved in the political scene in Ottawa in recent years?

Mr. BEAUDET: No.

Mr. FISHER: Since the time you went on the job in 1947 have you ever encountered, previous to the time you became port manager, any suggestions or any intimations to you that there were goings on on the Jacques Cartier bridge operation which might be depriving the government of revenues?

Mr. BEAUDET: No.

Mr. FISHER: You never heard, before you became port manager, anything to indicate that there might be possible malfeasance?

Mr. BEAUDET: I do not quite get your question.

Mr. FISHER: I want to be fair.

Mr. BEAUDET: It is a rather difficult question.

Mr. FISHER: It is a difficult question. To your knowledge, no information came to you, even in the slightest way, that there was malfeasance, or likelihood of malfeasance, on the bridge operation?

Mr. BEAUDET: I have heard rumours and I have heard jokes being made about the fact that the toll collectors were not efficient.

Mr. FISHER: This is before you became port manager?

Mr. BEAUDET: That is correct.

Mr. FISHER: You became port manager, and when did this become a matter of concern to you?

Mr. BEAUDET: When I became port manager, because I was responsible for the administration of that bridge.

Mr. FISHER: On becoming port manager, did you take a closer look at the operation of the bridge and check, or consider any preventive or corrective measures that might be possible to improve, say, the operation?

Mr. BEAUDET: I did everything in my power and gave this matter as much attention as my other duties would permit. Along those lines, I recommended the appointment of a superintendent of bridges. If my memory serves me right, that was in 1956, and it was because I felt that my other duties would not permit me to carry on the proper control, personal control, of this operation. I also recommended to my board—a recommendation which was implemented—an increase in the supervisory staff on the bridge. I also recommended to my board the addition of senior officers in the Montreal harbour to rid myself of some routine operational matters in order to have more time to devote to the control of these very many operations.

I think it was in August, 1959—this is not very far back—that the board approved, upon my recommendation, a completely new establishment for the harbour and the bridges—

Mr. FISHER: August, 1955?

Mr. BEAUDET: 1959. Did I say 1955; I am sorry?

An Hon. MEMBER: You said 1959.

Mr. BEAUDET: Under this new establishment both the collectors and the constables, the police on the bridge, come directly under the immediate control of the supervisor of the bridge, who is directly under the superintendent of bridges.

Mr. FISHER: I do not want to keep anybody else from coming in if they want to.

The CHAIRMAN: I would like the member, and I think the committee would also, to complete his questions on a certain subject.

Mr. BEAUDET: May I carry on, Mr. Chairman?

The CHAIRMAN: Yes.

Mr. BEAUDET: Over and above what I just said, between the period 1956 to date we have also increased the clerical staff on the bridge in order to obtain greater statistics and records, to try to establish a trend.

Mr. FISHER: I wanted to place some questions, Mr. Chairman, in connection with the employment policy of the board, or of the port in Montreal. If any members have some questions that follow up my line of questioning and that would come ahead of this, perhaps they should ask their questions now.

The CHAIRMAN: Are there any questions, gentlemen, on the subject that Mr. Fisher has been pursuing?

Mr. VALADE: I have a few questions, Mr. Chairman. I would like to ask Mr. Beaudet what was the reason for appointing Mr. Clement as the bridge supervisor? Was there a very specific reason for that?

Mr. BEAUDET: Yes. I just mentioned that my other duties prevented me from giving as much attention to the bridge as I thought it should have. For that reason I asked that the senior officer be appointed to carry on some of those duties.

Mr. VALADE: So that in fact—

Mr. JOHNSON: Mr. Chairman, on a point of order: Mr. Valade is asking specific questions of Mr. Beaudet. He wants to have Mr. Beaudet's own answer on these questions, and he does not want Mr. Clement's answer given to Mr. Beaudet. I might have to ask the same question of Mr. Clement later on. I want to prevent Mr. Clement from giving the answers to Mr. Beaudet in this particular case, because we want the witness' personal statement on this matter.

The CHAIRMAN: You want him to answer personally?

Mr. VALADE: Yes; we want his impression and reasons for this.

The CHAIRMAN: That is all right.

Mr. VALADE: I was asking Mr. Beaudet this question: what was your primary concern in having Mr. Clement appointed as bridge supervisor?

The CHAIRMAN: The witness is under oath; he was sworn yesterday.

Mr. VALADE: Yes. I have just repeated my question.

Mr. BEAUDET: I have just answered that question.

Mr. VALADE: Would you repeat it.

Mr. BEAUDET: I considered that other operational matters on the harbour prevented me from giving the Jacques Cartier bridge operation all the attention it deserved, so I recommended to my board that a superintendent of bridges be appointed in order to carry on some of the routine administrative matters of the bridge.

Mr. VALADE: What are those routine administrative matters on the bridge? It is not such a big affair. What are the specific duties on the bridge?

Mr. BEAUDET: At that time you must consider, first, that the bridge was being raised by the St. Lawrence seaway to permit construction of the Seaway.

Also, there was other work being carried out at that time on the Jacques Cartier bridge. There was the widening of the downstream side and, a little later on, it concerned the matter of the construction of the additional lane on the upstream side. These construction matters raised a number of problems with traffic which cannot be settled necessarily at the police level. The raising of the bridge and all these other works just mentioned meant changes to some of the conduits carried under the bridge. Involved were the Bell Telephone Company, the Hydro Electric Power Commission of Quebec, and others. All these matters had to be discussed with these companies. The timing of the various works had to be worked out and, over and above these administrative matters, the operational matter of the bridge consisted of daily reports of toll collectors, checks on vehicles, the supervising of the bridge and the toll collectors on the bridge, and all routine reports. There were daily reports from the bridge. I myself did not have time to look over those daily reports and to make a proper analysis of them.

Mr. VALADE: Did you rely on Mr. Clement's supervision of this?

Mr. BEAUDET: Correct. There was also the matter of the hiring of personnel and the arranging for various investigations by the Canadian National Railways. In other words, this is what we call the administrative and operation of a facility at the facilities level.

Mr. VALADE: Then, according to what you have just said, Mr. Clement was entirely responsible in connection with what was going on on the Jacques Cartier bridge?

Mr. BEAUDET: Under my direction.

Mr. VALADE: But if there were any complaints they would have been directed to Mr. Clement before they came to you?

Mr. BEAUDET: Yes.

Mr. VALADE: In regard to the personnel employees, was Mr. Clement responsible for employing them? Was he responsible for sanctioning the employment of certain persons?

Mr. BEAUDET: This matter refers to employment, and I am quite prepared to reply to it now. There was a question by Mr. Fisher concerning employment. I am quite prepared to go over the whole matter of employment now if it is the wish of the chairman.

Mr. VALADE: My question is: was Mr. Clement directly responsible for employing or for sanctioning employment on the bridge?

Mr. BEAUDET: You said "directly"; no.

Mr. VALADE: Not directly. Did he have to recommend those people to you and then you would agree or disagree with the recommendations?

Mr. BEAUDET: Correct.

Mr. VALADE: When was Mr. Clement employed as superintendent of bridges?

Mr. BEAUDET: I do not remember the exact date, but I think it was in the spring of 1956.

Mr. VALADE: And then you have no complaints from Mr. Clement of malfeasance on the bridge from that date until the automatic toll collection was established. Is that right?

Mr. BEAUDET: Would you repeat your question.

Mr. VALADE: I asked if you had any reports from Mr. Clement, from the date he was employed as superintendent of the bridge to the installation of the automatic toll collectors, of malfeasance on the bridge.

Mr. BEAUDET: Are you dealing prior to the automatic tolls?

Mr. VALADE: Yes.

Mr. BEAUDET: You are asking if he reported to me?

Mr. VALADE: Any reports from him to you?

Mr. BEAUDET: Yes.

Mr. VALADE: Is it correct that you had reports that something was going wrong?

Mr. BEAUDET: We had the Canadian National investigation reports which were analyzed by Mr. Clement and reported to me.

Mr. VALADE: These complaints came to Mr. Clement. Was the investigation requested by Mr. Clement or by you?

Mr. BEAUDET: Which investigation?

Mr. VALADE: The investigation you just mentioned—the C.N.R. investigation.

Mr. BEAUDET: They were suggested by Mr. Clement.

Mr. VALADE: Then is it correct that you received complaints to suggest that?

Mr. BEAUDET: It would be up to Mr. Clement to reply whether or not he has received complaints.

The CHAIRMAN: Mr. Johnson wants to pursue this matter.

Mr. JOHNSON: Mr. Chairman, I am not sure whether or not this question has been answered. What was Mr. Clement's job before he went to the National Harbours Board? Was he employed by the National Harbours Board before coming to work for you?

Mr. BEAUDET: No.

Mr. JOHNSON: He was not working at all before?

Mr. BEAUDET: I cannot answer that question.

Mr. JOHNSON: I meant for the National Harbours Board.

Mr. BEAUDET: No.

Mr. JOHNSON: Between the time Mr. Clement was appointed as your assistant, or bridge supervisor, how many C.N.R. investigations did you have up until the installation of the automatic toll collectors?

Mr. ARCHER: The number of investigations would be in the report. There were investigations by the C.N.R. in 1957, and 1958 and 1959.

Mr. JOHNSON: I just wanted to make sure that there were investigations in between.

Mr. ARCHER: There were three, 1957, 1958 and 1959.

Mr. JOHNSON: Were these investigations made after you asked for them, or was it done automatically by the Canadian National Railways investigators?

Mr. BEAUDET: They were done at our request.

Mr. JOHNSON: At your request?

Mr. BEAUDET: Correct.

Mr. JOHNSON: Did Mr. Clement have anything to do with the decision to ask for these?

Mr. BEAUDET: Mr. Clement would report to me that possibly it would be a good thing to have an investigation; and I would say: yes, go ahead and make the arrangements.

Mr. JOHNSON: That would be the way it was done?

Mr. BEAUDET: That would be the procedure.

Mr. JOHNSON: I have a question in regard to the employment of new employees. Whenever Mr. Clement or yourself wanted to employ new toll collectors, or any other employee, would you hire them through a competition or a certain form of examination?

Mr. BEAUDET: That again refers to Mr. Fisher's question. I am prepared to go into details now on the question of the appointment of toll collectors.

A number of persons were making application for the position of toll collector. These applications were kept in the personnel department.

Upon making an application the applicant was required to pass an examination. If he failed the examination his application would not be kept but be filed, to be reviewed for other positions on the harbour. If he was qualified his application was filed for future reference when a vacancy would occur for a toll collector.

When a vacancy occurred the superintendent of bridges would look over all the applicants and make as good an investigation as he could make himself, and request the police to investigate the past of the employee and obtain as much information about the man as he could. That would be verified with the references made by the candidate on his form of employment.

The superintendent of bridges would then make a report to me, indicating that the best candidate for the position was Mr. so and so, and I would approve the appointment.

Mr. JOHNSON: Now, would you at any time instruct Mr. Clement upon what standards he should rely to employ a toll collector? Perhaps I had better put the question this way: did you have any written orders to send to Mr. Clement in connection with the way to handle the applications?

Mr. BEAUDET: I take it now that we are always talking about toll collectors?

Mr. JOHNSON: Yes.

Mr. BEAUDET: Not toll officers.

Mr. JOHNSON: Well, toll officers are those who were employed after the automatic toll collectors were installed.

Mr. BEAUDET: Yes.

Mr. JOHNSON: We will start with the toll collectors. Did you understand my question?

Mr. BEAUDET: Yes. There was no standard established for toll collectors other than an eight grade, if my memory serves me right—an eight grade certificate in school.

Mr. JOHNSON: Would it be possible to file one of the forms you are using for these examinations, which would show the kind of questions you would ask?

Mr. BEAUDET: Yes.

Mr. JOHNSON: And, perhaps, you could give a little explanation, saying whether or not they were standard forms, and whether all questions were

required to be answered by the candidate. What I am trying to get at is this: was the same one always used for every candidate—in every case; or was it changed?

Mr. BEAUDET: The same one was used for certain periods; and then, they were changed after a certain period. However, all candidates, within a prescribed period, used the same form.

Mr. JOHNSON: Would it be too much to ask to have these different forms filed?

Mr. BEAUDET: I hope we have them in our records; if we have, I would be pleased to file them.

Mr. JOHNSON: Please. What kind of application forms were they? Would the candidate have to give much information on his application form?

Mr. BEAUDET: I would be pleased to file a copy of the application form. However, I would like to know how far you want to go on this because this application form has been changed over the years.

Mr. JOHNSON: To your knowledge, has it been changed often?

Mr. BEAUDET: At least twice, to my knowledge.

Mr. JOHNSON: After 1954?

Mr. BEAUDET: That, I cannot answer.

Mr. JOHNSON: To your knowledge, you do not recall having changed them since you were port manager?

Mr. BEAUDET: I am sorry; I would have to look up my records.

Mr. JOHNSON: I would be pleased if you would file those that existed in 1940, say, and those since. They do not change every year, or twice a year?

Mr. BEAUDET: No. Did you say in 1940?

Mr. JOHNSON: Let us say 1940—say, ten years.

Mr. DUMAS: Maybe from the time you started to use those forms.

Mr. JOHNSON: Was there any particular reason why they would be changed? Would you inquire into this, or will we have to ask the former manager? For example, if there have been changes since you were port manager you could give us the explanation. You must have the reasons in full why it has been changed.

Mr. BEAUDET: Yes; they were changed at times because there were changes in the act of parliament regarding employment.

Mr. JOHNSON: That would be a good reason for doing it. Now, you referred to references. If I recall correctly, a few moments ago you said that Mr. Clement—and please correct me if I am wrong—would consider the application forms, and then the candidates would be called for an examination. Then, after this, the files of each of the candidates—successful candidates—would be looked into by Mr. Clement and, if I recall correctly, you mentioned that he would look into the recommendations on the application form. What kind of recommendations do you mean? Would anybody he named—

Mr. BEAUDET: On the application form the candidate was requested to mention the name of his previous employer, and references, which he could choose to fill in or not.

Mr. JOHNSON: Now, were special recommendations considered by Mr. Clement? I mean, strong recommendations by a member of parliament, say, a good friend, or a member of the National Harbours Board, or one of the civil servants?

The CHAIRMAN: Should not Mr. Clement answer that himself?

Mr. JOHNSON: Well, while he was port manager. Perhaps we had better ask Mr. Clement.

Mr. BEAUDET: If we had a recommendation by a member of parliament, this particular candidate would be chosen over another one only in cases where all other qualifications were equal.

Mr. JOHNSON: Do you say this, to your own knowledge, or is this based on Mr. Clement's reports?

Mr. BEAUDET: It is of my own knowledge, because I had those cases. I personally had to deal with those cases.

Mr. JOHNSON: Do you mean that you have dealt with all cases personally?

The CHAIRMAN: Those special cases?

Mr. BEAUDET: Those special cases.

Mr. JOHNSON: Does this mean that you were directly responsible for the dealing with these special recommendations?

Mr. BEAUDET: I mentioned a minute ago that the final approval for the employment was done by me.

Mr. JOHNSON: If we look into the names of the employees we note that many of them were dismissed. Some were dismissed for cause; and then—dismissed; dismissed; dismissed; deceased—well, that is too bad; dismissed; dismissed; dismissed; dismissed. Would these dismissals have any connection with the fact that their special recommendations were accepted and then they were found out not to be very competent?

Mr. BEAUDET: What year are you dealing with, please?

Mr. JOHNSON: I am referring to some events which were close to an election—1935; so I think it is too late. We had better go further.

The CHAIRMAN: Mr. Johnson and members of the committee, if you are referring to documents that have been tabled and printed, I think it would be easier, for the reporters and for others, if you would turn to page 83 in the minutes tabled this morning and quote from the appendices as printed. You will find those set out there and can give the page numbers from the printings.

Mr. JOHNSON: I was referring to page 98 of the proceedings, No. 3, dated March 16, 1960.

Take, for example, Mr. Milligan.

The CHAIRMAN: He is about 15 down on that page.

Mr. JOHNSON: He was hired on August 28, 1948, and it says that he was recommended by T. P. Healy, M.P. He left the service on March 21, 1944. There is something wrong there. It must be the other way round.

Mr. BEAUDET: Possibly it is a misprint. In this connection, Mr. Chairman, I wish to bring to the attention of the committee that we have prepared quite a number of documents, much in a hurry, which meant looking over many, many files. It is therefore quite likely that some small errors might be discovered.

Mr. JOHNSON: Maybe it is only the dates were reversed. If you check with the exhibits you might find the reason. He was dismissed for cause. In other cases they have just been laid off or dismissed.

Take, for example, about the fifth name, Despatis, Marcel, date hired February 22, 1945. He was dismissed May 8, 1946. I imagine he went through an examination before being employed. Of course, this was before you were port manager. We will have to withhold these questions, but I would like to have the privilege of asking these questions of Mr. Murphy who was then there, Mr. Chairman.

Mr. BEAUDET: This is what the files disclose. That is all I can say.

Mr. JOHNSON: Let us take since 1955. Let us take Thomas, A., down the line.

The CHAIRMAN: How far?

Mr. JOHNSON: Clear down the line.

The CHAIRMAN: At the bottom of that page?

Mr. JOHNSON: At the bottom of the page. He was hired on February 27, 1956, and was transferred for inefficiency on April 17, 1957. Was he transferred after an investigation by the C.N.R.?

Mr. BEAUDET: Immediately after an investigation by the C.N.R.

Mr. JOHNSON: He was then recommended on February 27, 1956.

Mr. BEAUDET: Not necessarily. That is the date that he was hired. The date of recommendation might be quite different.

Mr. JOHNSON: Quite different?

Mr. BEAUDET: Yes.

Mr. JOHNSON: But when you say here, in these remarks, "transferred for inefficiency", would that mean they were transferred following an investigation?

Mr. BEAUDET: Yes.

Mr. JOHNSON: Most of the time?

Mr. BEAUDET: Correct.

Mr. JOHNSON: There were no other inefficiency cases?

The CHAIRMAN: Will you speak louder, Mr. Johnson?

Mr. JOHNSON: When you say "for cause"—take, for example, Mr. Belisle, hired September 16, 1948—and I see he was recommended by A. Denis, M.P.—

Mr. DENIS: That is me.

Mr. JOHNSON: Did he live in the Saint-Denis riding?

Mr. DENIS: What is the name?

Mr. JOHNSON: Belisle.

Mr. DENIS: Yes.

Mr. JOHNSON: He was dismissed for cause on September 15, 1956. What is the difference in your remarks—such as, "dismissed for cause" and "transferred for inefficiency"?

Mr. BEAUDET: "Dismissed for cause" means, of course, that he has been dismissed for cause—drunkenness, and many other reasons, absence from duty, arriving late, or being otherwise inefficient.

"Transferred for inefficiency" meant that in the case of the investigation by the C.N.R. we did not dismiss the man, but chose, in that particular instance, to transfer the employees from the position of toll collectors to the position of grain elevator helpers on the harbour.

Mr. SMITH (*Simcoe North*): Mr. Chairman, on a point of order.

The CHAIRMAN: Mr. Smith, on a point of order.

Mr. SMITH (*Simcoe North*): On a point of order, Mr. Chairman, it seems to me we might be getting close to some of the people who may be involved in police investigations. I know not a single soul of these but—

Mr. JOHNSON: We do not know, but we will see later on.

Mr. SMITH (*Simcoe North*): It would seem we are getting close to that, and I wonder if this course of questioning should be pursued at this particular stage.

The CHAIRMAN: I doubt whether it would affect the investigations by the Royal Canadian Mounted Police, anything that might be said here, because I understand we are not saying here whether a man was right or wrong. We have

nothing to do with that investigation. I think it is quite all right for this to go ahead.

Mr. JOHNSON: Thank you.

I see another instance "dismissed". Then, in other places, I see "dismissed for cause". What specific difference might there be?

Mr. BEAUDET: Which case do you refer to, please?

Mr. VALADE: Any case at all—what is the difference?

Mr. JOHNSON: We might have to refer away back, but you are making these remarks, and I want to know how you came up with "dismissed", "dismissed for cause", "resigned" and "transferred for inefficiency". It may be that in certain cases they resigned after saying, "If I am fired, I quit".

Mr. BEAUDET: In a general way, I would like to say that those dismissed for cause, transferred after my employment as port manager, are clearly indicated there. Prior to my appointment, I have shown in the column headed "Remarks" what was available from the file.

Mr. JOHNSON: In order to see that we get proper information—I mean, a really good impression of what happened, could we dig out one of these files? I am sorry Mr. Denis' name is in there.

Mr. DENIS: It is all right. Mention it again.

Mr. JOHNSON: I believe Mr. Denis wants free publicity.

Mr. DENIS: You are doing that for me.

Mr. JOHNSON: Take, for example, the case of Belisle. In this particular case the individual was hired on September 16, 1948, and was dismissed in 1956. Would it be possible to file that?

Mr. BEAUDET: I might probably be able to give you the answer now, if you give me permission to consult with Mr. Clement on this particular case.

Mr. JOHNSON: Yes.

Mr. BEAUDET: Mr. Belisle was dismissed because he was found drunk on the job.

Mr. VALADE: After how many years? Mr. Chairman, I hear Mr. Deschatelets trying to make himself very comical.

Mr. DESCHATELETS: Do you want them to investigate the natural gas?

Mr. VALADE: If he wants us to investigate the printing bureau, we can do it.

The CHAIRMAN: Please, gentlemen. After Mr. Johnson, Mr. Pigeon.

Mr. JOHNSON: If Mr. Beaudet agrees with me, I might give him a few moments, and he can get the information for me and can give his answer at the next sitting.

Mr. VALADE: I want to raise the matter of clearing up these expressions. I think this is a point Mr. Johnson brought up—

The CHAIRMAN: Mr. Archer is quite willing to tell you that.

Mr. VALADE: We want to know what are the differences in the expressions "transferred for inefficiency," "laid off," "resigned," "dismissed for cause." This is the kind of differentiation we want to get from Mr. Beaudet.

The CHAIRMAN: Mr. Archer is going to give it to you right now.

Mr. PIGEON: Mr. Chairman,—

The CHAIRMAN: Let Mr. Archer give the answer.

Mr. ARCHER: When you go back to 1946 it is "dismissed," and that is something we have taken from the files. We do not know why they put in the word "dismissed." But when we put "dismissed"—

The CHAIRMAN: Can you speak a little louder, please?

Mr. ARCHER: The word "dismissed" in 1946, there is one instance of "dismissed" there I could not tell you about. We took the information out of the files, and the man was dismissed and left the employ of the board at that time, and we were not there.

With regard to "dismissed for cause", Mr. Beaudet gave you one example, where a man was found drunk on the job.

"Dismissed" or "transferred for inefficiency"—that followed the C.N.R. investigation in 1957. Our charge against these men was that they were inefficient. We did not dismiss them, but transferred them to another department, or rather offered to transfer them to another department of the Harbour, to the grain elevator.

Mr. PIGEON: Why?

Mr. ARCHER: Because they were inefficient, and we did not want them, following the C.N.R. investigation on the bridge.

Mr. PIGEON: They were inefficient for one place but not the other?

We have here "resigned," "dismissed." Can we have, at the next meeting, the individual reason why they resigned or were dismissed?

The CHAIRMAN: Would that be possible?

Mr. BEAUDET: For the period since I have been port manager I can give, in details, the reasons for dismissals of employess. For employees resigning, we cannot give the reason. If an employee tenders his resignation he does not usually state why he wants to resign. He just signs an application to resign or sends us a letter stating that he wishes to resign, without any further comments. I certainly could not give you the reason why the man resigned.

As to the expression "laid off," that means that these men were advised that their services were no longer required, and this expression applies only and exclusively to toll collectors who were laid off when the new toll collecting equipment was put into operation.

As to the word "transferred", it means, as I explained a moment ago, the employee was transferred from the position of toll collector, one of a higher classification, to another position or less responsible position, a lower classification, which was helper in the grain elevator.

Mr. PIGEON: Can we have a reason since you were appointed manager of the harbour of Montreal?

Mr. BEAUDET: Yes.

The CHAIRMAN: Those are all your questions, Mr. Johnson?

Mr. JOHNSON: Yes.

The CHAIRMAN: Mr. Fisher, and then Mr. Smith.

Mr. FISHER: I wanted to go back to a more general part of the employment practice. How many union agreements have you on the harbour?

Mr. BEAUDET: If my memory serves me right, we have thirteen.

Mr. FISHER: How long has there been a labour agreement in so far as employees on the Jacques Cartier bridge are concerned, and when did it terminate?

Mr. ARCHER: The labour agreement has not terminated—oh yes, as far as the toll collectors are concerned.

Mr. BEAUDET: The toll collectors have been under labour agreement, I think, since 1945. I would like to verify that figure.

Mr. FISHER: Do I understand they belonged to the brotherhood of railway and steamship clerks?

Mr. BEAUDET: Yes, they were covered by that brotherhood.

The CHAIRMAN: On that, Mr. Beaudet, you could have that for Tuesday, could you, or have you it here?

Mr. BEAUDET: I have a copy here.

The CHAIRMAN: You could have that for us on Tuesday?

Mr. BEAUDET: Yes.

The CHAIRMAN: Gentlemen, we will have that for Tuesday.

Mr. FISHER: Did the toll collectors have their own local, or were they part of a larger local?

Mr. BEAUDET: They were part of the labour agreement covering general forces. Toll collectors had their own steward.

Mr. FISHER: Grievances, dismissals, and this sort of thing, would go through him, would they?

Mr. BEAUDET: He would originate the negotiations on the grievance and refer it to the grievance committee of the brotherhood covering all the employees of the brotherhood. That is the grievance committee dealing with all matters pertaining to the three labour agreements—namely, general maintenance forces, the grain elevators, and the cold storage warehouse.

Mr. FISHER: What kind of agreement was this? Was it a union shop?

Mr. BEAUDET: No.

Mr. FISHER: How long is it since the agreement terminated in so far as the toll collectors are concerned?

Mr. BEAUDET: September 7, 1959.

Mr. FISHER: At any time during your experience as manager, or as assistant manager, do you know of any instance where the union brought forward any suggestions, ideas or plans, in so far as taking people on the staff is concerned?

Mr. BEAUDET: No.

Mr. FISHER: They never made any comments about questions of patronage, recommendation, standards, or anything like that?

Mr. BEAUDET: No.

Mr. FISHER: In so far as patronage is concerned, I am using the definition of "patronage" in the sense where someone with a political connection makes a recommendation.

You stated earlier that, all things being equal, a political recommendation would give the person the post. Is that correct?

Mr. BEAUDET: Not in so many words.

Mr. FISHER: Well, could you repeat it?

Mr. BEAUDET: Yes.

In cases where two candidates had equal qualification, the preference was given to the one having been recommended by a member of parliament or some other person.

Mr. FISHER: You realized, when you took over the job, that for a number of posts in the harbour these recommendations did exist and that there was this practice in effect?

Mr. BEAUDET: Yes.

Mr. FISHER: Have you ever tried to do anything to change or alter this pattern?

Mr. BEAUDET: Personally?

Mr. FISHER: Yes.

Mr. BEAUDET: No.

Mr. FISHER: As port manager?

Mr. BEAUDET: No.

Mr. FISHER: You have accepted?

Mr. BEAUDET: Yes.

Mr. FISHER: In so far as representations are concerned, normally they are of a written character, in your experience?

Mr. BEAUDET: Yes.

Mr. FISHER: Have you ever had any personal representations—that is, in person—visits, say, from members of parliament or others connected with politicians, putting the case for any particular candidate for the job?

Mr. DENIS: Why not? What is wrong with that?

Mr. VALADE: Look in the list there.

Mr. FISHER: I have a list, but I am asking a different question.

Mr. BEAUDET: I have received a visit from many members of parliament, but they were not specifically visiting me for the purpose of pushing somebody into a certain job.

Mr. FISHER: For what purposes did they visit you?

Mr. BEAUDET: For what purposes?

Mr. FISHER: Yes, it is a general question.

Mr. BEAUDET: It is a very general question. It might be for many reasons. Some of them have visited me to familiarize themselves with the operation of the harbour. Some of them have come to me to try to establish my duties and responsibilities. Some have come to me to ask me to guide them in a problem they might have dealing with a specific matter, dealing with the operation of the port.

Mr. FISHER: Did any members of parliament bring to you in person, or by letter, any complaints about the operation of the bridge and any possible suggestion of malfeasance?

Mr. BEAUDET: Since I have been port manager?

Mr. FISHER: Yes, since you have been port manager?

Mr. BEAUDET: No.

Mr. FISHER: Any before you were port manager, when you were assistant port manager?

Mr. BEAUDET: To refresh my memory I would like to go over my files.

Mr. FISHER: I mean, anyone in a political sphere—a member of parliament, a provincial member, or a minister? No one has come to you and suggested there is anything wrong with the bridge and asked for an investigation?

Mr. BEAUDET: No.

Mr. FISHER: Since you were threatened, as you have brought out in your statement at the last meeting, have you had any communications made to you that any other people that you know of have been threatened?

Mr. BEAUDET: No.

Mr. FISHER: Have you seen the story in this morning's *Gazette* in so far as threats are concerned?

Mr. BEAUDET: I am very sorry. Would you please repeat your other question, because there is a question of dates there which is very important, and as you know, I am under oath.

Mr. MACINNIS: I do not see why you should ask for a repeat of it, because you gave a very emphatic "no" to Mr. Fisher's question.

Mr. FISHER: I would like the reporter to read it. Could you explain the reason why you have asked for a repeat of the question?

Mr. BEAUDET: Do you ask me since the automatic toll equipment has been placed in operation?

Mr. FISHER: No, since you were threatened.

Mr. BEAUDET: Since I was personally threatened?

Mr. FISHER: Yes?

Mr. BEAUDET: The answer is no.

Mr. FISHER: In so far as the story in the *Gazette* this morning is concerned, have you seen it?

The CHAIRMAN: May we pursue this? I think we should stick to one subject, and we only have five minutes.

Mr. BRASSARD (*Lapointe*): On page 6 of the list of toll collectors the second name is Mr. Fournier. Am I right in assuming that he was appointed by Mr. Pinard?

Mr. JOHNSON: What page is that?

Mr. DRYSDALE: It is in here.

The CHAIRMAN: 99, I think it is.

Mr. JOHNSON: Yes, 98 and 99.

Mr. BRASSARD: (*Lapointe*): Am I right in assuming that he was recommended by Mr. Pinard?

Mr. BEAUDET: Yes.

Mr. BRASSARD (*Lapointe*): At the bottom of the same page 1 see the name of Mr. Gagné recommended by Mr. Gillet. Is he still in your employ?

Mr. BEAUDET: Yes, he is still in our employ.

Mr. BRASSARD (*Lapointe*): I would like to follow up for a minute a question asked by Mr. Johnson in regard to the form. I would like to ask Mr. Beaudet if it came within the scope of his duties to draft and approve the text of the application forms? In other words, did this approval of the application form contain the questions contained in the application form? Was it not the duty of the personnel officer of the National Harbours Board? Did it come under your jurisdiction? Did you have to approve the questions asked in the application forms?

Mr. BEAUDET: I would like to have permission to have legal advice before I answer this question.

The CHAIRMAN: Would that be all right? You will give the answer, all right. You will give it in a moment.

Mr. PRATT: May I ask a question?

The CHAIRMAN: There are many ahead of you.

Mr. PRATT: But nothing seems to be taking place at the moment.

The CHAIRMAN: All right, you may answer the question now. All right, Mr. Beaudet.

Mr. BEAUDET: The application forms—if my memory serves me right—were drafted by the port manager or under his direction, and approved by the board.

Mr. BRASSARD (*Lapointe*): By the board in Ottawa.

Mr. BEAUDET: Yes, that is correct.

Mr. CHOWN: Which port manager?

Mr. BEAUDET: I do not quite remember, but I think I changed it once, in respect to a minor item.

Mr. CHOWN: Could we have a copy of that as a supplementary?

Mr. BRASSARD (*Lapointe*): In cases where it is indicated as transfer for inefficiency, did you take into account the other qualifications of your employee when you decided to put him in another job? In other words, was he qualified for another job on the harbour premises, and if he was, were there any cases where you found that the employee had no qualifications and you dismissed him? Or, in every case you relocated him somewhere else on the

premises of the harbour, was he qualified for that other job you allocated to him?

Mr. BEAUDET: In all cases of transfer for inefficiency the man was offered the position of grain elevator helper in the grain department. That position is the same as a plain, ordinary day to day labourer, and it requires no qualifications whatsoever except to have good arms.

Mr. BRASSARD (*Lapointe*): I have one last question: with regard to the recommendations made by members of parliament.

Mr. BEAUDET: I would like to carry on with that. They did not in all cases accept transfer, or report to work in the grain elevator.

Mr. BRASSARD (*Lapointe*): My last question is this: you have had, as you said, recommendations made by members of parliament and other important persons, as you say.

Mr. DRYSDALE: Hear, hear!

Mr. BRASSARD (*Lapointe*): Were there any cases which you necessarily turned down—where you could not have followed the recommendation of a member of parliament because the person recommended was not found to be suitable according to your job specifications, as a toll collector?

Mr. BEAUDET: We have a number of recommendations for employment by members of parliament and other persons, recommended for government work.

Mr. BRASSARD (*Lapointe*): If I understood you well—and this is definitely my last question—you had accepted or hired persons recommended by members of parliament; but in those instances you have considered the qualifications first, and then the recommendation of the member of parliament or of somebody else. Was there any employee in the port of Montreal employed on the ground of political reasons only?

Mr. BEAUDET: Do you refer to toll collectors?

Mr. BRASSARD (*Lapointe*): Yes, to toll collectors.

Mr. BEAUDET: No.

The CHAIRMAN: It is now 11 o'clock. Mr. Denis will be first on the list on Tuesday.

There is one thing we had brought up in the steering committee yesterday, and I would like to have some information on it, or I would like to have your feeling.

The government controlled railways and communications which go before a special committee on railways and shipping and airlines owned and operated by the government will come up the last week of this month, that is, on the 28th, 29th and 30th.

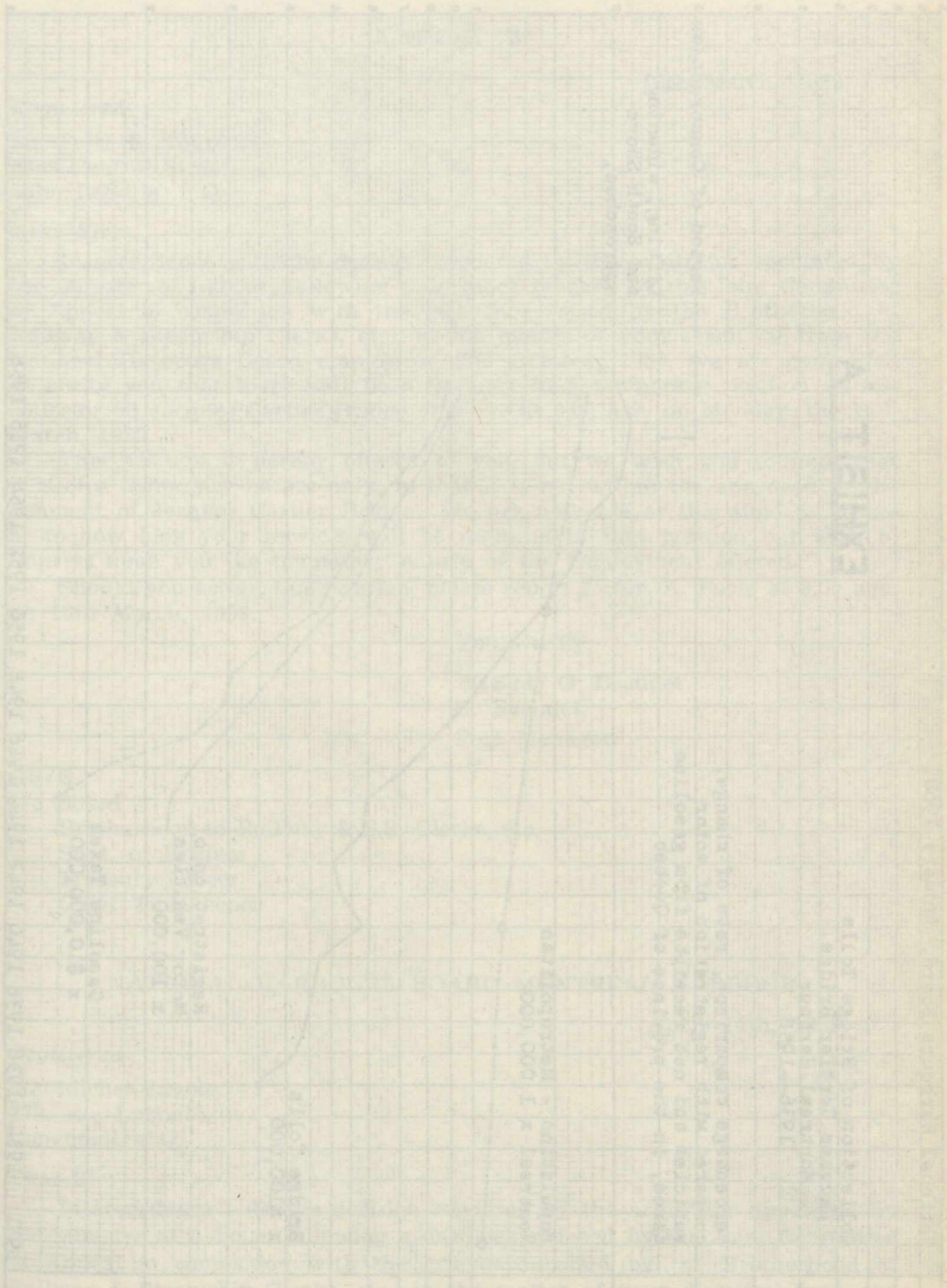
It was felt by the steering committee that because of that committee which will be sitting in mornings, afternoons and evenings—your steering committee felt that that week, on account of those proposed sittings, and because most of our members will belong to that committee as well, you would not want to pursue this matter of the Jacques Cartier bridge toll charges during that week. Is that satisfactory?

Agreed.

All right, in that case, Mr. Hees had figured out that committee would sit on the 28th, 29th and 30th; that would be Monday, Tuesday and Wednesday, but there was a great deal of objection to sitting on Monday morning. Therefore Mr. Hees is going to try to arrange to have it sit on Tuesday, Wednesday and Thursday. Is that all right?

Agreed.

Thank you very much.

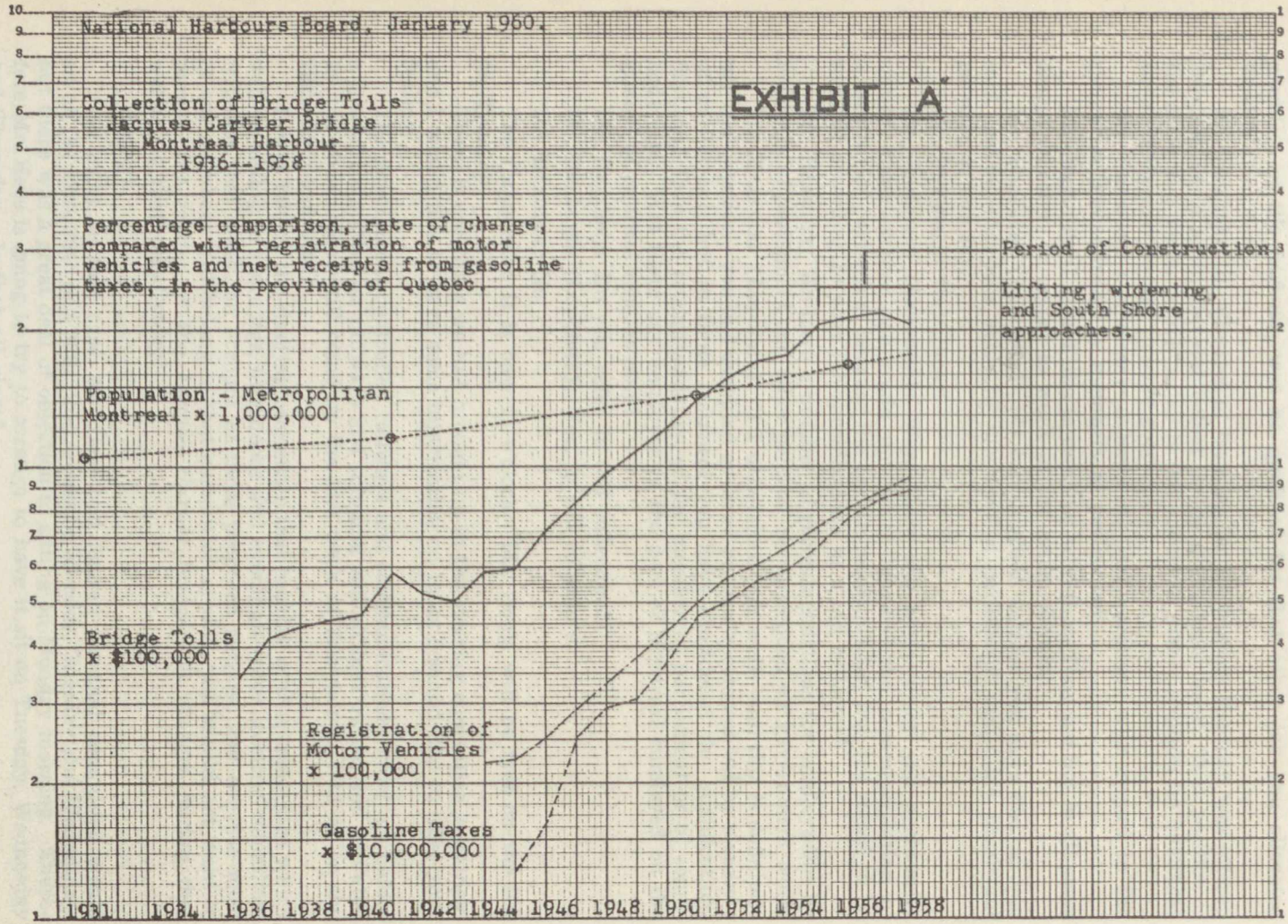


National Harbours Board, January 1960.

EXHIBIT "A"

Collection of Bridge Tolls
Jacques Cartier Bridge
Montreal Harbour
1936--1958

Percentage comparison, rate of change, compared with registration of motor vehicles and net receipts from gasoline taxes, in the province of Quebec.



APPENDIX "B"

10th March, 1959.

Registered

Mr. P. E. R. Toupin,
8469 Central Street,
Ville LaSalle, P.Q.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8.00 a.m. on Monday, the 16th March, 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8.00 a.m. on 16th March, 1959.

Yours truly,

(Sgd) G. Beaudet
G. Beaudet,
Port Manager.

GB/E
c/c Board
Brotherhood of Railway & S.S. Clerks, etc.
Supt. of Bridges
Treasury Officer
Chief Timekeeper

NATIONAL HARBOURS BOARD MONTREAL HARBOUR

April 14th, 1959.

Registered

Mr. Michel Savoie,
278, rue Labonté,
Longueuil, P.Q.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8.00 a.m. on Friday, the 17th April, 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8.00 a.m. on 17th April, 1959.

Yours truly,

(Sgd) G. Beaudet
G. Beaudet.

/fg
True copy (Sgd) J. A. C. Clement
Superintendent of Bridges

7th May, 1959.

Registered

Mr. A. Beauchamp,
9201, 12th Avenue,
Ville St. Michel.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8.00 a.m. on Monday, the 11th May, 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8.00 a.m. on 11th May, 1959.

Yours truly,

(Sgd) G. Beaudet
G. Beaudet,
Port Manager.

GB/E
c.c. Board
Brotherhood of Railway & S.S. Clerks, etc.
Superintendent of Bridges
Treasury Officer
Chief Timekeeper

June 17, 1959.

Registered

Mr. G. Flynn,
6519 Hamilton Street,
Montreal, Quebec.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee

of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8.00 a.m. on Saturday, the 20th June, 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8.00 a.m. on 20th June, 1959.

Yours truly,

G. Beaudet,
Port Manager.

/fg
c.c. Board
Brotherhood of Railway & S.S. Clerks, etc.
Supt. of Bridges
Treasury Officer
Chief Timekeeper

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

June 25th, 1959.

Registered
Mr. Andre Decary,
5112 Place Beaugrand,
Montreal, Quebec.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8.00 a.m. on Monday, the 29th June, 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8.00 a.m. on 29th June, 1959.

Yours truly,

(Sgd.) G. Beaudet
G. Beaudet
Port Manager.

c/c Board
Brotherhood of Railway & S.S. Clerks, etc.
Supt. of Bridges
Treasury Officer
Chief Timekeeper

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

June 29th, 1959.

Registered

Mr. E. Jalbert,
5120 Charlevoix Street, Apt. 1,
Montreal North, P.Q.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8:00 a.m. on Friday, the 3rd July, 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8:00 a.m. on 3rd July, 1959.

Yours truly,

(Sgd) G. S. Anderson
for G. Beaudet
Port Manager.

c/c Board
Brotherhood of Railway & Steamship Clerks, etc.
Superintendent of Bridges
Treasury Officer
Chief Timekeeper

June 29th, 1959.

Registered

Mr. M. Duceppe,
3225 Cirier Street,
Montreal, Quebec.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8:00 a.m. on Monday, the 6th July 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8:00 a.m. on 6th July, 1959.

Yours truly,

(Sgd.) G. Beaudet
G. Beaudet
Port Manager.

c/c Board
Brotherhood of Railway & S.S. Clerks, etc.
Superintendent of Bridges
Treasury Officer
Chief Timekeeper

June 30th, 1959.

Registered

Mr. C. E. Leger,
5783 Drake Street,
Montreal, Quebec.

Dear Sir:

In accordance with the decision rendered by the arbitrator appointed by the Minister of Labour, following a deadlock reached by the Joint Committee of Appeal in connection with the grievance raised by the Brotherhood of Railway & Steamship Clerks, etc., in the matter of your dismissal from the National Harbours Board employ on 2nd October, 1958, we are compelled to notify you that there will be a vacancy in a temporary position as toll collector on Jacques Cartier Bridge effective at 8:00 a.m. on Monday, the 6th July, 1959.

This position is hereby offered to you, but we wish you to note that it is of a temporary nature only, in that it is not within the approved establishment of Jacques Cartier Bridge. We are not able at this time to advise as to how long your services will be required in that position but wish to impress upon you the temporary nature of the employment offered.

Should you accept this position, please report to Mr. A. Poole at 8:00 a.m. on 6th July, 1959.

Yours truly,

(Sgd.) G. Beaudet
G. Beaudet
Port Manager.

c/c Board
Brotherhood of Railway & S.S. Clerks, etc.
Superintendent of Bridges
Supt. of Bridges
Treasury Officer
Chief Timekeeper

APPENDIX "C"

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE

WAGES PAID TO ROBERT TOUPIN FOR THE PERIOD MARCH 16, 1959 TO SEPTEMBER 7, 1959.

Period Covered	Net Earnings	Cheque No. A-30 M	Date	Remarks
Mar. 16-Mar. 18	$ 21.82	51992	Mar. 24	
Mar. 19-Mar. 25	61.91	53047	Apr. 1	
Mar. 26-Apr. 1	64.47	53911	Apr. 2	
Apr. 7-Apr. 8	76.79	55490	Apr. 13	
Apr. 9-Apr. 15	76.68	56415	Apr. 17	
Apr. 16-Apr. 22	49.79	58235	May 1	
Apr. 23-Apr. 29	87.91	58941	May 4	
Apr. 30-May 6	66.61	60612	May 11	
May 7-May 13	66.66	62515	May 19	
May 14-May 20	72.07	64059	May 25	
May 21-May 27	72.07	65230	June 1	
Apr. 1-June 3	15.61	68952	June 11	Retroactive Increase
May 28-June 3	47.80	66888	June 9	
June 4-June 10	83.51	70313	June 17	
June 11-June 17	50.05	70977	June 23	
June 18-June 24	58.20	73282	July 1	
June 25-July 1	89.29	74596	July 6	
July 2-July 8	58.99	76120	July 13	
July 9-July 15	70.44	76674	July 17	
May 15-July 1	59.45	77953	July 24	O'time compensatory adjustment
July 16-July 22	68.33	78601	July 28	
July 23-July 29	62.65	79650	Aug. 1	
July 30-Aug. 5	70.44	81573	Aug. 10	
Aug. 6-Aug. 12	68.33	83692	Aug. 19	
Aug. 13-Aug. 19	62.65	85116	Aug. 25	
Aug. 20-Aug. 26	58.99	86809	Sept. 2	
Aug. 27-Sept. 2	62.65	88018	Sept. 9	
Sept. 3-Sept. 7	104.24	89592	Sept. 14	
	$ 1,808.40			

I, Leonard Edwin Callaghan, of the City and District of Montreal, therein residing at 11 Parkman Place, Montreal 6, Quebec, being duly sworn, do depose and say:

1. That I am Assistant Treasury Officer of the National Harbours Board Montreal Harbour;

2. That, to my personal knowledge, cheques have been issued to Robert Toupin as above.

LEONARD EDWIN CALLAGHAN,
Assistant Treasury Officer

SWORN BEFORE ME THIS 16TH DAY OF MARCH, 1960,
IN THE CITY OF MONTREAL.

H. R. SMART,
Commissioner of the Superior Court
for the District of Montreal.

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE—*Continued*

WAGES PAID TO MICHEL SAVOIE FOR THE PERIOD APRIL 17, 1959, TO SEPTEMBER 7, 1959

Period Covered	Net Earnings	Cheque No. A-30 M	Date	Remarks
Apr. 17–22	$79.29	58236	May 1	
Apr. 23–29	65.98	58942	May 4	
Apr. 30–May 6	69.53	60613	May 11	
May 7–13	41.34	62516	May 19	
May 14–20	56.00	64060	May 25	
May 21–27	75.27	65231	June 1	
Apr. 1–	4.81	68953	June 11	
May 28–June 3	73.65	66889	June 9	
June 7–10	60.32	70314	June 17	
June 11–17	73.50	70978	June 23	
June 18–24	70.25	73283	July 1	
June 25–July 1	74.94	74597	July 6	
July 2– 8	74.23	76121	July 13	
July 9–15	75.45	76675	July 17	
July 16–22	74.23	78602	July 28	
May 15–July 1	43.87	77954	July 24	O'time compensatory adjustment
July 23–29	58.11	79651	Aug. 1	
July 30–Aug. 5	72.32	81574	Aug. 10	
Aug. 6–12	72.32	83693	Aug. 19	
Aug. 13–19	60.22	85117	Aug. 25	
Aug. 20–26	71.47	86810	Sept. 2	
Aug. 27–Sept. 2	74.23	88019	Sept. 9	
Sept. 3–7	137.42	89593	Sept. 14	
	$ 1,558.75			

I, Leonard Edwin Callaghan, of the City and District of Montreal, therein residing at 11 Parkman Place, Montreal 6, Quebec, being duly sworn, do depose and say:

1. That I am Assistant Treasury Officer of the National Harbours Board, Montreal Harbour;

2. That, to my personal knowledge, cheques have been issued to Michael Savoie as above.

LEONARD EDWIN CALLAGHAN,
Assistant Treasury Officer

SWORN BEFORE ME THIS 16TH DAY OF MARCH, 1960,
IN THE CITY OF MONTREAL.

H. R. SMART,
Commissioner of the Superior Court
for the District of Montreal.

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE—*Continued*

WAGES PAID TO ALFRED BEAUCHAMP FOR THE PERIOD MAY 11, 1959, TO SEPTEMBER 7, 1959.

Period Covered	Net Earnings	Cheque No. A-30 M	Date	Remarks
May 11–13	$27.52	62557	May 19	
May 14–20	84.57	64061	May 25	
May 21–27	61.86	65232	June 1	
May 28–June 3	77.72	66890	June 9	
June 4–10	63.25	70315	June 17	
June 11–17	90.35	70979	June 23	
June 18–24	72.16	73284	July 1	
June 25–July 1	70.63	74598	July 6	
July 2–8	92.91	76122	July 13	
July 9–15	67.89	76676	July 17	
May 15–July 1 / July 16–22	56.58	77955	July 24	O'time compensatory adjustment
July 16–22	96.53	78603	July 28	
July 23–29	59.56	79652	Aug. 1	
July 30–Aug. 5	78.30	81575	Aug. 10	
Aug. 6–12	76.34	83694	Aug. 19	
Aug. 13–19	78.30	85118	Aug. 25	
Aug. 20–26	80.41	86811	Sept. 2	
Aug. 27–Sept. 2	76.34	88020	Sept. 9	
Sept. 3–9	143.04	89594	Sept. 14	
	$ 1,427.26			

I, Leonard Edwin Callaghan, of the City and District of Montreal, therein residing at 11 Parkman Place, Montreal 6, Quebec, being duly sworn, do depose and say:

1. That I am Assistant Treasury Officer of the National Harbours Board, Montreal Harbour;

2. That, to my personal knowledge, cheques have been issued to Alfred Beauchamp as above.

LEONARD EDWIN CALLAGHAN,
Assistant Treasury Officer

SWORN BEFORE ME THIS 16TH DAY OF MARCH, 1960,
IN THE CITY OF MONTREAL.

H. R. SMART,
Commissioner of the Superior Court
for the District of Montreal.

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE—*Continued*

WAGES PAID TO GERALD MARTIN FLYNN FOR THE PERIOD JUNE 20, 1959 TO SEPTEMBER 7, 1959

Period Covered	Net Earnings	Cheque No. A-30 M	Date	Remarks
June 20–June 24	$39.36	73285	July 1	
June 25–July 1	92.54	74599	July 6	
July 2–July 8	103.05	76123	July 13	
July 9–July 15	76.34	78271	July 24	
July 16–July 22	77.34	78604	July 28	
June 20–July 1	18.86	77956	July 24	O'time compensatory adjustment
July 23–July 29	55.20	79653	Aug. 1	
July 30–Aug. 5	80.80	81576	Aug. 10	
Aug. 6–Aug. 12	56.50	83695	Aug. 19	
Aug. 13–Aug. 19	56.50	85119	Aug. 25	
Aug. 20–Aug. 26	68.60	86812	Sept. 2	
Aug. 27–Sept. 2	69.05	88021	Sept. 9	
Sept. 3–Sept. 7	99.22	89595	Sept. 14	
	$ 893.36			

I, Leonard Edwin Callaghan, of the City and District of Montreal, therein residing at 11 Parkman Place, Montreal 6, Quebec, being duly sworn, do depose and say:

1. That I am Assistant Treasury Officer of the National Harbours Board, Montreal Harbour;
2. That, to my personal knowledge, cheques have been issued to Gerald Martin Flynn as above.

LEONARD EDWIN CALLAGHAN,
Assistant Treasury Officer

SWORN BEFORE ME THIS 16TH DAY OF MARCH, 1960,
IN THE CITY OF MONTREAL.

H. R. SMART,
Commissioner of the Superior Court
for the District of Montreal.

WAGES PAID TO ANDRE DECARY FOR THE PERIOD JUNE 29, 1959, TO SEPTEMBER 7, 1959

Period Covered	Net Earnings	Cheque No. A-30 M	Date	Remarks
June 29–July 1	$ 35.66	74600	July 6	
July 2–8	89.32	76124	July 13	
July 9–15	76.34	76678	July 17	
July 16–22	71.62	78605	July 28	
June 29–July 1	4.92	77957	July 24	O'time compensatory adjustment
July 23–29	68.70	79654	Aug. 1	
July 30–Aug. 5	76.79	81577	Aug. 10	
Aug. 6–12	42.57	83696	Aug. 19	
Aug. 13–19	96.46	86120	Aug. 25	
Aug. 20–26	55.90	86813	Sept. 2	
Aug. 27–Sept. 2	68.30	88022	Sept. 9	
Sept. 3–7	109.70	89596	Sept. 14	
	$ 796.28			

I, Leonard Edwin Callaghan, of the City and District of Montreal, therein residing at 11 Parkman Place, Montreal 6, Quebec, being duly sworn, do depose and say:

1. That I am Assistant Treasury Officer of the National Harbours Board, Montreal Harbour;
2. That, to my personal knowledge, cheques have been issued to Andre Decary as above.

LEONARD EDWIN CALLAGHAN,
Assistant Treasury Officer

SWORN BEFORE ME THIS 16TH DAY OF MARCH, 1960,
IN THE CITY OF MONTREAL.

H. R. SMART,
Commissioner of the Superior Court
for the District of Montreal.

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE—*Continued*

WAGES PAID TO EDWARD JALBERT FOR THE PERIOD JULY 3, 1959 TO SEPT. 9, 1959.

Period Covered	Net Earnings	Cheque No. A-30 M	Date	Remarks
July 3–July 8	$ 82.52	76126	July 13	
July 9–July 15	78.84	76680	July 17	
July 16–July 22	66.60	78607	July 28	
July 23–July 29	93.20	79656	Aug. 1	
July 30–Aug. 5	81.26	81579	Aug. 10	
Aug. 6–Aug. 12	61.71	83698	Aug. 19	
Aug. 13–Aug. 19	96.46	85122	Aug. 25	
Aug. 20–Aug. 26	55.90	86815	Sept. 2	
Aug. 27–Sept. 2	55.90	88024	Sept. 9	
Sept. 3–Sept. 9	109.30	89598	Sept. 14	
	$ 781.69			

I, Leonard Edwin Callaghan, of the City and District of Montreal, therein residing at 11 Parkman Place, Montreal 6, Quebec, being duly sworn, do depose and say:

1. That I am Assistant Treasury Officer of the National Harbours Board, Montreal Harbour;
2. That, to my personal knowledge, cheques have been issued to Edward Jalbert as above.

LEONARD EDWIN CALLAGHAN,
Assistant Treasury Officer

SWORN BEFORE ME THIS 16TH DAY OF MARCH, 1960,
IN THE CITY OF MONTREAL.

H. R. SMART,
Commissioner of the Superior Court
for the District of Montreal.

WAGES PAID TO MARCEL DUCEPPE FOR THE PERIOD JULY 6, 1959, TO SEPTEMBER 7, 1959.

Period Covered	Net Earnings	Cheque No. A-30 M	Date	Remarks
July 6–8	$ 42.57	76125	July 13	
July 9–15	79.10	76679	July 17	
July 15–22	70.21	78606	July 28	
July 23–29	78.30	79655	Aug. 1	
July 30–Aug. 5	77.24	81578	Aug. 10	
Aug. 6–12	70.21	83697	Aug. 19	
Aug. 13–19	75.31	85121	Aug. 25	
Aug. 20–26	70.21	86814	Sept. 2	
Aug. 27–Sept. 2	70.21	88023	Sept. 9	
Sept. 3–7	140.21	89597	Sept. 14	
	$ 773.57			

I, Leonard Edwin Callaghan, of the City and District of Montreal, therein residing at 11 Parkman Place, Montreal 6, Quebec, being duly sworn, do depose and say:

1. That I am Assistant Treasury Officer of the National Harbours Board, Montreal Harbour;
2. That, to my personal knowledge, cheques have been issued to Marcel Duceppe.

LEONARD EDWIN CALLAGHAN,
Assistant Treasury Officer

SWORN BEFORE ME THIS 16TH DAY OF MARCH, 1960,
IN THE CITY OF MONTREAL.

H. R. SMART,
Commissioner of the Superior Court
for the District of Montreal.

APPENDIX "D"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES-CARTIER BRIDGE—LIST OF TOLL OFFICERS

Period 8th September, 1959, to date

Name	Address	Date hired as toll officer	Recommended by	Date left	Remarks
Wheeler, E. W.	8024, Delanaudière St., Mtl.	Sept. 8th, 1959	—	Still employed	—
Paris, C.	2216, Prud'homme St., Mtl.	Sept. 8th, 1959	—	Jan. 15th, 1960	To join the R.C.M.P.
Ste-Marie, M.	1590, St-Georges, Ville J.-C.	Sept. 8th, 1959	—	Still employed	—
Gagné, W.	10561, Belleville, Mtl. N.	Sept. 8th, 1959	—	Still employed	—
Lanctôt, J. G.	8500, Les Prévoyants, St-Léonard	Sept. 8th, 1959	—	Still employed	—
Lefaivre, C.	8055, Champagneur, Mtl.	Sept. 8th, 1959	—	Still employed	—
Beaulieu, J. V. R.	7560, Delaroche St., Mtl.	Sept. 12th, 1959	—	Still employed	—
Lacas, A.	3860, Décarie Blvd., Mtl.	Sept. 21st, 1959	—	Still employed	—
Arès, J. L.	11700, Hôtel de Ville, Mtl. N.	Sept. 28th, 1959	—	Still employed	—
Ethier, C.	2415, Haig Street, Mtl.	Oct. 1st, 1959	—	Still employed	—
Laniel, C.	860, Hibernia Street, Mtl	Oct. 1st, 1959	—	Still employed	—
Synnott, J.	2376, Chapleau Street, Mtl.	Oct. 8th, 1959	—	Still employed	—
Labelle, A.	66, Villeneuve Street O., Apt. 7	Oct. 13th, 1959	—	Feb 15th, 1960	Dismissed for cause
Deslauriers, R.	275, Léo Street, Mtl.	Oct. 15th, 1959	—	Still employed	—
Godcharles, A.	3364, Mance Street, Ville Laflèche	Oct. 1st, 1959	—	Still employed	—
Valcourt, L.	10046, 71 Ave. Riv. des Prairies	Oct. 20th, 1959	—	Feb. 15th, 1960	Dismissed for cause
Landry, R.	11714, Hôtel de Ville, Mtl. N.	Oct. 23rd, 1959	—	Still employed	—
Masson, J. J.	1119, Bourget Street, Ville J.-C.	Oct. 24th, 1959	Major Surprenant	Still employed	—
Chartrand, S.	5203, Cartier Street, Mtl.	Nov. 3rd, 1959	—	Still employed	—
St-Germain, J.	6829, Breard Street	Dec. 2nd, 1959	—	Still employed	—
Chartrand, J. R. J.	969, Lacasse Street, Mtl.	Feb. 8th, 1960	—	Still employed	—
Marshall, M.	3069, Bernardin St., Ville St-Michel	Feb. 19th, 1960	—	Still employed	—
Miljour, R.	2009, Visitation Street, Mtl.	Mar. 1st, 1960	—	Still employed	—

MARCH 16th, 1960.
fg

APPENDIX "E"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

List of names of all Toll Collectors on the payroll during the period 1st March to 7th September, 1959.

March	April	May	June	July	August	September
Desruisseaux, G.	Desruisseaux, G.	Desruisseaux, G.	Desruisseaux, G.	Desruisseaux, G.	Desruisseaux, G.	Desruisseaux, G.
Godin, D.	Godin, D.	Godin, D.	Godin, D.	Godin, D.	Godin, D.	Godin, D.
Adams, H.	Adams, H.	Adams, H.	Adams, H.	Adams, H.	Adams, H.	Adams, H.
Auclair, J. R.	Auclair, J. R.	Auclair, J. R.	Auclair, J. R.	Auclair, J. R.	Auclair, J. R.	Auclair, J. R.
Baker, F.	Baker, F.	Baker, F.	Baker, F.	Baker, F.	Baker, F.	Baker, F.
Ste. Marie, M.	Ste. Marie, M.	Ste. Marie, M.	Ste. Marie, M.	Ste. Marie, M.	Ste. Marie, M.	Ste. Matie, M.
Benoit, E.	Benoit, E.	Benoit, E.	Benoit, E.	Benoit, E.	Benoit, E.	Benoit, E.
Desmarais, L.	Desmarais, L.	Desmarais, L.	Desmarais, L.	Desmarais, L.	Desmarais, L.	Desmarais, L.
Houle, R.	Houle, R.	Houle, R.	Houle, R.			
Laplante, J.	Laplante, J.	Laplante, J.	Laplante, J.	Laplante, J.		
Gagne, W.	Gagne, W.	Gagne, W.	Gagne, W.	Gagne, W.	Gagne, W.	Gagne, W.
Gingras, Y.	Gingras, Y.	Gingras, Y.	Gingras, Y.	Gingras, Y.	Gingras, Y.	Gingras, Y.
Buchkowski, P.	Buchkowski, P.	Buchkowski, P.	Buchkowski, P.	Buchkowski, P.	Buchkowski, P.	Buchkowski, P.
Leonard, A.	Leonard, A.	Leonard, A.	Leonard, A.	Leonard, A.	Leonard, A.	Leonard, A.
Turcotte, A.	Turcotte, A.	Turcotte, A.	Turcotte, A.			
Bolduc, R.						
Roy, G.	Roy, G.	Roy, G.	Roy, G.	Roy, G.	Roy, G.	Roy, G.
Lanteigne, N.	Lanteigne, N.	Lanteigne, N.	Lanteigne, N.	Lanteigne, N.	Lanteigne, N.	Lanteigne, N.
Normoyle, P.	Normoyle, P.	Normoyle, P.	Normoyle, P.	Normoyle, P.	Normoyle, P.	Normoyle, P.
Rioux, R.	Rioux, R.	Rioux, R.	Rioux, R.	Rioux, R.	Rioux, R.	Rioux, R.
Hachey, R.	Hachey, R.	Hachey, R.	Hachey, R.	Hachey, R.	Hachey, R.	Hachey, R.
Lefaivre, C.	Lefaivre, C.	Lefaivre, C.	Lefaivre, C.	Lefaivre, C.	Lefaivre, C.	Lefaivre, C.
Lanctot, J. G.	Lanctot, J. G.	Lanctot, J. G.	Labctot, J. G.	Lanctot, J. G.	Lanctot, J. G.	Lanctot, J. G.
Poirier, M.	Poirier, M.	Poirier, M.	Poirier, M.	Poirier, M.	Poirier, M.	Poirier, M.
Fournier, H.	Fournier, H.	Fournier, H.	Fournier, H.			
Lesiege, F.						
Veilleux, P. A.	Veilleux, P. A.	Veilleux, P. A.	Veilleux, P. A.	Veilleux, P. A.	Veilleux, P. A.	Veilleux, P. A.
Toupin, R.	Toupin, R.	Toupin, R.	Toupin, R.	Toupin, R.	Toupin, R.	Toupin, R.
Savoie, M.	Savoie, M.	Savoie, M.	Savoie, M.	Savoie, M.	Savoie, M.	Savoie, M.
		Beauchamp, A.	Beauchamp, A.	Beauchamp, A.	Beauchamp, A.	Beauchamp, A.
			Flynn, G.	Flynn, G.	Flynn, G.	Flynn, G.
				Decarie, A.	Decarie, A.	Decarie, A.
				Duceppe, M.	Duceppe, M.	Duceppe, M.
				Jalbert, E.	Jalbert, E.	Jalbert, E.

Montreal, March 16th, 1960.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 5

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

TUESDAY, MARCH 22, 1960

RECEIVED
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WITNESSES:

The Honourable George Hees, Minister of Transport; and Messrs. Maurice Archer, Chairman, G. Beaudet, Port Manager, Montreal Harbour, and J. A. Clement, Superintendent of Bridges, Montreal Harbour, all of the National Harbours Board.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22784-3—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.
Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
Peters,
Phillips,
Pigeon,
Pratt,
Rapp,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Tassé,
Thompson,
Tucker,
Valade,
Wratten—60.

CORRIGENDA (*English Edition only*)

Proceedings No. 3, March 16, 1960

Page 98:

in line 22 of table, commencing "Mulligan, R.": in column "Date left service", delete "21 Mar 44" and substitute "21 Mar 54" therefor.

following line 24 of table, commencing "Pearson, A.": insert new line, in respective columns: "Legault, L. 503 St. Helen, Montreal South 17 Jn 49 R. Pinard, M.P. 8 Feb 49 Dismissed for cause."

Page 99:

in line 7 of table, commencing "Turcotte, A.": in column "Remarks", delete "Resigned" and substitute "Abandoned his position" therefor.

in line 18 of table, commencing "Godin, D.": in column "Remarks", delete "Resigned" and substitute "Abandoned his position" therefor.

Proceedings No. 4, March 17, 1960

Page 131, 12th line from bottom: delete "some other person" and substitute "some other important person" therefor.

Page 133:

in each of lines 8, 15 and 18: delete "Mr. BRASSARD (*Lapointe*):" and substitute "AN HON. MEMBER:" therefor.

lines 21 to 28: delete the paragraph and substitute therefor the following paragraph:

Mr. BRASSARD (*Lapointe*): I would like to follow up for a minute the intelligent questions asked by my hon. friend, Mr. Johnson, in respect of employment. I would like to ask Mr. Beaudet if it ever came, or now comes, within the scope of his duties to draft and approve the text of the application forms. In other words, did the questions contained in the application forms have to be approved by you?

Page unumbered following page 134: at top of page, above chart, insert **APPENDIX "A".**

22784-3—1½

MINUTES OF PROCEEDINGS

TUESDAY, March 22, 1960.
(7)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.30 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Badanai, Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourget, Brassard (*Lapointe*), Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Chevrier, Chown, Crouse, Denis, Deschatelets, Drysdale, Fisher, Fraser, Grills, Horner (*Jasper-Edson*), Howe, Johnson, Keays, Kennedy, Martini, McBain, McPhillips, McGregor, Monteith (*Verdun*), Pascoe, Phillips, Pigeon, Pratt, Rapp, Rogers, Rynard, Smith (*Calgary South*), Smith (*Simcoe North*), Thompson, Tucker and Wratten.—(40)

In attendance: The Honourable George Hees, Minister of Transport: and *of the National Harbours Board*: Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer; and J. A. Clément, Superintendent of Bridges, Montreal Harbour; and *of the Canadian National Railways*: Mr. Walter Smith, Executive Representative, Ottawa.

The Committee resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

A French-English interpreter and a French reporter respectively interpreted and recorded questions and answers given in French.

The Committee agreed to certain revisions to the record of its proceedings in Issue No. 3 of March 17 and Issue No. 4 of March 17, 1960, which were requested by Mr. Brassard (*Lapointe*) and Mr. Beaudet. (*For detail of the said revisions see Corrigenda on the second page of this issue*).

Messrs. Archer and Beaudet, being still under oath, presented answers to questions which had been asked at preceding meetings. Fourteen of the said answers were in documentary form, copies thereof being distributed to the Committee. The Committee agreed that the said documents be printed as appendices to this day's proceedings, as follows:

Appendix

"A" Harbour Commissioners of Montreal
By-law No. 90
Schedule of tolls, effective 2 May 1930.

"B" Harbour Commissioners of Montreal
By-law No. 90
Schedule of tolls, effective 1 August 1935.

"C" N.H.B. Tariff No. 600-450 Tariff of tolls, effective 1 December 1936.

"D" N.H.B. Tariff No. 600-450-1
Tariff of tolls, effective 15 January 1938.

"E" N.H.B. Tariff No. 600-450-2
Tariff of tolls, effective 14 January 1939.

"F" N.H.B. By-law Montreal B-12
Tariff of tolls, effective 1 February 1941.

"G" N.H.B. By-law Montreal B-13
Tariff of tolls, effective 1 April 1959.

"H" Application for employment.

"I" Application for employment Form No. 600/198.

"J" Application for employment Form No. 600/200.

"K" Copy of Educational Test for position of Toll Collector.

"L" Copy of Labour Agreement between N.H.B. and Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees covering General Forces which included toll collectors for period 20 August 1957 to 31 December 1958.

"M" Copy of Memorandum of Agreement between N.H.B. and Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees setting out the changes to the Labour Agreement filed as Document No. 12 for a period of three years, i.e., 1 January 1959 to 31 December 1961.

"N" Copy of letter addressed to the Brotherhood of Railway and Steamship Clerks, etc., by the Port Manager, on 12 August 1959, advising that the position of Toll Collector was to be abolished on or about 1 September 1959 when the new system of automatic toll collection would be placed in operation, and be replaced by a position of Toll Officer.

Messrs. Archer and Beaudet were further questioned.

Following debate it was moved by Mr. Chown, seconded by Mr. Baldwin,

That the Associate Minister of Defence and any person who have knowledge of threats made against any Member of Parliament be called as witnesses for examination by the Committee.

Following further debate the said motion was allowed to stand for further consideration at the next meeting.

At 11.00 o'clock a.m. the Committee adjourned until 3.00 o'clock p.m. this day.

AFTERNOON SITTING

TUESDAY, March 22, 1960.
(8)

At 3.05 o'clock p.m. this day, the Standing Committee on Railways, Canals and Telegraph Lines resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge and Victoria Bridge, Montreal, Quebec, the Vice Chairman, Mr. W. M. Howe, presiding.

Members present: Messrs. Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourget, Bourque, Brassard (*Chicoutimi*), Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Chevrier, Chown, Denis, Deschatelets, Drysdale, Fisher, Grills, Howe, Johnson, Keays, Kennedy, Martini, McBain, McDonald (*Hamilton South*), Monteith (*Verdun*), Pascoe, Pigeon, Phillips, Pratt, Rogers, Smith (*Calgary South*), Tucker, and Wratten. (31)

In attendance: The same as at the morning sitting this day.

The Vice Chairman reported that the Subcommittee on Agenda and Procedure had met immediately following the morning sitting and had agreed to recommend that Mr. Harold Lande, Q.C. be added to the list of prospective witnesses. The Committee concurred in the said recommendation.

The Vice Chairman further reported that the Subcommittee had considered the motion of Mr. Chown at the end of the morning sitting, and had agreed that that matter stand for further consideration at the next meeting; in the meantime the Chairman is making certain inquiries with the Minister of Justice regarding the subject-matter of the motion.

Messrs. Archer, Beaudet and Clément, being still under oath, were further questioned.

The Minister answered certain questions which were directed to him.

Mr. Chevrier referred to a press release by the National Harbours Board dated November 24, 1959. The Committee agreed to his suggestion that the said press release be printed as an appendix to this day's proceedings. (*See Appendix "O" hereto.*).

A French-English interpreter and a French reporter respectively interpreted and recorded questions and answers given in French during the proceedings.

At 5.32 o'clock p.m. the Committee adjourned until 9.30 o'clock a.m. on Wednesday, March 23, 1960.

Eric H. Jones,
Clerk of the Committee.

NOTE: *Text of the Proceedings recorded in the French language appears immediately following this day's Evidence.*

REMARQUE: *Le texte des témoignages recueillis en français figure immédiatement à la suite du compte rendu des délibérations de la séance d'aujourd'hui.*

EVIDENCE

TUESDAY, March 22, 1960.
9.30 a.m.

The CHAIRMAN: Gentlemen, we have a quorum.

At our last meeting it was decided by the committee to have an interpreter here this morning and throughout other meetings. This was decided because some of our members felt that they could express themselves better in their own language, which is French, than they could in the English language. It is only fair that this should be done.

The reporting and interpreting will be done in the same way as it was on the broadcasting committee last session. The English will run right through, and what is interpreted into English will be put right into the English language in the main evidence. Then, in the back of the proceedings, will be the French, with the page numbers, for easy reference.

The French reporter has not arrived but he should be here any moment.

Mr. Pratt, did you have something to say on this?

Mr. PRATT: Mr. Chairman, I would like to ask a question which I was unable to ask at the close of the last meeting.

The CHAIRMAN: We have not arrived at that point and, I might say, that in regard to the questions, Mr. Denis is first; then Mr. Chown, Mr. Pigeon, Mr. Pratt and Mr. Johnson.

Gentlemen, there is some revision to be made in the printing of No. 4 proceedings. The twelfth line from the bottom, on page 131, should read:

> some other important person.

"Important" was left out. This was an error of the printer.

Then, on page 133, at lines 8, 15 and 18 Mr. Brassard, in a letter, said he did not say what is attributed to him. The first statement which is attributed to Mr. Brassard (Lapointe) reads as follows:

> On page 6 of the list of toll collectors the second name is Mr. Fournier. Am I right in assuming that he was appointed by Mr. Pinard?

Mr. Brassard denies making that statement. Who did make it? Was it Mr. Johnson?

Also, there are three other statements here which Mr. Brassard said he did not make. We will have to attribute them to an hon. member.

Mr. Brassard's letter further requests that what he is reported to have said in lines 21 to 28 on page 133 should read as follows:

> I would like to follow up for a minute the intelligent questions asked by hon. friend, Mr. Johnson, in respect of employment. I would

like to ask Mr. Beaudet if it ever came, or now comes, within the scope of his duties to draft and approve the text of the application forms. In other words, did the questions contained in the application forms have to be approved by him.

Is it agreed that these changes, which Mr. Brassard, requests be made?

Agreed.

This afternoon, Mr. Marvin Howe will act as your chairman. I have been called away this afternoon.

Tomorrow you will have the Matador pipe line bill and the Eastern telephone bill before you.

I might say, gentlemen, that the officials of the National Harbours Board are still under oath.

Mr. Archer has some answers to questions which were asked at the last meeting. He also has some documents to table. I will call upon Mr. Archer.

Mr. MAURICE ARCHER (*Chairman National Harbours Board*): Mr. Chairman, I have the following documents to table:

By-law No. 90 of the Harbour Commissioners of Montreal, re schedule of tolls, effective May 2, 1930; Harbour Commissioners of Montreal, by-law No. 90—schedule of tolls, effective August 1, 1935; National Harbours Board tariff No. 600-450—tariff of tolls, effective December 1, 1936; National Harbours Board tariff No. 600-450-1—tariff of tolls, effective January 15, 1938; National Harbours Board tariff No. 600-450-2—tariff of tolls, effective January 14, 1939; National Harbours Board by-law Montreal B-12—tariff of tolls, effective February 1, 1941; National Harbours Board by-law Montreal B-13—tariff of tolls, effective April 1, 1959; application form for employment, application for employment form No. 600/198; application for employment form No. 600/200.

Mr. Beaudet will explain later the difference between these forms of application, documents numbered 8, 9 and 10.

Then there is copy of educational test for position of toll collector; copy of labour agreement between National Harbours Board and brotherhood of railway and steamship clerks, freight handlers, express and station employees covering general forces which included toll collectors for period August 20, 1957 to December 31, 1958. I would like to amplify on this. The other day I was asked a question about the responsibilities of the board. This bargaining agreement covers 29 employees. The board has about 2,000 employees under bargaining agreement. This is one bargaining agreement out of 20 bargaining agreements—or approximately 20—which the board has for all its facilities for the ports under its administration; and one bargaining agreement out of 13 in Montreal.

Copy of memorandum of agreement between National Harbours Board and brotherhood of railway and steamship clerks, freight handlers, express and station employees setting out the changes of the labour agreement filed as document No. 12 for a period of three years, i.e., January 1, 1959 to December 31, 1961; copy of letter addressed to the brotherhood of railway and steamship clerks, etc., by the port manager, on August 12, 1959, advising that the position of toll collector was to be abolished on or about September 1, 1959 when the new system of automatic toll collection would be placed in operation, and be replaced by a position of toll officer.

Mr. Fisher requested last Thursday, March 17, proceedings No. 4, page 116, information on number of passengers in vehicles.

To be comprehensive this information must be supplied on three statements as follows:

Statement No. 1—record of tickets sold for passengers in passenger automobiles, trucks and buses operating at regular rate on cash fare basis.

Statement No. 2—record of passengers carried in buses operating at commuted rates.

Statement No. 3—record of passengers carried in buses operating on the basis of 100-trips tickets.

These statements will be filed on Thursday.

The CHAIRMAN: Thank you, Mr. Archer.

Mr. Beaudet has something to say in regard to that same subject. When Mr. Beaudet is finished speaking we must return to the question of employment, as we were on that subject during the last meeting.

Mr. FISHER: Mr. Chairman, I have a question which relates to the information he is going to table. I wanted to know whether he could provide one more aspect of it.

The CHAIRMAN: Proceed, Mr. Fisher, and ask your question.

Mr. FISHER: In order to make the statistics that you are going to file on Thursday clear, I wanted to find out whether there were any contracts between the bridge authority and any trucks or trucking firms of any kind, which gave them a special rate and, if there was, if we could have an indication or copy of the type of contract, an idea of the scale, and the amount.

Mr. ARCHER: We can supply that information, Mr. Chairman.

The CHAIRMAN: Would you proceed now, Mr. Beaudet.

Mr. G. BEAUDET (*Port Manager, Montreal Harbour, National Harbours Board*): As requested, I would like to give the following explanation in connection with forms of application for employment.

Document No. 9, which was just distributed, is an application form for employment, and is called form No. 600/198. You can see this reference in the right-hand top corner of the form. This is one. This form is exactly the same as the other application form for employment, filed in the same folder, which I am now showing, with this difference: the questions regarding religion and nationality were eliminated in June 1954, in accordance with the provisions of the Canada Fair Employment Practices Act.

In regard to the other application form, form No. 600/200, a card form replaces the application for employment form 600/198. It is exactly the same for the applicant. The only exception is that on this form there is a provision on the back of it in regard to matters of the personnel department only, and it is marked "for office use only".

Also, I would like to give some explanation in regard to the educational tests for the position of toll collector. There is another form included in the folder which you have just received, and this is the form. All educational test papers prior to 1957 have been destroyed. However, they were exactly the same as this document which was filed today, except the figures for additions, subtractions, divisions and multiplications were changed.

Mr. Chairman, at this time I would like to request that the following corrections be made in the record.

The CHAIRMAN: Will you proceed.

Mr. BEAUDET: In regard to No. 3 proceedings of March 16, Mr. R. Milligan is shown in appendix H at page 98 as having left the service on March 21, 1944; this is a typographical error and it should be March 21, 1954.

Mr. JOHNSON: What is the page number?

Mr. BEAUDET: Page 98.

The CHAIRMAN: Is that the only change?

Mr. BEAUDET: Yes.

Again, at page 98, the name of L. Legault, 503 St. Helene street, Montreal south, should be added to the list after the name Pearson, the initial is A and before Maher, A. The date hired is January 17, 1949, and recommended by R. Pinard, M.P. The date he left the service is February 8, 1949. The remarks—dismissed for cause. I regret that this name was inadvertently omitted from the list.

Then at page 99, Turcotte, A. is shown as resigned; it should be "abandoned his position".

The same remark applies to Mr. D. Godin; it should be changed from "resigned" to "abandoned his position".

I now wish to answer a question of Mr. Fisher's in proceedings No. 4 of Thursday, March 17, 1960. It is at page 116.

Mr. BOURGET: Can you give me again the second name that abandoned the job?

Mr. BEAUDET: Godin, D.

At page 116, Mr. Fisher's question reads as follows:

> We have trucks, buses and other. I would also like some interpretation of "others" because your statistics jumped in 1954 from $71,000 to $121,000. I would like some interpretation of that. This is just for information.

I cannot find any statistics published by the board or tabled at this meeting which shows an increase from 1954 to possibly 1955 from $71,000 to $121,000. Mr. Fisher, however, may wish to refer to the National Harbours Board annual report. In this case the statistics are in numbers of vehicles, not in dollars.

Mr. FISHER: I did not say dollars.

Mr. BEAUDET: That is recorded.

Mr. FISHER: I know, but I was saying that this sheet does not show dollars at all.

Mr. BEAUDET: The annual report, "others" includes commercial trailers, farmers trailers, motocycles, trailer tractor float combinations; and indeed the number of vehicles under this classification "others" increased between 1954 and 1955 as follows: commercial trailers from 35,328 to 96,204; farmers trailers from 213 to 220; motorcycles from 20,754 to 23,578; and tractor trailer float combinations from 969 to 1,605.

The large increase as you will notice is in commercial trailers. In our opinion this increase in commercial trailers is accounted for due to the construction of the St. Lawrence seaway which at that time was starting, and there were numbers of construction equipment going over the Jacques Cartier bridge to start construction of the seaway, and some of them would be coming back every night to town.

I would like now to answer a question which is to be found at page 130 of proceedings number 4 for Thursday, March 17, 1960, where Mr. Pigeon said:

> Mr. PIGEON: —We have here resigned, dismissed. Can we have at the next meeting the individual reason why they resigned or were dismissed?

And then I said as follows:

> Mr. BEAUDET: For the period since I have been port manager I can give in details, the reasons for dismissals of employees.

Now, if we refer to appendix H in proceedings number 3 for Wednesday, March 16, 1960, starting at page 98, I shall give the reasons:

Rioux, R. Laid off. This collector did not meet the requirements of the position of toll officer and he was therefore advised that his services as toll collector were no longer required.

Mr. CHEVRIER: What are we reading from?

Mr. BEAUDET: From page 98.

Mr. JOHNSON: You are looking through the dismissed.

Mr. BEAUDET: It is the twelfth name down the list on page 98.

Next we have Toupin, R.; laid off for the same reason.

Next we have Normoyle, P. Laid off for the same reason.

Next we have Savoie, M.; laid off for the same reason.

Next we have Henry, G. Transferred for inefficiency. That means that after the C.N.R. investigation of 1957 this employee was transferred from the position of toll collector to the position of grain elevator helper.

Next we have Milligan, R. Dismissed for cause. He was found, drunk on duty.

Next we have Desruisseaux, G. Transferred for inefficiency after the C.N.R. investigation of 1957.

Law, R. C. Resigned due to ill health.

Turcotte, A. He abandoned his position on account of threats made on him and on his family.

Leger, C. E. Dismissed for cause. He was one of the eight dismissed toll collectors after the C.N.R. investigation of 1957, and he never returned to work after the decision of Mr. Lande, although he was offered this position in accordance with the decision of Mr. Lande.

Poirier, M. Laid off for the same reason as Mr. Rioux.

Fournier, H. Resigned. The reason given for his resignation is that following threats on him and on his family he could no longer work as toll collector.

Veuilleux, P. A. Laid off for the same reason as Mr. Rioux.

Laplante, J. M. Resigned. He did not give any reason.

Gingras, J. Y. Laid off for the same reason as Mr. Rioux.

Desmarais, L. Laid off for the same reason as Mr. Rioux.

Mr. DESCHATELETS: What was the reason in the case of Mr. Rioux?

Mr. BEAUDET: Rioux is the one I outlined when I started this document, and it reads as follows:

> This collector did not meet the requirements of the position of toll officer. He was therefore advised that his services as toll collector were no longer required.

Mr. FISHER: When you say that he did not meet the requirements, it could mean physical, mental, or a criminal background. Is that so?

Mr. BEAUDET: Yes. And I would like to repeat them. It may be that they were educational, physical, medical, or for reason of a police record.

Desmarais, L. Laid off for the same reason as Mr. Rioux.

Baker, F. Laid off for the same reason as Mr. Rioux.

Godin, D. He abandoned his position without giving any reason.

Lesiege, F. Laid off following Mr. Lande's decision. Mr. Lesiege having been hired on the 13th of January, 1959, his seniority would have started after he would have worked 600 hours with the Board in accordance with the provisions of the labour agreement. The eight toll collectors dismissed after the C.N.R. investigation of 1958 in accordance with Mr. Lande's decision, were granted seniority effective on the 1st of January, 1959.

The CHAIRMAN: Is that the end of your list?

Mr. BEAUDET: Yes.

The CHAIRMAN: All right.

Mr. BEAUDET: I would like now to explain the reason for the transfer for inefficiency which took place after the C.N.R. investigation of 1957 and also after the C.N.R. investigation of 1959.

After the investigation of 1957 I considered that the evidence obtained by the C.N.R. investigators, was not sufficient to warrant dismissal of the men.

The C.N.R. in their report show that the toll collectors did not give, or hand a receipt out for payment of fare. However, the regulations for toll collectors provided that if a passenger on the bridge did not request a receipt, or did not wait until he was handed a receipt, the receipt was to be put or thrown into a mutilating box. The evidence of the C.N.R. did not show that these men were guilty of this particular section of the regulations. In other words, we had no proof that if they had not handed out a receipt, this receipt did not find its way into the mutilating box. This of course was advanced by the grievance raised on the matter by the grievance committee.

The only charge that could be sustained against those four toll collectors after the C.N.R. investigation of 1957 was the fact that on some occasions they did not give receipts, or they did not request payment for passengers in a vehicle.

But I repeat that the evidence produced was not sufficient to warrant dismissal of these men. I was satisfied however that the transfer of these men from the position of toll collectors to that of grain elevator helpers, which I considered very arduous, and which is a job much more arduous than that of toll collector, the men would not accept the position and we would have attained the same aim.

I was also positive that if the men were dismissed, the brotherhood would raise grievances in this matter and I was right, because we did not dismiss the men and the brotherhood raised a grievance just on the transfer of the men. These grievances went as far as a joint committee of appeal, and the unanimous view of the committee of appeal was that the men were guilty of the charges laid, and that the punishment was in line.

Four men then received instructions that they were transferred from toll collectors to elevator helpers. Three of them never turned up for work. One turned up for work, and he worked for a little less than one year.

It should also be remembered that the toll collectors have a position for twelve months of the year while the elevator helper only works during the season of navigation and is laid off in the winter.

I would like again to repeat that this position of elevator helper is certainly in my mind a more strenuous job than that of toll collector.

After the C.N.R. investigation of 1957 came the C.N.R. investigation of 1958. Well, the committee has been made aware of what happened in this case. These cases are brought out in Mr. Lande's report. It would probably be of interest to point out to the committee that the evidence in this case would be far better than the one produced in 1957. The C.N.R. investigation used a method which was called a "squeeze play", and I shall describe this method. Car No. 1 with two investigators would come to the bridge, pay the toll and insist upon a receipt. Car No. 2 would come to the bridge, pay the toll, wait a reasonable time, and if a receipt was handed out he would take the receipt; if a receipt was not handed out he would proceed. Car No. 3 would come to the toll gate, pay the toll and insist upon a receipt. Those receipts were numbered. Therefore, if the receipt for No. 3 car followed the receipt for No. 1 car it was evident the toll collector had not handed out a receipt and had not placed the receipt in the mutilating box in accordance with the regulations.

Now I come to the C.N.R. investigation of 1959. In this case the evidence produced by the C.N.R. was approximately the same as that produced in 1958 but on a much smaller scale.

Mr. CHOWN: Change of government.

Mr. BEAUDET: At this time I decided not to go through a grievance procedure as we did in 1958. The new automatic toll equipment was coming into existence and by transferring a man we would attain the same aim as dismissing him, and for this reason I personally decided to transfer them rather than dismiss them and be caught in the middle of another grievance procedure, which had been a very tiring and frustrating job.

The CHAIRMAN: Thank you very much.

Now gentlemen, at the last meeting we were on employment. We will continue on that. I promised my friend, Mr. Denis, he would have the first opportunity today to ask questions.

Mr. DENIS: Thank you, Mr. Chairman. I would like to ask a few questions following the questions asked by the member for Chambly-Rouville. In 25 years I have given work for four persons and unfortunately one of them had a drink too much. I suppose the committee does not believe that because eight years after he has been hired he had a little too much does not mean the member for St. Denis is a bad member of parliament. I would tell this committee that Mr. Campeau who is just a new member recommended one man by the name of Lesiege who has been laid off and who lost seniority because of inefficiency or something. I would ask Mr. Beaudet the reason why he has been laid off and why he lost his seniority.

Mr. BEAUDET: Mr. Lesiege, F.?

Mr. DENIS: Yes.

Mr. JOHNSON: On this basis did I understand the member for Saint Denis to say he was a bad member because of the mere fact that he had a fellow hired and kicked out eight years after. I will have to tell this committee that this is not the reason why the member for Saint Denis is not a good member of parliament.

Mr. BEAUDET: To answer Mr. Denis' question, Mr. Lesiege, F., was hired on January 13, 1959. Therefore, under the terms of the agreement he had only acquired seniority rights after he had worked 600 hours with the board. When the decision of Mr. Lande reached us, Mr. Lesiege did not have 600 hours with the board and therefore had no seniority. Mr. Lande decided that the man who had been dismissed on October 1, 1958, following the C.N.R. investigation of 1958, had to be reinstated with seniority dating back to January 1, 1959. There is therefore no indication that Mr. Lesiege was dismissed or laid off for inefficiency or any other reason but the fact that he was laid off due to the decision of the arbitrator.

Mr. DENIS: If it were true he had been dismissed for cause it does not mean Mr. Campeau is a bad member of parliament necessarily.

At the last meeting you said when two applicants were equally qualified you gave consideration to the recommendation or representation from members of parliament or from the minister or a minister's secretary. Is that so?

Mr. BEAUDET: That is correct. I would like to put your mind at ease. Such a case never occurred. I never had a case where two employees were recommended to me as being equally qualified with one having been recommended and the other one not recommended. So I never was put in that position.

Mr. DENIS: Since June, 1957, did you receive recommendations or representations, written or oral from members of parliament, from a minister or a minister's office, or even a representative of a member of parliament, no matter what colour.

Mr. BEAUDET: Could I qualify this question, Mr. Denis. To start with are you asking about toll collectors?

Mr. DENIS: Yes, toll collectors.

Mr. BEAUDET: In this table which appears on appendix H at page 99, since 1957, there were some employees who had been hired without recommendation from a member of parliament.

Mr. DENIS: What I mean is there might be some recommendation or representation, written or oral; on behalf of a person and the person did not get the position because there were no vacancies.

Mr. BEAUDET: Right.

Mr. DENIS: Or because some recommendation had been referred to some other.

Mr. BEAUDET: Right.

Mr. DENIS: So far as 5, 6 or 7 of them are concerned here, there is no recommendation in the record. I mean Ste. Marie, M., hired on October 2, 1958. Are you in a position to say what kind of recommendation he received.

Mr. BEAUDET: He has not been recommended by any member of parliament.

Mr. DENIS: Perhaps by somebody else.

Mr. BEAUDET: It is possible.

Mr. DENIS: Will you give me the name of the person who recommended him.

Mr. BEAUDET: I shall look at the records to see if there was any recommendation in respect of Mr. Ste. Marie.

Mr. DENIS: I think Mr. Ste. Marie is in the constituency of Longueuil, and Laplante and Gingras are in the constituency of Montreal North, and Desmarais in Montreal South. Godin on St. Charles street is in Longueuil or Montreal.

The CHAIRMAN: We will have to get this information for you on Thursday.

Mr. DENIS: At the last meeting you said that those who were qualified for whom there were no vacancies would be placed on file for future reference. I suppose you have those files in your office.

Mr. BEAUDET: Yes.

Mr. DENIS: With the recommendations or representations.

Mr. BEAUDET: Yes.

Mr. DENIS: Would you care to give those recommendations or representations to the committee.

Mr. BEAUDET: Starting when?

Mr. DENIS: June 1, 1957. Would you try to find out if the member for Chambly-Rouville, Mr. Maurice Johnson who interrupted me, did ever recommend people to you.

Mr. BEAUDET: I can answer that now. The answer is no.

Mr. JOHNSON: May I ask—

Mr. DENIS: When he did not recommend anybody and someone else did recommend somebody, do you think he deserves the applause he gets. Do you think because of the fact that a member of parliament—

Mr. JOHNSON: Mr. Chairman, he is giving me hell.

Mr. DENIS: Do you think the member of parliament is doing a good job for his constituency?

The CHAIRMAN: I do not think this is a fair question.

Mr. DRYSDALE: Are you giving evidence, Mr. Denis.

Mr. SMITH (*Calgary South*): I suggest we are examining the harbours board, and not members of parliament.

Mr. DENIS: In respect of the men who have been hired six months prior to the installation of the automatic toll equipment, would you tell the committee how many there were in each month? I have the figures here, and perhaps Mr. Beaudet would correct me if I am wrong and at the same time tell me how many toll collectors each month were hired since June, 1957.

Mr. BEAUDET: How many toll collectors and toll officers?

Mr. DENIS: No, toll collectors only. This is the question I asked last week and you were good enough to give us a copy of those who had worked in September, August, July, June, May and April of 1959. I think those are the six months before the automatic toll collection system was installed.

Mr. BEAUDET: If I understand your question right, it is how many toll collectors were hired.

Mr. DENIS: No. How many worked on the job.

Mr. BEAUDET: How many toll collectors worked between—

Mr. DENIS: I count 28 who worked during September and out of the 28 ten were hired since June, 1959.

Mr. DRYSDALE: Is this appendix E page 146 to which you are referring?

Mr. DENIS: The list of names of all the toll collectors on the payroll during the period March 1 to September 7, 1959. I notice 10 were hired in June. In August there were 10 again; in July 11, June 12, May 12, April 12, and March 13, out of 28 or 29 toll collectors. Would Mr. Beaudet tell me whether I am right or wrong.

Mr. BEAUDET: What you say is not quite exact because you will notice they are the same names.

Mr. DENIS: Yes.

Mr. BEAUDET: This is the same person.

Mr. DENIS: For instance you will see in September D. Godin.

Mr. BEAUDET: Yes.

Mr. DENIS: He has hired in October, 1958. That is one. Baker, the same date; that is two. Ste. Marie; that is three. Desmarais; that is four. W. Gagne; that is five. Gingras; that is six. As you go down you see there are 7, 8, 9, 10, 11, 12, out of 29 who had been hired since January, 1958.

Mr. BEAUDET: That is what I am trying to tell you. Seven of those you mentioned were old employees who had been returned to duty.

Mr. DENIS: What I want to know is if out of the 28 who worked, 10 or 11 of them had been hired since June, 1958.

Mr. BEAUDET: No; definitely not. You will find in the records we have tabled—

Mr. DENIS: Listen. I am going to ask you this: do you see the name Godin?

Mr. BEAUDET: Yes.

Mr. DENIS: When was Godin hired?

Mr. BEAUDET: On October 14, 1958.

Mr. DENIS: That is one.

Mr. BEAUDET: That is one.

Mr. DENIS: What about Baker, F.?

Mr. BEAUDET: On October 14, 1958; that is correct. That is two.

Mr. DENIS: What about Ste.-Marie?

Mr. BEAUDET: That is three.

Mr. DENIS: What about Desmarais?

Mr. BEAUDET: That is four.

Mr. DENIS: What about Gagné?

Mr. BEAUDET: That is five.

Mr. DENIS: What about Gingras?

Mr. BEAUDET: That is six.

Mr. DENIS: What about Lefaivre?

Mr. BEAUDET: That is seven.

Mr. DENIS: What about Lanctôt?

Mr. BEAUDET: That is correct.

Mr. DENIS: What about Fournier?

Mr. BEAUDET: Can I consult with the superintendent of bridges?

The CHAIRMAN: Yes, Mr. Beaudet.

Mr. BEAUDET: Turcotte was hired on May 2, 1957.

Mr. DENIS: Maybe, in order not to waste time, you could give us a list. You understood my question?

Mr. BEAUDET: Yes, I think Mr. Clement has taken your question down correctly.

Mr. DENIS: All right. Since those toll collectors had no more work to do on account of the automatic toll system—I see that in one of the documents we received a list of toll officers. Will you tell the committee the difference between the work of a toll collector and a toll officer?

Mr. BEAUDET: This is explained in detail in the document we filed today, which is the letter addressed to the Brotherhood of Railway and Steamships clerks on August 12, 1959.

Mr. DENIS: How do you explain that out of the list of 23 toll officers, four toll collectors had been hired as toll officers?

Mr. BEAUDET: That is because they met the requirements for the position of toll officer.

Mr. DENIS: By whom were they recommended? I see the names of Ste.-Marie, Gagné, Lanctôt, Lefaivre, and in the column "Recommended by" I do not see any name. Would you give the recommendation of all those toll officers?

Mr. BEAUDET: We will look at our files and tell you whether they were recommended by somebody. If there is nothing—

Mr. DENIS: They must have been recommended by someone because those are the same who had been recommended previously by members of parliament. Obviously that is so. You see Mr. W. Gagné, who had been recommended as a toll collector, he is not recommended here as a toll officer.

Mr. BEAUDET: It is because we had received the recommendation, in the case of Mr. Gagné, for the position of toll collector and he was maintained on duty and transferred from the position of toll collector to that of toll officer. Maybe this note of the name of the member who had recommended him to the position of toll collector should have been reproduced and reprinted in the second document.

Mr. DENIS: Is it not a fact that every toll collector or toll officer has a file?

Mr. BEAUDET: That is correct.

Mr. DENIS: In which you could read all kinds of recommendations from members of parliament, the minister or anybody else; so would you be kind enough to give us the recommendation at the next meeting—maybe one or two of everyone of those toll officers?

The CHAIRMAN: Are there any other questions, Mr. Denis?

Mr. DENIS: I see that in the operating expenses on page 108 of the standing committee proceedings No. 3—

The CHAIRMAN: Keep on employment; do not get on to any other subject.

Mr. DENIS: All right. Then I will come back later.

The CHAIRMAN: Mr. Chown is next. Before I call on Mr. Chown I want to say that if there is anyone who wishes to speak in French, kindly indicate and the interpreter will interpret what you have to say and the French reporter will take it down in French. Mr. Chown, did you have a question?

Mr. CHOWN: I was just going to move, Mr. Chairman, that the steering committee take under consideration the advisability of calling before this committee, to give evidence of threats and intimidation, the associate minister of defence and any other member of parliament who was involved in such threats or intimidation.

The CHAIRMAN: Will you write out your motion, and we will put it before the committee.

Mr. CHOWN: Yes.

Mr. PIGEON (*Interpretation*): To begin with—

The CHAIRMAN: Will you give a sentence or so at a time and then give the interpreter a chance to interpret, and then speak again?

Mr. PIGEON (*Interpretation*): To begin with, Mr. Chairman, I would like to thank you for the opportunity of putting my questions in French.

Mr. HOWE: Could the interpreter sit up there and face us all, Mr. Chairman?

The CHAIRMAN: Perhaps the interpreter could stand at the corner over here; then you will be facing the committee and they will hear you better.

Mr. PIGEON (*Interpretation*): Mr. Beaudet, since you have been in your present position in the harbour of Montreal, would it be possible for us to have, in the case of each employee mentioned in pages 98 and 99, in each case, the employees suspended, transferred or who resigned, letters of recommendation addressed in this regard by members of parliament or ministers, including letters addressed by members of parliament for reconsideration of the matter in the case of suspension or dismissal, in each case?

Mr. BEAUDET (*Interpretation*): I believe, Mr. Pigeon, that these letters addressed to me are confidential and personal.

Mr. BEAUDET: That is not quite the translation, I am afraid. I said, "these letters are marked".

The INTERPRETER: I am sorry—"are marked 'personal and confidential' ".

Mr. BEAUDET (*Interpretation*): I do not think, therefore, they should be produced.

Mr. PIGEON (*Interpretation*): In the interests of the work of the committee I believe it is essential that we should obtain a photo copy of the letters of this description received by you since you have been occupying your present position.

Mr. BEAUDET (*Interpretation*): Obviously it will be up to the committee to decide. I would prefer, personally, not to produce these letters.

Mr. PIGEON (*Interpretation*): Since the people so recommended and so employed have been working in the public service and the interests of the Canadian people, I feel it essential, in the interests of the Canadian people, that these letters of recommendation be produced.

The CHAIRMAN: I think, Gentlemen, that that is entirely up to the committee, although any letters that are marked "personal and confidential" addressed to or written by the minister should not be produced.

Mr. CHOWN: Not if they are marked "personal and confidential".

The CHAIRMAN: If they are marked "personal and confidential".

Mr. JOHNSON: Just by the minister?

The CHAIRMAN: They should not be produced.

Mr. FISHER: I would just like an interpretation, Mr. Chairman. What is the difference between a confidential and personal letter from the minister and from an ordinary member of parliament? Is it something to do with the executive?

The CHAIRMAN: Or a member of parliament, yes; because when a person marks a letter "personal and confidential" he expects it to go to one person; he does not expect it to be made public. I know I would object very strongly if any letters of mine marked "personal and confidential" were made public.

Mr. CHOWN: I agree. It is privileged.

The CHAIRMAN: I would object very strongly if they were published in the paper or in the minutes of any proceeding.

Mr. PIGEON (*Interpretation*): I bow to your decision, of course; but I have here a question which I think could be answered at the next sitting.

Mr. Beaudet, in 1956 I understand you began looking at the possibility of installing an automatic toll collection system. Would it be possible for us, Mr. Beaudet, to obtain the exchange of correspondence going between you and the department in this connection at the time?

Mr. BEAUDET (*Interpretation*): I have no letter sent by me or received by me from the minister. I always deal directly through the National Harbours Board.

Mr. PIGEON (*Interpretation*): Would it be possible for us to obtain the minutes of the meeting of the National Harbours Board held in this regard?

Mr. ARCHER (*Interpretation*): I do not feel, sir, that the reports of the meetings of the board, with its high officials, should be made public, because otherwise it would be limiting the value of our work. On the other hand, I do believe we have a short summary report of the meeting the harbours board held on this matter and I think this could be communicated.

Mr. BEAUDET: We have submitted this report.

Mr. PIGEON (*Interpretation*): In conclusion, then, since it appears not to be possible to publish letters marked "personal and confidential", would it be possible to obtain the other letters, those letters that are not marked "confidential" or "personal"?

The CHAIRMAN: I would judge that to be all right, Mr. Beaudet.

Mr. BEAUDET (*Interpretation*): I will be pleased to produce a copy of these letters.

Mr. PIGEON (*Interpretation*): In each case, even in the cases of employees transferred, and of recommendations made after the transfer.

Mr. BEAUDET (*Interpretation*): To be clear, would you tell me from what date to what date?

Mr. PIGEON (*Interpretation*): Since you have been occupying your present position.

The CHAIRMAN: That is all the questions you have? Mr. Pratt is next.

Mr. PRATT: Mr. Chairman, I would like Mr. Beaudet to tell us what the prevailing hourly rate was for toll collectors on the Jacques Cartier bridge in 1959.

Mr. BEAUDET: On January 1, 1959?

Mr. PRATT: During the year 1959. I do not presume the rate changed very much during the year.

Mr. BEAUDET: Could you give me time to work it out? It is $1.58 plus 4 per cent.

Mr. PRATT: Mr. Chairman, I would like to direct the committee's attention to page 140 of the evidence.

The CHAIRMAN: That is in No. 4 printing.

Mr. PRATT: It is a list of wages paid to certain specific employees on the Jacques Cartier bridge. According to this list, these wages vary from less than $5 per day to as much as $27.50 per day. Apparently this is not caused by overtime, as overtime is listed separately in each case. For example, on page 140, Mr. Robert Toupin, on March 24 was paid three days at the rate of $7 a day. On September 14 he was paid at the rate of $20 per day.

On page 141, Mr. Michel Savoie, on June 11 was paid, for April 1, less than $5 per day. On September 14 he was paid for five days at $27.50 per day. This sort of thing continues on through the list of wages paid. I would like Mr. Beaudet to inform the committee on what basis these wages were paid.

Mr. BEAUDET: Wages were paid on the basis of $1.58 plus 4 per cent. This document does not indicate that they have actually worked from March 16 to 18. It shows that it was a cheque for that period.

To clarify the matter I am quite prepared to file the time sheet of every employee. This will show exactly the time he started work and the time he finished work for each day, and his earnings for that period.

Mr. PRATT: Mr. Chairman, how can Mr. Michel Savoie from September 3, to September 7, 1959, exclusive, receive $137.42, which amounts to $27.50 per day, at an hourly rate of $1.58, plus a percentage of 4 per cent?

Mr. BEAUDET: I am afraid I am not in a position to answer these questions in detail. I do not prepare the payrolls.

Mr. PRATT: I do not insist on having an answer today, Mr. Chairman, but I would like an answer.

Mr. BEAUDET: Mr. Chairman, there is no doubt that we are paying the men in accordance with the terms of the agreement. If we were not doing that the union would be on our neck immediately. Mr. Clément just indicated to me it may well be for the last pay—for instance, included in that cheque would be some sick leave—annual leave accumulated.

The only way to give an intelligent answer to your question will be to show the time sheet and have the treasury officer who prepared those statements, who had the necessary documents on hand, to come in here and give you in detail the reason for every penny.

Mr. PRATT: Mr. Chairman, the average for seven days, throughout this list, is approximately $10.00 a day. I would therefore like to ask for documents on any men who were paid at a rate of higher than $10.00 per day during that period. I do not think that is an unfair question.

Mr. BEAUDET: No. As I said, the last pay in every case is when the man was laid off, and the amount shown there most likely includes accumulated annual leave or other fringe benefits. That will be the reason the amounts shown are so high. I will be pleased to file the complete documents on the matter.

Mr. PRATT: Mr. Chairman, I will be pleased to accept that, on necessary proof.

The CHAIRMAN: Mr. Beaudet will try and have that on Thursday, but he is not sure whether he can.

Mr. DENIS: Just another question like Mr. Pigeon, who is asking for a letter of recommendation as far as toll collectors are concerned. May I ask Mr. Beaudet at the same time to bring a letter of recommendation on toll officers, equally?

The CHAIRMAN: That can be done. Mr. Chown, we will bring your motion up just before we adjourn. Mr. Johnson?

Mr. JOHNSON: I do not object to waiting.

The CHAIRMAN: It is on a different subject, the motion.

Mr. JOHNSON: I wanted to make one thing clear with Mr. Archer. We mentioned meetings of the board in connection with this employment of toll collectors business. I want to make one thing clear. When you were talking to Mr. Pigeon about these meetings you said you had a summary of the discussion you at the national harbours board made on the subject.

Mr. ARCHER: I think we were talking at the time not of meetings with respect to employment. With respect to employment of personnel under the prevailing rate the board, many years ago, delegated its authority to the port manager. As far as salaried employees are concerned, that is still with the board, up to a certain limit. When I was talking to Mr. Pigeon I was talking about the initiation of automatic toll collection, and we did produce that as a document.

Mr. JOHNSON: Do I understand the power to employ toll collectors was delegated to the port manager of the National Harbours Board?

Mr. ARCHER: That is correct.

Mr. JOHNSON: Under a decision of the board in session, or under the by-laws and regulations?

Mr. ARCHER: Just a minute. It was perpetuated from years ago, ever since we started the bargaining agreement, to give proper latitude to our port managers, for efficient operation. I was not there at the time. I came with the board and it was carried on, and I think it is a good policy, because if they need so many men they can take them on and they do not have to refer it to the board every time this happens. This happens in the grain elevator: they need so many men today, and so many men tomorrow. So all people under the bargaining agreement may be hired directly by the port manager.

Mr. JOHNSON: There is no reference in this minute, but did he have to report from time to time to the National Harbours Board on the people he hired or other subjects related to toll collectors?

Mr. ARCHER: Now and again—every six months we get a report; that is on January 1 and on July 1. We get a report on new employees.

Mr. JOHNSON: Were some of the manager's powers delegated to the bridge superintendent, Mr. Clement? I understand Mr. Clement was the first one to have this position.

Mr. ARCHER: I think I will ask Mr. Beaudet to answer that question.

Mr. BEAUDET: The answer is "no," and it was gone into at length and recorded in the proceedings, No. 4.

Mr. JOHNSON: Mr. Beaudet, what I was referring to was this, I was trying to find out if any authority was given by the board to Mr. Clement. You told me no authority was given to you?

Mr. CHEVRIER: To "Him".

Mr. JOHNSON: He had authority as far as interviewing people, I understand, from the port manager?

Mr. BEAUDET: I am a little mixed up by the question.

The CHAIRMAN: Would you repeat your question again, Mr. Johnson?

Mr. JOHNSON: I want to know if Mr. Beaudet had actually delegated some of his authority to Mr. Clement in relation to the hiring of toll collectors.

Mr. CHEVRIER: He said "no".

Mr. BEAUDET: I said, "no", not the final decision. This is gone into at length in the minutes of the last meeting, and is all recorded in proceedings No. 4.

The CHAIRMAN: Mr. Smith (*Simcoe North*) was next, and then Mr. Art Smith.

Mr. SMITH (*Simcoe North*): Relating back to the series of questions Mr. Denis asked, I suppose that since June, 1957—I think that was the date you made rather a lot of—I suppose since that date it has been possible for a person to be employed on the bridge without any recommendation whatsoever, except that of a previous employer?

Mr. BEAUDET: That is correct.

Mr. SMITH (*Simcoe North*): And, I presume even occasionally before 1957 that was possible?

Mr. BEAUDET: Correct.

The CHAIRMAN: Are you through, Mr. Smith?

Mr. SMITH (*Simcoe North*): Yes, I am through.

The CHAIRMAN: Mr. Campbell next.

Mr. CAMPBELL (*Stormont*): I would like to ask several questions that are not immediately pertinent to the employment.

The CHAIRMAN: We have to stick to it.

Mr. CAMPBELL (*Stormont*): They are laying the groundwork for my further questions.

The CHAIRMAN: We have only seven minutes left, and we have a motion to put. Could you ask your questions this afternoon?

Mr. CAMPBELL (*Stormont*): Yes.

The CHAIRMAN: We have a motion.

Mr. CHEVRIER: On the subject of employment, I would like to ask some questions. Did you intend to adjourn at 11.00 o'clock, Mr. Chairman?

The CHAIRMAN: Yes.

Mr. CHEVRIER: If you do, I think I could leave them over till another meeting.

The CHAIRMAN: That is fine.

Mr. CAMPBELL (*Stormont*): One could always come back to questions on employment.

The CHAIRMAN: Moved by Mr. Chown and seconded by Mr. Baldwin that the associate minister of defence and any person who has knowledge of threats made against any member of parliament be called as witnesses for examination by this committee.

Mr. SMITH (*Calgary South*): I wonder if I could say a word here, Mr. Chairman? I think this is worth while. Do you recall, at page 80 of the evidence, I indicated there had been a number of rumours in the form of not only appointed but elected officials, concerning intimidation? I think I asked you, Mr. Chairman, sir, if it would be possible—in so far as page 9 of Mr. Acher's report was concerned, where he makes reference to certain threats against, as he said, board officials—for the R.C.M.P. to be asked to institute immediate investigation. I think, relative to this motion, it would be very useful if we could have the report of the R.C.M.P. on these investigations.

The CHAIRMAN: It cannot be done.

Mr. SMITH (*Calgary South*): I point out Mr. Sevigny, the associate Minister of National Defence, has made a press statement, and also in the board report we have many references to people who have been intimidated. In each instance we have no indication of the identity of people who are carrying on these threats. If we are going to have purely statements indicating threats of this kind, without any indication of who has been carrying on the intimidation, I think we are losing a useful opportunity of giving protection not only to the board members but to members of parliament in the same sense. It seems ridiculous that anybody in this house of commons should be intimidated under any circumstances, and I suggest this information of the R.C.M.P. would be useful in this respect.

The CHAIRMAN: I will speak to the Minister of Justice regarding this; but, as has been mentioned in the press, the Royal Canadian Mounted Police are liable to act very shortly on their investigation. We will have to see what Mr. Fulton has to say regarding this, and if a report can be obtained we will have it.

Mr. SMITH (*Calgary South*): You will make the request to the Minister of Justice?

The CHAIRMAN: I will make the request to the Minister of Justice.

Mr. FISHER: On that motion, I wonder if you could ask members of the committee if any of them have been threatened as according to press report, because I am sure any member of the committee would be quite willing to indicate whether he had been or not. We might then get it into focus. It is probably a minor problem altogether, but we do not know definitely as long as there is only speculation.

Mr. CHEVRIER: On that question there is also a question of privilege which arises. It is this, that the house and house committees have held as a rule that members who intend to give evidence should not make statements outside of the house. In another committee last year a witness who gave a statement in Montreal of what he intended to say in evidence at a committee was, afterwards, required to apologize.

I think it should be brought to your attention, Mr. Chairman, that anyone who intends to give evidence should give it to this committee first, and then, if he wants to make a statement afterwards, it is up to him.

I think this committee is intitled to get the information before it is given outside of the house.

The CHAIRMAN: I think that would be so, but we ought to have the evidence.

Mr. SMITH (*Calgary South*): This is the inference I took, that the Associate Minister of National Defence is in no way in contempt of either the committee or parliament because he had no knowledge that he was to be called by this committee, and it was only as a result of these rumours that there was any indication that he had been intimidated in any way.

Mr. CHEVRIER: It could not apply to the Associate Minister of National Defence when the actual statement was made back in July last year, but it is certainly applicable to him if it was made by him after this committee started to sit, because this happened to the Queen's Printer last year, who made a statement outside, and then came to the committee to give evidence. He was called to order by the chair and had to make an apology. He was to be subpoenaed as a witness. The statement should be made here, so that the committee is given first-hand information, and so that it will not be given outside of the committee first.

The CHAIRMAN: The Associate Minister of National Defence did not know this committee was going to be called when the statement was made.

Mr. CHEVRIER: The Associate Minister of National Defence made the statement—if I understod it properly—after the committee began sitting.

Mr. CAMPBELL (*Stormont*): But he was not called as a witness at that time and was not informed that he would be likely to be called.

Mr. CHAIRMAN: That does not matter at all.

Mr. CAMPBELL (*Stormont*): It does.

Mr. CHEVRIER: It does not, sir, because the witness I have made reference to in another committee did not know either at the time that he was going to be called, though he might have anticipated that he would be.

Mr. CHAIRMAN: Mr. Chevrier, the Associate Minister of National Defence was asked a question by the press, and all he did was to answer that question.

Now, gentlemen, we have this motion.

Mr. CHEVRIER: What is the motion?

The CHAIRMAN: I read it before: that the Associate Minister of National Defence and any person who has knowledge of threats made against any member of parliament be called as witnesses for examination by this committee.

Mr. FISHER: Could I ask the mover whether it was his intent the steering committee attempt to determine who these people are who may have been threatened, and then bring their names before the committee, because aside from Mr. Sevigny we do not know. The only source that we have for any story is the press. Are we going to call press people here and ask them to divulge the source of their information?

The CHAIRMAN: It was moved before, in one of our meeting, that any suggestions of this kind should be put before the steering committee, so if the motion passes here it is subject to being passed by the steering committee. That should be incorporated in this motion, if that is agreeable.

Mr. DESCHATELETS: Mr. Chairman, could you ask any member of this committee if they have received any threat?

The CHAIRMAN: I am very pleased to do that. Any person who has been threatened, kindly stand up.

(*No members stood.*)

Mr. BELL (*Saint John-Albert*): We are not under oath.

Mr. PIGEON (*Interpretation*): Those who have received threats should ask protection from other honourable members.

Mr. DRYSDALE: Not on that point—I have not been threatened by anybody, fortunately—but I would suggest, Mr. Chairman, perhaps if Mr. Chown could let his resolution stand until 3 o'clock the members of the steering committee could meet to discuss the form of the resolution, to see what steps could be taken, and, perhaps, to recommend more precise wording. This is a little vague.

The CHAIRMAN: The steering committee will meet immediately after this meeting, in my room.

We shall adjourn, gentlemen, until 3 o'clock this afternoon, when we shall again be on the Jacques Cartier bridge. That will be right after the orders of the day.

AFTERNOON SITTING

MONDAY, March 22, 1960.
3:00 p.m.

The VICE CHAIRMAN: Gentlemen, I see a quorum. There were two items discussed by the steering committee immediately following our morning meeting. The first was that the committee recommended that Mr. Harold Lande be added to the list of prospective witnesses. The steering committee also discussed Mr. Chown's motion. I have discussed it with Mr. Chown and he has agreed to let the motion stand until the chairman of the committee has an opportunity to discuss this question of calling witnesses for examination, with the Minister of Justice. Is that agreeable to the committee?

Agreed.

Mr. CHOWN: Would it be proper for the committee to know the reason why you are standing over my motion?

The VICE CHAIRMAN: I sat in the steering committee—although I am not a member of it. The reason was that two of the people had been connected with the suggestion of intimidation. They were toll collectors; and in view of the fact that the Department of Justice or the R.C.M.P. are still going along with the investigation, it was considered that it would not be correct to call them.

Mr. SMITH (*Calgary South*): Do I understand that the steering committee had a discussion with the Minister of Justice?

The VICE CHAIRMAN: No. I should add that the chairman of the committee was going to clear it first with the Minister of Justice.

Mr. SMITH (*Calgary South*): Did I understand that our chairman had his discussion with the Minister of Justice?

The VICE CHAIRMAN: No, he did not yet have a chance.

Mr. SMITH (*Calgary South*): But when he does plan to discuss this question, he is also going to ask about the circumstances of the R.C.M.P. investigation into certain charges of intimidation of board officials in so far as the result of their inquiry is concerned? It is not purely an inquisitive mind on my part, but purely the hope that there may be a possibility of establishing the identity of these people and possibly the R.C.M.P. can say that they have established the identity.

The VICE CHAIRMAN: Will you please speak louder, Mr. Smith.

Mr. SMITH (*Calgary South*): It is merely the hope that some identity can be established, and that the R.C.M.P. will indicate that charges are being laid or have been laid.

Mr. CHOWN: Is there not a custom, when a lawyer is acting in a case, where any person is involved in a police report—would it be possible for you to ask the Minister of Justice if we could call the R.C.M.P. who carried out the investigations, and without identifying the people concerned, if this is the rule, and to examine them on those reports?

The VICE CHAIRMAN: You would like to get the advice of the Minister of Justice on that point as well. All right, I shall bring that to the attention of our chairman as well.

I have a list of people who wanted to ask questions. Was that the question you wished to ask before lunch, Mr. Smith?

Mr. SMITH (*Calgary South*): May I proceed now?

The VICE CHAIRMAN: Certainly.

Mr. SMITH (*Calgary South*): Mr. Beaudet, you mentioned a number of inquiries into the activities of toll collectors and you specified three dates. Just as a matter of record, did you receive reports of all of these, or conclusions of the investigations into the activities of the toll collectors?

Mr. BEAUDET: Do you refer to the Canadian National Railways 1957, 1958, and 1959 investigations?

Mr. SMITH (*Calgary South*): Yes, sir.

Mr. BEAUDET: The reports of the Canadian National Railways investigators were submitted to me.

Mr. SMITH (*Calgary South*): May I ask you this, Mr. Beaudet. Although you did not express any dissatisfaction with the result of the inquiries, this committee member was under the impression that you were not happy with the conclusions that they reached, or at least with the results. I say that by reason of the fact that you took action to see that certain justice was wrought in another matter. Am I correct in assuming that you were anything but satisfied with the results of these investigations?

Mr. BEAUDET: I will deal first with the investigation of 1957. As indicated to the meeting this morning, this report of the C.N.R. investigator did not produce evidence sufficiently conclusive for me even to dismiss the men, let alone trying to charge them with any malfeasance. It was on the basis only of the information that these toll collectors had failed in certain circumstances to collect from passengers in the vehicles that we took disciplinary action.

With regard to the 1958 investigation, there was definitely better evidence produced by the C.N.R. investigators. In any event there was sufficient to warrant in my mind the dismissal of the men. However you know the story in this one. This is the Landes report. There was not, however, in my mind, enough evidence in the mind of the legal advisor, attached to me in Montreal, which was sufficient to warrant taking charges into court against these eight men.

In the case of the 1959 investigation, good evidence also was produced, but not in sufficient amount in each case for each collector to warrant outright dismissal. And I would also ask you to bear in mind the rather difficult situation that we were involved in with the dismissal of the eight toll collectors following the 1958 investigation.

Mr. SMITH (*Calgary South*): Now, Mr. Beaudet, in summary then, you were satisfied in fact with the results of the 1958 and 1959 investigations, but not with the 1957 one; and you were not provided with evidence which in fact would permit you to take any action?

Mr. BEAUDET: I did not say that I was not satisfied with the 1957 investigation. I think it was a good investigation; but mind you, I am not a policeman. I do not know how difficult it is to produce evidence; it would be up to the police to make their case stick. I do not know how difficult it is to produce evidence, but as far as I was concerned, as I said, I did not feel there was sufficient evidence—and I stress that again—there wasn't sufficient evidence to dismiss these men.

Mr. SMITH (*Calgary South*): Might I ask Mr. Archer some questions. There was some question raised about the efficiency of the methods by which these investigations were carried out. Were you satisfied, Mr. Archer, with the method by which the investigations were completed?

Mr. ARCHER: We left it entirely to the Canadian National Railways to carry out these investigations. We are not an investigation bureau. I do not want to criticize what the Canadian National Railways did, but I felt that the way the second investigation was conducted it was much better to prove inefficiency for not handing out receipts for cash fares.

Mr. SMITH (*Calgary South*): What concerns me—and perhaps Mr. Archer can help me with it—is that there have been a variety of investigations over a period of years, and on the obvious basis of which some charges could have been laid. I am really endeavoring to find out whether these two agencies, the board on the one hand and the Canadian National Railways and its investigating branch on the other, did anything to ascertain that they would be looking for public monies, public property, and whether they in any way worked together to see if the situation was in any way handled to the complete satisfaction of your board?

Mr. ARCHER: I think we did the best we could. We went to the R.C.M.P. I do not think you should forget that we brought the R.C.M.P. into the picture. We brought them in in 1958 and again in 1959.

Mr. SMITH (*Calgary South*): The answer is that you felt that you did everything you could do under the circumstances?

Mr. ARCHER: We certainly did.

Mr. CAMPBELL (*Stormont*): Mr. Chairman, this morning I rose to speak just as the committee adjourned.

The VICE CHAIRMAN: Very well.

Mr. CAMPBELL (*Stormont*): Mr. Beaudet, regarding the graph that first came out in the harbours board report?

The VICE CHAIRMAN: Are we still on employment?

Mr. CAMPBELL (*Stormont*): I am laying the foundation for the questions which were relevant this morning. I notice that there is a consistent correlation between the increase in revenue and the increase in vehicle registrations. The graph line is quite consistent throughout. There are no violent fluctuations. That indicates one of two conclusions. The first conclusion is that everything was completely in order, that there was no malfeasance of any kind, and that all the revenue possible to be obtained was being obtained.

The alternative conclusion—to me the alternatives are exhaustive—is this: that there must have been a well coordinated system of violations. In other words, what I am getting at is this: if these toll collectors were in fact guilty of—call it theft or whatever you want to call it—if they were operating on a free enterprise basis, there would be violent fluctuations. But there was complete consistency, so that would lead me to the belief that everything was above board, or that everything was—in other words, that there was a system involved, a well coordinated system. Would you agree that the alternatives are relevant?

Mr. BEAUDET: If I should say yes, it would be entirely a question of opinion or of consideration of the curve shown. But I am here to speak of facts and that is all. I cannot say that they are facts.

Mr. CAMPBELL (*Stormont*): This would seem to be a tenable conclusion, one or the other. The first conclusion would seem to be eliminated by the whole matter of threats, and in the investigation of the discrepancy in the fact that there was as much as 30 per cent increase after the installation of the automatic toll system on the Jacques Bridge, whereas there is supposed to have been a five per cent increase in the Victoria bridge. This discrepancy would indicate that there must have been some sort of coordinated system.

The VICE CHAIRMAN: Would you mind talking not so fast, Mr. Campbell; the reporter is having a difficult time.

Mr. CAMPBELL (*Stormont*): In order to put this matter in perspective, and in all fairness, I think a lot of us have arrived at the conclusion that this discrepancy of half a million dollars in six months must have all gone into somebody's pocket. Would you not agree that that is not necessarily so? Of course, there were increases in traffic, and if there were thefts, this discrepancy of half a million dollars would not necessarily all have gone into people's

pockets. It may have been attributable to negligence, partial negligence on the part of the toll collectors; for instance, if they had let some of their friends get through without charge, or if they had neglected passengers.

Mr. SMITH (*Simcoe North*): Mr. Chairman, I thought that the proceedings were to be conducted along the line that we would deal with one subject first. This morning we started to deal with employment and dismissal of employees and we were going to exhaust that subject before we went on to another. I would like to have clarification on this point.

The VICE CHAIRMAN: I indicated to Mr. Campbell that I wanted him to carry on in that vein, but he said he was laying the ground work. I am waiting for him to get through.

Mr. CAMPBELL (*Stormont*): I will get directly on to that, Mr. Chairman. After the election after R. B. Bennett became prime minister, there was a wholesale change in staff, was there not?

Mr. ARCHER: I would like to say this, Mr. Chairman; the National Harbours Board came into existence in 1936.

Mr. CAMPBELL (*Stormont*): I realize that, but I am looking at the various tables, and it leads one to believe that there was a pretty drastic change-over in the staff at that time; was not that so.

Mr. BEAUDET: Yes, from the files produced to the committee it would seem to be along those lines, certainly without any proof.

Mr. CAMPBELL (*Stormont*): But there were a great many dismissals shortly after that election?

Mr. BEAUDET: That is correct.

Mr. CAMPBELL (*Stormont*): Similarly, after the next election, after Mackenzie King came in, there were a great many dismissals; is that not so?

Mr. BEAUDET: From the files and the records produced, that is so.

Mr. CAMPBELL (*Stormont*): After the most recent election, or, rather, the election in 1957, there was no consistent pattern of dismissals; would that also appear to be indicated by the tables?

Mr. BEAUDET: This is true.

Mr. CAMPBELL (*Stormont*): So that, relatively, the staff that was in charge of the toll collecting at the time of the installation of the automatic tolls were those that were hired during the interval between the election of 1935 and the election of 1957; would that not be so?

Mr. BEAUDET: I am sorry; could I ask the reporter to read your question?

Mr. CAMPBELL (*Stormont*): I am saying, the staff of toll collectors prior to the installation of the automatic tolls were pretty well all hired after 1935, between 1935 and 1957; is that not so?

Mr. BEAUDET: Most of them, according to this list we have produced, yes.

Mr. DENIS: On a point of order, Mr. Chairman, I think we said this morning that out of 28 toll collectors, 10 of them have been hired since June, 1957.

Mr. CAMPBELL (*Stormont*): That is after the installation of the automatic tolls.

Mr. DENIS: Just previously; the month before.

Mr. CAMPBELL (*Stormont*): But this was in prospect of the installation of the automatic ones. There was a complete change-over in staff, was there not?

Mr. DENIS: No.

Mr. BEAUDET: The statement of Mr. Denis is quite correct: prior to the installation of the automatic toll collectors and before we hired toll officers there were a number—I cannot say offhand, but Mr. Denis says 10. I undertake

to give the exact number at the next sitting. I want to examine those records. It is quite true that probably 10 or 11 have been hired since the Conservatives took power.

Mr. CAMPBELL (*Stormont*): There is another question, just more or less in the way of getting the record clear so that there will not be misunderstanding. I would think that if you, Mr. Beaudet, or the present Minister of Transport had any desire to conceal any discrepancy, or if you wanted to conceal any wrong-doing or theft, or anything of that nature, obviously you would have installed these automatic toll machines one or two at a time, would you not, instead of installing them holus bolus so that the whole discrepancy would become apparent?

Mr. BEAUDET: I hear this is being done in the United States.

Mr. CAMPBELL (*Stormont*): One or two installations at a time?

Mr. BEAUDET: Yes.

Mr. CAMPBELL (*Stormont*): I think that would be obvious, too. I recall myself on several occasions crossing the Jacques Cartier bridge three, four or five years ago with people from the vicinity, and the first question that I asked them was, "What about these little tickets; do they collect them at the other end?", and my companion said, "No, they do not collect them". I said, "What the devil are they for anyway?", and in one or two instances I got these receipts and tossed them away. In other instances I did not bother picking them up.

It seems to me—and I think it seems to a lot of people—that there was complete futility in having a system of receipts if there was no one at the other end to collect them; is that not so?

Mr. BEAUDET: I would like to elaborate on this. When you decided to throw your receipt away I think you were violating some of the regulations of the bridge. Also, there was at every toll house, at both entrances—that is, the north and south entrance of the bridge—a big sign, three feet wide, two feet high, reading in both languages, "Please keep your receipt while travelling on the bridge". This was to replace what the toll collector was supposed to tell the drivers upon giving him a receipt, which was, "Keep this receipt when travelling on the bridge". You have no doubt seen that in Mr. Lande's report.

Mr. CAMPBELL (*Stormont*): Yes.

Mr. BEAUDET: Mr. Lande, in his thorough investigation of the tolls, failed to see that. These signs, of course, were for one purpose; we wanted the customer, or patron to keep his receipt because on many occasions we would have the police at the centre of the bridge stop a vehicle and ask for that receipt. If the driver did not have a receipt he was immediately turned around and requested to go back to the toll gate to pay the toll.

We have talked about the investigation merely of the C.N.R. There have been quite a number of other verifications, checks—they have another name—and this is outlined in quite lengthy details in the brief presented to this committee and read by Brigadier Archer at the second meeting, proceedings No. 2. If it is your wish, Mr. Chairman, I am quite prepared now to go over any details of those additional checks; but I think the questioner had in mind—

Mr. CAMPBELL (*Stormont*): May I continue this line of questioning?

The VICE CHAIRMAN: Just a moment. I think we are getting off the line of questioning on employment. We are getting into the question of tolls again.

Mr. CAMPBELL (*Stormont*): The thing I want to get at is this—what I regard as the heart of the matter—and I think my next three questions

should be directed, not to Mr. Beaudet, because I do not believe he was the head of the port authority at that time, but probably to Mr. Archer. What I am trying to get at is the dereliction, or want of system on the part of the harbours board in this whole situation that gave rise to this.

As regards the receipt system, it seems to me to be completely contrary to human nature to expect that the general public would be interested in these receipts, if they did not have to surrender them on the other side. It seems to me a basic fault in the system. There is no point, in my opinion, in having receipts unless they serve a purpose; unless they had to be surrendered on the other side.

There is another question I will direct to Mr. Archer on the same thing. Why did not the harbours board ever consider installing automatic counters to determine the amount of traffic in each eight-hour period? I realize there was a variety of different traffic, but an automatic counter would determine the minimum receipts that you could expect to get on an eight-hour shift during a given period, and you could compare that with your actual receipts, and at least it would have given you some check. Why was that never done?

Mr. ARCHER: There were a number of checks done. I would like to say, first, that the receipts were given as a check, as an accounting procedure, to see whether or not the collector was—otherwise how could you account for the money given to him?

Mr. CAMPBELL (*Stormont*): But as a supplementary check there was no automatic machine to count the number of vehicles that used the bridge in any one period. The provincial police, in speeding cases, have a cable that goes across the road; there are various devices that can be used for automatic counting of the number of vehicles, which would seem to me to be an elementary precaution to get the total number of vehicles in any one period that used the bridge. That would give you a check on your revenue because it would give you the minimum toll you would hope to collect in this period.

Mr. ARCHER: You are talking about when I came to the board, and I would like to go back to the background of this. I came to the board in 1952. I came in as vice-chairman. It seemed to be in those days the French-speaking member, or bilingual member on the board—was French-speaking was an engineer and had always been an engineer, Mr. Dubuc, Mr. St. Laurent and then myself. When I came to the board I felt my first concern was engineering matters, to go into all aspects of engineering matters that had to do with the board—finance, calling for tenders, design and things such as that. Furthermore as you know the Jacques Cartier bridge is an important facility under the National Harbours Board, but there are eight other harbours. There are eight harbours which come under the administration of the board. Beyond that there are two grain elevators and these grain elevators are over and above the grain elevators in the eight harbours which are under the jurisdiction of the National Harbours Board. We handle about 50 million tons of cargo per year and about 80 per cent of all overseas traffic, and 90 per cent, if not more, of all grain exported from Canada. I felt I had to go around to the harbours and familiarize myself with all the aspects of the facilities.

Mr. CAMPBELL (*Stormont*): What about your predecessors? It is true there is a multiplicity of operations under the harbours board and also under the Minister of Transport, but both are responsible for the bridge.

The VICE CHAIRMAN: Mr. Archer has not finished.

Mr. ARCHER: I relied, when I came to the board, very much on the experience of the others, and what has been done in the past was properly

done. In 1954, we started to talk about a review of the tariffs and I began to familiarize myself with the various aspects of the bridge operation and tariff, which was an extremely complicated matter. In 1956, we decided on the automatic toll collection system. Mr. Beaudet and I went down to the United States to look at it. I was sold on it. From then on Mr. Beaudet made recommendations to increase the staff on the bridge. I went along with the recommendations. This summer he asked for one more supervisor on the Jacques Cartier bridge. I went along with him because I think the facility is important enough for that.

As I say from 1956 on, or even 1955, we started looking into the details and methods of collection and we recognized that the manual system was outdated and would lead to inefficiency, and we brought in the other method. As I say, with the old tariff I do not know if that count would have been conclusive because there were so many items in the tariff. To start with there was the passes. Vehicles were not charged on the axle basis but on the weight basis. You could possibly have trucks which would pay 40 cents with two axles and other one pay 60 cents with two axles. The axle count would not have been taken into consideration nor the passengers in the vehicles.

Mr. CAMPBELL (*Stormont*): If you had a count of every passenger car and a driver you would have a minimum check on your revenue. You would have an absolute minimum revenue because you would be counting every vehicle which uses the bridge as a single passenger car with one driver.

Mr. ARCHER: You might not have got the right figures you were looking for.

Mr. CAMPBELL (*Stormont*): My whole point is—and I think this is something which should be directed to your predecessor and more probably perhaps the minister at that time—why did the harbours board let an interval of some four to six years elapse between the investigations? This is the question which bothers me and I think the general populace. It bothers the press and I think it arouses a suspicion of negligence which is almost equivalent to complicity.

Mr. ARCHER: I might say they were not the only checks made. The C.N.R. checks were special checks made on toll collection. There were a number of day by day checks made and Mr. Beaudet a minute ago offered to go into the detail of these checks. If the chairman wishes it he can go into all the details of these.

Mr. CAMPBELL (*Stormont*): There were no substantial changes made as a result of these checks. According to the record we have on the C.N.R. investigation, there had been an investigation and nothing much done about it. Perhaps nothing much could be done, but there was sufficient evidence to indicate something was wrong. Instead of something being done, nothing further was done for another four years and then the C.N.R. would be put on the matter again.

Mr. ARCHER: I cannot answer you about the checks in 1949 or 1946 or why they did not make more. I do not know. I think you should ask my predecessors.

Mr. CHEVRIER: On a question of privilege, before this matter is allowed to proceed any further I think I should register a protest in that it has been suggested there was complicity involving a former Minister of Transport. I assume that was directed to me and if it was I think it should be made quite clear by the chair to the hon. member who posed the question that the counsel for the National Harbours Board has already indicated what the legal position

of the National Harbours Board is, namely that it is responsible for its own action, its officers, its own men, its own clerks, including the collectors on the bridge, as is indicated by one of the sections of the act.

I do not think the member has any right by his question, by *innuendo* or otherwise, to cast a reflection upon any other member of this committee. I think that is what the hon. member was doing in saying a moment ago that by complicity there was some laxity in the years that lay ahead. If there was laxity it is up to this committee to determine or find out whether or not there was laxity, and I am sure I will be the first to abide by any of the findings of this committee. But I think it is entirely out of order for an hon. member to state there has been complicity by a member of this committee on a prior occasion.

Mr. CAMPBELL (*Stormont*): Methinks the lady protests too much.

Mr. CHEVRIER: The saying is "doth protest too much".

Mr. CAMPBELL (*Stormont*): I would say there was a general feeling that because these checks were made only at intervals of four to six years there seems to be a feeling of disquiet that there was a laxness—to use the hon. member's words.

Mr. CHEVRIER: They are your words.

Mr. CAMPBELL (*Stormont*): —and it almost amounted to complicity upon the part of those responsible. I would not endeavour to attribute any responsibility to anyone. The facts speak for themselves.

The VICE CHAIRMAN: Mr. Pigeon.

Mr. PIGEON (*Interpretation*): Having regard to the fact that a very large number of people were either suspended, dismissed or left the service, in what year did it first occur to you that something might conceivably be amiss in the operations?

Mr. BEAUDET (*Interpretation*): As of the moment—I became port manager in 1954, and as of the moment I incurred responsibility in respect of the Jacques Cartier bridge I felt it was my duty, and I reiterated this, to do everything it was possible to do to protect the revenues from the bridge. If I am allowed to do so by the chair I could go into the matter of additional checks above and beyond those carried out by the C.N.R. and up to the period of 1956 when another system of checks was instituted. This is on my part a statement of opinion and not a statement of fact. Things had appeared to take a turn for the worse in 1956 when it came to the ears of the toll collectors that an automatic toll collection system was to be brought in.

Mr. PIGEON (*Interpretation*): But do you not feel that because of the evidence that something was wrong, as demonstrated by the fact that there were a large number of suspensions and dismissals, that then was the time to have had an automatic toll collection system installed immediately?

Mr. BEAUDET (*Interpretation*): To install an automatic toll collection machine two conditions had to obtain. There were a number of conditions which had to obtain, but two main ones. One, to begin with, the tariff had to be changed and, two, the automatic toll collection machine had to exist.

Mr. JOHNSON: Is not that the other way around?

Mr. BEAUDET: No. (*Interpretation*): In fact, that is what I did because in October, 1956, I did recommend to the board that an automatic toll collection machine be installed, and the recommendation was approved in principle. In fact, documentary evidence has been introduced in this respect, giving my recommendations in detail.

Mr. PIGEON (*Interpretation*): I have one last question. I have reference here to *La Presse* of Thursday, March 17 last, quoting, I believe, Mr. Lande,

the counsel. This gentleman states that there has been evidence over the years to the existence of a certain amount of laxity among the toll collectors.

Mr. CHEVRIER: I do not want to interrupt my friend, but since there is some question of calling Mr. Lande, should we not wait until he is called and find out from him directly. I am just putting the question; I am not objecting to the question.

Mr. BEAUDET: I was going to answer that.

The VICE CHAIRMAN: The steering committee has asked for approval that he be called.

Mr. JOHNSON: But if Mr. Pigeon has a question to ask of Mr. Beaudet himself on the same subject, it is perfectly normal that he do so.

Mr. PIGEON (*Interpretation*): Mr. Lande states that over the years there has been a certain amount of laxity among the toll collectors who did not abide by the rules.

Mr. BEAUDET (*Interpretation*): I have not read this article in *La Presse* myself, and I feel we should ask Mr. Lande himself what he means by laxity in administration.

The VICE CHAIRMAN: Mr. Lande will be here, Mr. Pigeon.

Mr. PIGEON (*Interpretation*): When you realized, Mr. Beaudet, that there was, in fact, something wrong with the collection of public moneys on the Jacques Cartier bridge did you not feel that some new method could have been instituted at the time, pending the installation of the automatic toll collection system?

Mr. BEAUDET: I would like to answer your question in English, and you can translate it into French for me, please.

I never said that I realized that there was something wrong; I said that it seemed at the time that maybe things were deteriorating.

Mr. SMITH (*Calgary South*): The question was directed to Mr. Beaudet. Were you not asked: at what time were you dissatisfied with the situation; and you replied, I believe, when you first took over as port authority in 1956. Is that not correct?

Mr. BEAUDET: No. I said I took over in 1954.

Mr. SMITH (*Calgary South*): That is true.

Mr. BEAUDET: And I said it was later on that I considered there might have been some consideration that things were deteriorating. That is quite different than stating it as a fact that I was positive that things were bad.

Mr. BEAUDET (*Interpretation*): In any event, to continue with my answer, when we shall be dealing with checks I will be able to demonstrate that we took additional steps to protect revenue. But, as far as installing machines, as suggested by you, there had to be a machine capable of carrying out this work, and there had to be the physical possibility of installing it.

As far as 1958 is concerned, of course this was the year in which a great deal of construction work was going on at the bridge, which was being raised because of the maritime seaway construction.

Mr. PIGEON (*Interpretation*): Therefore, apart from the matter of the automatic toll collection system, you feel that in 1954 there was absolutely no way of insuring that there would not be any loss of money.

Mr. BEAUDET (*Interpretation*): I believe you understand English well enough, so you will allow me to answer in English. It might speed up matters.

Mr. BEAUDET (*Text*): I have visited many bridge installations in North America for collection of tolls and revenue. I am satisfied in my own mind that

short of the Grant money meter equipment, there is no other equipment that is worth the money.

I would like to mention just one name—and I hope we are protected in this committee against suit by private enterprise. In any event, I will not mention the name of the machinery. There was one type of machinery installed on the Garden State parkway in 1954 or 1955, at a cost of over $2 million which, one-and-a-half years later, was completely scrapped to put in the automatic toll equipment. I could tell you the experience that I had myself with various types of machines where the collector was beating the machine. The experience happened to me personally and I can give the details, if you are interested. These other types of machines can be beaten by the toll collectors any day.

Mr. PIGEON (*Interpretation*): Well, you still feel, Mr. Beaudet, that toll collectors are superior to the machine, even though revenue has increased by more than $1 million after the installation of the machines.

Mr. BEAUDET: I never said they were better than the machine. I was referring to the various types of machines. There is only one machine that collects the money, and that is the Grant money meter "electrotoller" machine. With all the others, the toll collector receives the money. In other words, the money is deposited in the hand of the toll collector. Until you remove the human element there you have no security. All other types of machines are actually recording the transaction between the patron and the toll collector.

The VICE CHAIRMAN: Mr. Archer has something to add.

Mr. ARCHER: I would like to say that the question of disciplining toll collection and the experience of the Jacques Cartier bridge is one that you meet across the continent, I think. There is ample evidence that if someone wants to beat the machine he can eventually beat it. And even with our present system we do not want to give you the impression it is 100 per cent perfect. We have fired already two men for not complying with certain regulations. We brought in the Canadian National Railways once and there is, as I say, evidence. There is an article that came to my attention from *The Saturday Evening Post* of June 30, 1956. It came to my attention recently; I could not tell you exactly when. It says:

> Swindlers on the Turnpikes. Dishonest travellers, truckers and collectors cheat the tolls of millions of dollars each year.

—and it goes on and on, and I am prepared to read it if someone wants me to read this article. In this article they talk of dishonest travellers and truckers. I do not want to use the word "dishonest" about travellers and truckers, but it says that people do quite frequently make efforts to beat or defeat the machine.

The VICE CHAIRMAN: Are there any members here this afternoon who were not here this morning? The clerk has some documents which were handed out this morning. If you so indicate he will hand them to you now.

Mr. FISHER: Mr. Chairman, I would like to ask the Minister of Transport some questions. This is a preliminary, before turning to Mr. Archer.

Mr. Hees, as minister, you have the final and ultimate responsibility for the Jacques Cartier bridge, as an aspect of the National Harbours Board?

Mr. HEES: That is right.

Mr. FISHER: So your predecessors would have that responsibility too?

Mr. HEES: That is right.

Mr. FISHER: You will—I will not say "acknowledge", but is not it an accepted practice in our particular kind of government that if anything of an

incorrect, improper or a criminal nature develops within something that is a ministerial responsibility the responsibility falls upon the minister?

Mr. HEES: That is correct.

Mr. FISHER: You have been conscious of this responsibility, in any aspect of the department of transport, since you took over the office?

Mr. HEES: That is right.

Mr. FISHER: As a result of this consciousness, when you took over the portfolio were you looking for and were you seeking out any possibilities of such types of improper or dishonest action within your particular department?

Mr. HEES: I think we all realize that in any operation where money is handled by people there is a possibility of inefficiency and of dishonesty. Again, I underline "possibility". I discussed this matter on various occasions with Mr. Archer.

Mr. FISHER: Just there, I would like to get some idea of the date. This is what I wanted to lead to before I turn to Mr. Archer. When did you first have this brought to your attention, and by whom, that here was an area that could be quite open to bad practice?

Mr. HEES: Nobody brought it to my attention, but in looking over the various operations—and they are very many, as you will know—in this department, it appeared to me there might be possibilities of inefficiency and, perhaps, dishonesty in this operation. But nobody brought it to my attention. There had been no mention of it in the press or by any individuals, that I know of; but in discussing this matter with Mr. Archer I was most anxious that these operations should be examined, to see if there was any possibility of inefficiency or dishonesty going on.

As you know, there were examinations by the police of the Canadian National Railways in 1958 and 1959, and investigations by the Royal Canadian Mounted Police in 1958 and 1959.

I would think the conversations I had with Mr. Archer about this matter had a bearing on the fact there were more investigations, considerably more investigations in those years than had taken place in any similar period of years in the past.

Mr. FISHER: In so far as the National Harbours Board are concerned, you were aware, of course, immediately this was an area which was not covered under the Civil Service Act?

Mr. HEES: Yes.

Mr. FISHER: You were aware that the heads of the harbours board—that is, the commissioners—were, in effect, what are popularly known as "political appointments"—that is, the appointments were made through an order-in-council rather than through a competitive examination within the Civil Service?

Mr. HEES: Well, I do not know whether I actually thought about it very much. When you take over a department the size of this one you accept things as they are, pretty well. These appointments had been made in the way they had been done for years.

Mr. FISHER: I am trying to come to the basic question, it seems to me, in this investigation, and that is the matter of efficiency or inefficiency. I wanted to get down to the minister's views, because this is a policy matter, with a relevant question on political appointment—that is the popular term "political appointment"—versus the competitive type of examination.

If you were aware this was a political appointment, were you also aware, in the posts down below which were at the disposal of the Harbour Commissioners, they also could be or would be political appointments?

Mr. HEES: Any appointments that are not Civil Service appointments of the other kind, where people are simply hired on. There is a great deal of that through the whole government service: this is not just something particular to this bridge.

Mr. FISHER: I agree. This is the answer that I was sure I would get.

Mr. SMITH (*Simcoe North*): Why ask the question?

Mr. FISHER: I wanted to prepare—

Mr. HEES: —the groundwork.

Mr. FISHER: In so far as this was an area for political appointment, did you have any members of parliament of any kind—Conservative, C.C.F. or Liberal—come to you from the time you took over with any suggestions or particular recommendations in so far as the National Harbours Board is concerned, and particularly in relation to the Jacques Cartier bridge operation?

Mr. HEES: I have no recollection of any member of parliament approaching me to get somebody a job on the Jacques Cartier bridge.

Mr. FISHER: You have no recollection of any?

Mr. HEES: No.

Mr. FISHER: In so far as any of these recommendations are concerned, we do know from the records that exist they were not cleared through your office or approved by you in any way, shape or form?

Mr. HEES: I have no knowledge of any member approaching me. If recommendations were received by my office they were simply passed along. The name was simply passed along to the National Harbours Board for consideration of the person's qualities.

Mr. FISHER: Mr. Chairman, I make no apology for asking the next question, though there may be a reaction to it.

Would the minister care to express his view—and I ask him because I feel it is only the minister can do it—on the relative efficacy and efficiency of this kind of appointment, as against appointment by a genuine, open, competitive, advertised examination?

Mr. HEES: What you are simply saying is: should every government employee be employed through the Civil Service? I say, not necessarily so.

Mr. FISHER: What about in relation to the Jacques Cartier bridge operation? Have you any views there?

Mr. HEES: In the past I did not find anything to find fault with, with regard to the way people were employed to work on this bridge.

Mr. FISHER: I would just like to move, Mr. Chairman, to another aspect of this that seems to me to be important in so far as the timing and development of the toll operation is concerned.

Mr. HEES: I would just like to point this out: Since the automatic toll machinery was installed last September a considerable difference in the amount of money collected in the months of this fall appears against the corresponding months of a year ago. But up until the time that this automatic tool machinery was installed, the manual type of collection had been in operation for about thirty years.

I am not aware that any individual, any newspaper, any member of parliament or anybody had made any mention of the possibility of an inefficient or a dishonest operation taking place.

I shall qualify what I say about "inefficiency" because in the C.N.R. investigations that took place there are reports of inefficiency; but outside of the C.N.R. police, who made these reports, no one else, that I am aware of, came out and said they thought that anything was amiss in the type of operation that had been going on, as I say, for thirty years.

The point I am making is that there was no reason for me to suspect that things were not operating satisfactorily, except for the fact of my own thought that any operation that handles money manually contains a possibility of inefficiency or dishonesty. And, as I say, with that thought in mind, these investigations were held; and they are history now.

Mr. FISHER: Of course, you are always aware of the onus that rests upon you as minister, in so far as your responsibility is concerned.

Mr. HEES: Completely, and I have never tried to duck that in any of the operations that have come under me since I became minister; nor will I.

Mr. FISHER: We have had information filed here that indicates there was a committee recommendation setting up various steps in so far as the Jacques Cartier bridge is concerned. One of the most important things involved in that was arrangements had to be made with the Lieutenant Governor of Quebec in so far as the tariffs were concerned.

I would like to know when this was brought to your attention. I want to know whether it was the minister who would negotiate with the authorities in the province of Quebec, or whether it would be the National Harbours Board authorities?

Mr. HEES: The National Harbours Board.

Mr. FISHER: They would carry out the negotiations, rather than you, with the province of Quebec?

Mr. HEES: Yes.

Mr. FISHER: In so far as these tariff changes are concerned, your office had nothing in particular to do with the method which was followed?

Mr. HEES: No. I was anxious that this automatic toll machinery should be installed as soon as possible, because it appeared to me to be a wholly desirable method, and I was in favour of automatic toll machinery being installed just as soon as it could be done.

Mr. FISHER: Might I now turn to Mr. Archer and ask him how soon did he let Mr. Hees know, from the time he took over as minister and he had this responsibility, of his plans and the changes he had in mind for the Jacques Cartier bridge?

Mr. ARCHER: I took over on February 1, 1958. I think it was in April that we wanted to go to the province of Quebec to have the tariffs amended or revised; and on May 1, 1958, we wrote to the province of Quebec concerning the revision of the tariff.

Mr. FISHER: I shall come back to that point later, but I would just like to finish some questions I have which relate more specifically to employment. I want to ask which one of these toll collectors at various times was the grievance man, or the official union representative in this particular list of people that we have on pages 98 and 99?

Mr. BEAUDET: The member of the grievance committee was Mr. Mead, a representative from the brotherhood, and the harbour steward who, in 1958, was Mr. Pownell.

Mr. FISHER: Is he still on the staff of the bridge now?

Mr. BEAUDET: He was not on the staff at the bridge. He was general steward for the whole harbour. The steward for the toll collectors in 1958 was Mr. Adams.

Mr. FISHER: I want to know what happened to whoever the man was on the spot? Is he still on the staff?

Mr. BEAUDET: Yes, Mr. Adams is still on the staff, and so is Mr. Pownall.

Mr. FISHER: In connection with Mr. Mead, and then with the grievance man, at any time did any of these men, or that particular chain of union com-

mand, bring to you any specific complaint or suggestion about improving the operations of the toll collectors, or any suggestions of graft, or the possibility of graft?

Mr. BEAUDET: Never before the grievance committee sat to investigate the C.N.R. report.

Mr. FISHER: You never got any suggestions of any kind in that regard?

Mr. BEAUDET: No.

Mr. FISHER: I asked you a question several days ago as to whether you had ever been brought any complaints of any kind. It appears that no one brought anything to the minister, but can you report that no one brought anything to you?

Mr. BEAUDET: That is correct.

Mr. FISHER: But you did say in your answer that you had heard jokes about it.

Mr. BEAUDET: That is correct.

Mr. FISHER: It seems that almost everyone from Montreal heard jokes about it. This would seem to indicate either a phenomenally long memory, or else the jokes were not too serious. Did you at any time in any of your actions to get a new system—did you at any time operate in these terms, under the influence of that feeling, that this was sort of a joke, this chaffing?

Mr. BEAUDET: No. I do not mind telling you some of the jokes. There was one my friend used to tell me often. He would say: "What is the matter with you, driving an old Chevy? Why don't you get a job as a toll collector and drive a Cadillac"?

In my social life there was often reference to toll collectors living beyond their means. There was also this group which used to say: "Well, I am a big shot. I can cross the bridge without paying."

However, every time I tried to get down to business and to have them produce some evidence which I could report to the police and get some investigation of specific cases, it was not found possible, except for the checks, when I said I was prepared to go at any time. Later on there was the matter of checks and reports to the R.C.M.P., and investigations by our own police in specific cases, and so on.

Mr. FISHER: Was Mr. Clement hired as bridge supervisor in 1956 largely or wholly under your recommendation?

Mr. BEAUDET: I think it was under my recommendation.

Mr. FISHER: When he took over this particular responsibility, what instructions did you give him in so far as toll collection operations were concerned, and what he should watch for?

Mr. BEAUDET: That is a very general question. This is the type of instruction that you would give to the head of a department that you appoint, respecting his duties and responsibilities for the position, and for the proper operation of the facilities. There were from time to time instructions in writing that I gave to Mr. Clement, but what specifically I said to him the day he reported to work, I am afraid my memory is not that good.

Mr. CAMPBELL (*Stormont*): Was there any political recommendation made in regard to Mr. Clément at the time he was hired?

Mr. BEAUDET: Absolutely none.

Mr. CAMPBELL (*Stormont*): Where had he been employed prior to that time?

Mr. BEAUDET: I think Mr. Clement should answer this question for himself, if you do not mind. He is under oath and he has his own records.

Mr. CAMPBELL (*Stormont*): Yes, I would like it if he would.

Mr. J. A. CLÉMENT (*Superintendent of Bridges, Montreal Harbour*): Yes.

Mr. CAMPBELL (*Stormont*): I have just one question as to your prior occupation, and then I will turn the floor over to Mr Fisher.

Mr. CLÉMENT: Immediately before coming to the board I was doing some private consulting work for a funiture manufacturing firm on my own. I had been employed previous to that for a good number of years in an important furniture manufacturing firm in the province of Quebec. I was employed in different capacities, starting as director of planning, then as maintenance superintendent, and finally as plant manager.

Mr. CAMPBELL (*Stormont*): You are a certified engineer?

Mr. CLÉMENT: I am a professional engineer, and a member of the corporation of professional engineers of Quebec.

Mr. BEAUDET: One of the qualifications which I thought was necessary for this new position was that the applicant be a professional engineer. There was a very specific reason for that. Over and above the day to day operational matters on the bridge, I expected this new employee to look after considerable work going on in the raising of the bridge, the widening of two lanes on both sides of the bridge, and construction of a new plaza for the automatic toll equipment which we were anticipating any day. Also it was the duty of this man to deal with administrative matters pertaining to the construction of the Champlain bridge. For these reasons, I suggested that he be a professional engineer.

Mr. BOURGET: Was he the resident engineer?

Mr. BEAUDET: No. The resident engineer is the man in charge of the construction on the site. I said that Mr. Clement was responsible for administrative matters in the construction of the Champlain bridge.

Mr. FISHER: I want to ask Mr. Hees, or Mr. Archer, if when Mr. Hees took over as minister, did anyone provide him with an historical or chronological study of the relative statistics in so far as the Jacques Cartier bridge was concerned, and if you looked at it to see if there were any trends discernible?

Mr. HEES: No.

Mr. FISHER: Did you look at any statistics compiled year after year, Mr. Archer?

Mr. ARCHER: No. We got the annual report, and every month we would get reports.

Mr. FISHER: Did you ever look at the annual report to see if you could discover any significant pattern or trends?

Mr. ARCHER: I certainly looked at the growth of traffic as we went along.

Mr. FISHER: If you looked at the growth of traffic, you would see that in 1951 you had approximately 4½ million cars or automobiles crossing the bridge, and that there were 12 million passengers. The point I wanted to ask you is whether you did note that each year the number of cars kept increasing at a very rapid rate and yet the number of passengers did not keep increasing in the same amount, so that by 1958 the number of cars had doubled and the number of passengers had not increased at all. This is a very significant trend—at least, to me, looking at this, and I wondered whether you, from the fact that you had looked at these statistics, had noticed this alteration in the whole trend of statistics and, of course, tolls coming in?

Mr. ARCHER: The main statistic I was looking at in all our details was that revenue was going up from year to year up to about 1954. There was a drop then; then it went up again; and during the main construction program, starting roughly in 1956, I think the total increase in revenue dropped.

Mr. FISHER: But any time when you were on the board none of you on the board ever analyzed the chronological pattern of either the statistics and the revenue as a whole and tried to see any trends or changes that were taking place, that you remember, especially in so far as this very significant statistic, the number of passengers?

Mr. ARCHER: I knew the thing had dropped. As the toll revenue indicates, in 1958 we had a drop, and then an increase in our toll revenue.

Mr. FISHER: I know I am going to be considered off in left field, but it seems to me you have a situation—the bridge starts in 1935, in so far as the harbours board responsibility is concerned—that for every auto crossing the bridge there seems to be approximately three passengers.

Mr. ARCHER: I remember when we discussed the simplification of tariffs we were talking about how many passengers per car there were on the average, and it was given to me as about one paying passenger.

Mr. FISHER: When you finally got around to considering it—I can point to years here—the average was four passengers per car.

Mr. ARCHER: I would not say I went back to 1935 or that far back.

Mr. FISHER: In other words, in so far as you and the board know, you did not look into this particular aspect of it at all?

Mr. ARCHER: Not in a specific way. I looked at the general revenue, as a whole.

Mr. FISHER: Now, may I ask Mr. Beaudet this question?

Mr. BEAUDET: Yes, I will be pleased to answer. I joined the board in 1947 as assistant port manager. At that time Mr. Ferguson was port manager. He remained port manager for six months; then he was replaced by Mr. A. G. Murphy. Upon arrival of Mr. Murphy I think, generally speaking, for what I knew of the business—because this, after all, is a tremendous business; the port of Montreal is the largest port in Canada and it is a large business: the bridge is a very, very small part of the whole operation of the Montreal harbour. Mr. Murphy then carried out the routine or, I would say, the policy of his predecessor. Under this policy the port secretary was more particularly appointed, not officially, but at the time he was more particularly requested to look after the operating matters of the bridge. The port secretary at that time was Mr. P. J. Brown, who died, if my memory serves me right, in 1951 or 1952.

When Mr. Brown died, Mr. Murphy, asked me to take over from Mr. Brown, more particularly the question of the Jacques Cartier bridge, which I did. I first started by establishing some statistics. We had not too much in the way of statistics. There were some good ones, but the traffic was not very heavy prior to 1950 or 1951. But in 1951 there was a substantial increase in traffic and I tried different means of getting as good information on traffic as I could. That was for many reasons: one was for protection of revenue; the second was to establish the trend of traffic, the peak hours, Sunday, week-end peaks, with a view to some day considering the possibility of maybe widening the bridge when it would be justified. There are various formulas set by standards of American highway engineers, the thirtieth-hour formula and others, which we applied to the bridge with a view more particularly, as I said, to widening the bridge. But I was looking at the figures you just mentioned at that time, and I recall that some time ago, before I was port manager—probably 1951-52 which you are talking about—we employed some outside help, students in most cases, various hours of the day to stand on the sidewalk and give us an indication of the number of passengers in the cars. I found that the trend was a down trend. I analyzed that situation, and I remember writing down

on the note for the file that the only explanation at that time was that cars were hard to buy immediately after the war years and then became more plentiful and more people were buying cars. There was the business of sharing transportation across the bridge which seemed to be on a down trend. That is the only plausible explanation we could find at that time.

That type of investigation was carried out, particularly in the summer months while students were available, for one thing; and, secondly, it was easier to carry on these surveys. In the winter it is most difficult, and mostly impossible. The windows are rolled up and are frosted and it is very hard to see, from the sidewalk, how many passengers are in a car. Does that answer your question?

Mr. FISHER: You would have those surveys on record?

Mr. BEAUDET: Not here, but I would imagine we have. I am sure I saw yesterday some of the long graphs that we were making on traffic studies back in 1949 or 1950.

Mr. FISHER: I would just like to comment that there is no question about the ratio in the war years; it gets up to one to six sometimes.

Mr. BEAUDET: Pooling of transportation.

Mr. FISHER: But the fantastic change from one to six to one to one is such a drastic change, and you never particularly noted that, as it was suggested by Mr. Lande in his report?

Mr. Lande, in his report, made the suggestion that the toll collectors, in order to get a higher count as a result of supervision pressure, were deliberately shifting the automobile passenger figures, or the revenue over to make it do for truck figures.

Mr. BEAUDET: You have gathered by now that I do not seem to place much confidence in Mr. Lande's report. I am quite prepared to go over Mr. Lande's report and tear it to pieces, if it is your wish.

Mr. FISHER: Well, let us just stick to this particular point. You do not feel that that particular criticism, or that particular analysis, was a valid one?

Mr. BEAUDET: No, definitely not.

Mr. FISHER: Fine; that is what I wanted to know.

Mr. DENIS: Did they change the rate of collection for passenger cars before this? Did they change to so much per car, or something?

Mr. BEAUDET: No, the passenger rate has always remained the same. It was five cents if it was a cash fare, or 10 tickets for 25 cents.

Mr. FISHER: I want to move to this question I brought up earlier with Mr. Hees. You were aware very early, I suppose, that if there were to be changes in the toll set-up these would require a change in the toll by-laws; is that correct?

Mr. BEAUDET: Definitely.

Mr. FISHER: That would require the approval of the province of Quebec?

Mr. BEAUDET: Definitely.

Mr. FISHER: Could you outline for us the information, as you know it, as to how this matter developed; in other words, the approaches that were made to your superiors, to the minister or to the province of Quebec?

Mr. BEAUDET: Outline what?

Mr. FISHER: Quebec was going to have to agree to the new set-up; is that correct?

Mr. BEAUDET: Yes

Mr. FISHER: I would assume that before you made any expensive move you would want to make sure that Quebec was going to accept the gist of the proposal; is that it?

Mr. BEAUDET: Yes.

Mr. FISHER: When was it decided to approach the province of Quebec—could you tell me the year?

Mr. BEAUDET: I made a recommendation for the placing of automatic toll equipment in October, 1956, and the board approved it in principle. From there on it was the sole responsibility of my board to see that the tariff was changed. However, I think that even before that, before 1956—I think it was 1953 or 1954—upon recommendation from the port manager I had already been in touch with the Canadian National Railways with a view to studying a new streamlined tariff. You have gathered by now that the tariff was a complicated thing?

Mr. FISHER: Yes.

Mr. BEAUDET: Away back in 1954, probably before, we had long negotiations with the Canadian National Railways with a view to streamlining the operations. One of our main hopes was to speed up the traffic at the toll gate. Also at that time we were studying the streamlining of traffic in terms of special machines. We had looked at some of them. I told you what I thought of them. I do not think it is necessary for me to elaborate on them. It was 1956 when we arrived at a tariff which was acceptable to both parties.

Mr. FISHER: By both parties you mean you and the C.N.R.?

Mr. BEAUDET: Yes. Both parties were prepared to go ahead and put in some automatic toll equipment.

Mr. FISHER: Then it was the board's function to interview Quebec officials in order to get their cooperation?

Mr. BEAUDET: Yes.

Mr. FISHER: You never carried out any negotiations on your own even of a tentative nature?

Mr. BEAUDET: Yes.

Mr. FISHER: What were they?

Mr. BEAUDET: I was very anxious to see that tariff through and to put the equipment into operation as soon as possible. After I heard that my board had applied to the province of Quebec for a change in the tariff I saw two ministers of the provincial government whom I knew personally and I asked them if they would help us to get this thing approved as soon as possible because, as I said, I was anxious to get this automatic toll equipment into operation and get out of the present headache of toll collections.

Mr. FISHER: Is this an indication in your mind that provincial approval might postpone or delay the installation of the toll system?

Mr. BEAUDET: Yes. I certainly thought there would be some great difficulty in getting this approved by the province of Quebec.

Mr. FISHER: Could I place those same questions to you, Mr. Archer. You were a member of the board in 1956 when it had the port manager's recommendation. Do you remember this particular recommendation?

Mr. ARCHER: I do.

Mr. FISHER: Could you tell us the steps which were taken by the board in order to get approval of the Quebec officials so that you could go ahead and make your purchases and plans?

Mr. ARCHER: I think the normal channel of communication between the board and the minister is through the chairman. I took over in 1958 and in April, 1958, this was brought to the attention of the minister and it went to the province—

Mr. FISHER: Mr. Hees went to the province?

Mr. ARCHER: No. The National Harbours Board wrote to the province and applied for a revision of the tariff on May 1. I was just as anxious as Mr. Beaudet to get this through, so that we could order our equipment for the completion of the toll plaza,—so much so that in May, 1958, we placed an order for equipment and in the summer of 1958, we signed a contract for the specialized equipment with the company. I might say that contract was not valid because it required authority from council, and we went to council after we ordered the specialized equipment. We did send some tracers to the province and I did speak to the province a couple of times and asked if they could push this through.

Mr. FISHER: Mr. Beaudet, what was the date when you approached the two members whom you knew personnally?

Mr. BEAUDET: June or July I think.

Mr. FISHER: 1956?

Mr. BEAUDET: 1958.

Mr. FISHER: You made no move in 1956 when you first made the recommendation?

Mr. BEAUDET: I did not know the status of the tariff at that time. It was in the hands of my board and I did not know where it was.

Mr. FISHER: I think we are entitled to know now why the hiatus between 1956 and 1958 in approaching the province?

Mr. ARCHER: As I said the normal channels between the board and the minister are through the chairman of the board. I was not chairman of the board then, but I think the ministers were approached by the former chairman.

Mr. FISHER: Then there is one last question I would like to place. This relates to the passenger survey. Could you show us one of these passenger surveys which were carried out by students?

Mr. BEAUDET: I hope they are not destroyed. If they are not I will be pleased to show them to you.

Mr. FISHER: When you noticed this trend did this go into the annual report in so far as the Jacques Cartier bridge is concerned, or even the printed report? Did it go into a major report which would be presented to the harbours board commission?

Mr. BEAUDET: No. That information was not sent to the National Harbours Board or the board members, or shown in the annual report.

Mr. FISHER: Do you indicate that while this trend was significant you did not feel it was significant enough in so far as the revenues were concerned?

Mr. BEAUDET: Exactly.

Mr. FISHER: Would you care to comment on the possibility that you may have been mistaken in that, now that you can have a longer look at the figures, or do you still think it was the correct decision not to let the board know?

Mr. BEAUDET: The question is, do I today feel about those figures of 1951 the same as I was feeling at that time?

Mr. FISHER: Yes.

Mr. BEAUDET: The answer is yes. I think, as I indicated, from these short—and they are short—surveys which were undertaken at that time, that

is the record of the passengers in the vehicles, we were satisfied that there was a trend of more automobiles per person being bought or purchased.

Mr. FISHER: This opens up one more question. Were you getting from the toll collectors or the toll supervisors complaints about this, the effect of collecting from passengers throughout this period?

Mr. BEAUDET: Yes. We always received—I would not call them complaints —but any time the supervisor did force the toll collectors to collect the proper fare from the passengers the collector objected on the basis that the public was very reluctant to pay the passenger fare and used abusive language, and I am referring now particularly to 1954 or after. Prior to that I am sorry but I do not recall any instances where the supervisor of the toll collector would have brought this to my attention.

Mr. FISHER: But from 1954 on you were satisfied that was a large complaint?

Mr. BEAUDET: Yes.

Mr. FISHER: And you did not relate that to the change in the statistics?

Mr. BEAUDET: During 1954 it was dropping but not sufficiently dropping to indicate definitely they were not collecting at all from passengers. Do you understand what I mean?

Mr. FISHER: Yes.

Mr. SMITH (*Simcoe North*): May I pose one question to the minister. Mr. Hees, under your responsibility as Minister of Transport you have many employees who are appointed through the civil service commission and many who are appointed outside that commission?

Mr. HEES: Yes.

Mr. SMITH (*Simcoe North*): In your experience have you found that those appointed through the civil service commission are any more or less efficient than those appointed outside the commission?

Mr. HEES: No.

Mr. CHEVRIER: Mr. Chairman, may I ask a few questions of the minister and then of the chairman of the board if I may. I think you have stated, sir, to Mr. Fisher that you were able to find no evidence of dishonesty in connection with the operation of the Jacques Cartier bridge, and I think you also have stated that following investigations by the harbour police and the Canadian National Railways police you were able to find no irregularities, to use the words you already used in the House of Commons?

Mr. HEES: No; I would not say that. When you speak about irregularities it is well known that there were reports of inefficiency. As I said, neither the Royal Canadian Mounted Police nor the C.N.R. police provided the National Harbours Board with evidence upon which charges of dishonesty could be laid.

Mr. CHEVRIER: That is about what I was trying to get from the minister. I think you also used the word irregularities, but I will not make a point of that. Following that up the department issued a press release dated November 24, 1959, which I take it the minister has seen. It gives the three main reasons responsible for the increase in the toll collections, namely, the addition of a fifth traffic lane, the installation of automatic toll collection equipment, and the modern approaches.

I wonder if that press release could be filed as an appendix, if it has not been done.

Mr. HEES: I would have no objection to that.

As I remember the press release, it was never asserted by the National Harbours Board or myself that those were the only causes which might have contributed.

Mr. CHEVRIER: I am not suggesting that.

Mr. HEES: But that those were three causes that would contribute to an increase in tolls.

Mr. CHEVRIER: If I may, I will read the paragraph:

> The three main factors responsible for the more favourable showing the board listed as the addition of a fifth traffic lane opened last June, the installation of automatic toll collection equipment early in September, plus the modern approaches on the south shore side of the bridge.

Then it goes on with not giving any additional reasons, but I am not concluding from that that there were not additional reasons.

Could we have this filed as an exhibit?

The VICE CHAIRMAN: Is that agreeable to the committee?

Some Hon. MEMBERS: Agreed.

Mr. CHEVRIER: Then, may I ask the minister if he considered the administration of the affairs of the National Harbours Board as a responsibility of his?

Mr. HEES: Well, as the hon. member knows, having been a minister of this department, this is a very, very large department, and the minister is responsible for the over-all operation of everything that goes on in the Department of Transport. But he knows perfectly well that no Minister of Transport would ever have the time to personally look into all the details of all the administration of all the operations for which he is responsible, because there just are not enough hours in the day or days in the week to do so.

Mr. CHEVRIER: I certainly will not have any fault to find with that answer.

Let met put it this way. Would the minister make a distinction between his responsibility for the Department of Transport and his responsibility for a crown corporation such as that of the National Harbours Board?

Mr. HEES: Yes, there is certainly a difference. The minister is much more intimately responsible for the operations of the Department of Transport, proper, than he is for the operations of the crown corporations under the jurisdiction of the Minister of Transport.

Mr. CHEVRIER: May I proceed a step further and ask this. For instance, does the minister put the Canadian National Railways and the National Harbours Board, both of which are crown corporations, within the meaning of the Financial Administration Act—does he put those in the same group, in so far as his responsibility is concerned?

Mr. HEES: I would think so, roughly.

Mr. CHEVRIER: In other words, the minister speaks for those two crown corporations in the House of Commons. He speaks for the Canadian National Railways and he speaks for the National Harbours Board, and he is not responsible for the internal management or administration of either the Canadian National Railways or the National Harbours Board.

Mr. HEES: That has always been my understanding.

Mr. CHEVRIER: Then, may I go a step further—

Mr. JOHNSON: Who was responsible in 1957?

Mr. CHEVRIER: —and ask Mr. Archer—

Mr. HEES: I would like to go over that again. The minister is responsible for the operation of those crown corporations in that he reports for them to parliament, but I do not think anybody would hold him responsible for the day to day detail administration of all details concerned with their operation.

Mr. JOHNSON: Would he be held responsible for a situation which lasted 30 years?

Mr. CHEVRIER: I am trying to establish the difference between a department of government and a crown corporation, and I though I had established it.

Mr. CAMPBELL (*Stormont*): Is there not a variety of crown corporations, and do they not all differ in different respects.

Mr. CHEVRIER: The minister has stated that in so far as these two are concerned, which I have mentioned, that he thinks there is no difference, and I am not quarrelling with him. I am trying to establish a situation which I am sure has existed over the years and still exists, but which I do not think has been brought out thus far. I was going on to ask this further question. Is it not a fact that the minister has no direct control over the affairs of the Canadian National Railways?

Mr. HEES: That is correct.

Mr. CHEVRIER: Neither has he any direct control in the affairs of the National Harbours Board.

Mr. CAMPBELL (*Stormont*): May I ask a supplementary question apropos of this?

Mr. CHEVRIER: Well now, I allowed Mr. Fisher to go on and did not interrupt him. I am sure the hon. member will be given an opportunity after I have completed my questions.

Mr. JOHNSON: He was on employment and not on general policy.

Mr. CHEVRIER: Mr. Fisher has been asking these questions all afternoon. Is there any difference between the questions asked by one member and another member?

Mr. JOHNSON: Yes. He was looking for the truth and you are looking for headlines.

The VICE CHAIRMAN: Continue, Mr. Chevrier.

Mr. CHEVRIER: I can assure my hon. friend that I am looking for the truth as much as he is and, as a member of parliament I am responsible equally as he is. We on this side are certainly responsible, as members of parliament. There is not only the one group of members. I believe all the members have their responsibility at heart in this connection, as they have in other matters.

May I proceed to another question, which I would like to direct to Mr. Archer. It has to do with employment.

The VICE CHAIRMAN: Proceed.

Mr. CHEVRIER: On page 13 of the brief, which you filed, you do say something about employment of personnel and, while it is general, I would like to get some additional details before I go to further questions.

Would you be good enough to tell us what were the qualifications for the employment of toll collectors from the moment you took office.

Mr. ARCHER: I can file those.

Mr. CHEVRIER: Yes. Well, could you tell us verbally if these toll collectors were selected through the initiation of the board, for instance? Were ads put in the papers in Montreal?

Mr. ARCHER: I do not think any ad was inserted in the papers in Montreal. As I mentioned this morning, the responsibility for employment of the personnel was delegated years ago, these men were under bargaining agreement, and everyone under bargaining agreement is the responsibility of the port manager. I do not think we advertised for those. There were always sufficient applicants to qualify for the job, and they put in their application to the personnel officer in Montreal.

Mr. CHEVRIER: I think it has been said in evidence that there were three qualifications required: intellectual, physical and police record.

Mr. ARCHER: That is for toll officers. We changed the qualifications when we switched from the manual to the automatic.

Mr. CHEVRIER: I am dealing now with the qualifications which existed prior to the installation of the automatic equipment. Could either you or Mr. Beaudet give me that information.

Mr. ARCHER: Well, Mr. Beaudet could answer that question. I knew they required about 80 per cent on a test, that they required eighth grade, that they had to have no physical defects and were physically fit. However, perhaps Mr. Beaudet could answer that in more detail.

Mr. CHEVRIER: Would you mind answering my question.

Mr. BEAUDET: I think Brigadier Archer has stated most of the qualifications. There is not much to add. However, I would like to repeat them. First of all, physical conditions—the applicant had to be a man of a standard height, two arms and two legs; and the man had to pass an educational test. I filed a copy of this test this morning.

Mr. CHEVRIER: Did he have to have the equivalent of a grade eight education?

Mr. BEAUDET: Yes; he had to have the equivalent of an eighth grade schooling.

Mr. CHEVRIER: May I interrupt again. Is grade eight required in the case of the police force of the National Harbours Board?

Mr. BEAUDET: Correct.

Mr. CHEVRIER: Then, would you go on from there.

Mr. BEAUDET: In connection with the educational test, we required 80 per cent of the points in order to consider the man as an eligible applicant. There is nothing else I can add. Of course, there was also the matter of checking the past record of the man.

Mr. CHEVRIER: Well, that is the police record?

Mr. BEAUDET: Not only the police record, but what his record was with his previous employer.

Mr. CHEVRIER: I see.

Mr. BEAUDET: Whether he was with the previous employer a satisfactory employee.

Mr. CHEVRIER: Was that done by the superintendent of the bridges, or was that done by yourself?

Mr. BEAUDET: It was done by the supervisor of toll collectors. If there were any cases of doubt the harbour police was required to make a further investigation. In other words, if the references from the previous employer were not satisfactory in the mind of the supervisor of toll collectors, he would pass this information on to the harbour police with a view to trying to obtain a more definite recommendation.

Mr. CHEVRIER: Did you yourself have a meeting with the superintendent of the bridge, as to the men you would select to fill the vacancies that arose from time to time; or how was that done?

Mr. BEAUDET: No. When I was port manager it was the responsibility of Mr. Clement, after he was appointed, to bring to me a definite recommendation for the employment of one man. I would concur with his recommendation, and that would confirm the appointment.

Mr. CHEVRIER: Did the fact that the person chosen was recommended by anyone in particular have any bearing upon his selection?

Mr. BEAUDET: No, I said that many times.

Mr. ARCHER: I would like to say a word there. I did give definite instructions that men are going to be hired on qualifications.

Mr. CHEVRIER: You have explained what the custom or practice was. Did that custom or practice—call it what you will—continue from the time you were appointed until now?

Mr. BEAUDET: Appointed as port manager?

Mr. CHEVRIER: Yes.

Mr. BEAUDET: Yes.

Mr. CHEVRIER: And the manner of selecting these collectors is the same now as it was then?

Mr. BEAUDET: No. With the automatic toll equipment we have—

Mr. CHEVRIER: I said "collectors". I did not say "toll officers".

Mr. BEAUDET: Yes. The answer would be "yes" if you refer to toll collectors.

Mr. CHEVRIER: Yes.

Mr. BEAUDET: Yes.

Mr. CHEVRIER: When the toll officers came into being—that was with the installation of the new toll equipment system—was there a change in the qualifications? You say in your memorandum there was, but I wonder if you would not outline a little more in detail what these changes were—the intellectual qualifications?

Mr. BEAUDET: I am reading from the brief that we have submitted—on March 14, 1960.

Mr. CHEVRIER: What page?

Mr. BEAUDET: Page 34.

Mr. CHEVRIER: I have not that.

The VICE CHAIRMAN: This is in the evidence of the Railways, Canals and Telegraph Lines.

Mr. HEES: Proceedings No. 3.

Mr. CHEVRIER: I have a copy of that now. What page?

Mr. BEAUDET: Page 34.

> Physical requirements are those of the Montreal Police Department. The minimum age is nineteen years and maximum age thirty-five years, with the exception of those with active service overseas, in which cases the maximum age is fifty-five years. Candidates must obtain a minimum of 60 per cent of a higher written intelligence test—

In other words, the test for toll officers is much higher than that of toll collectors.

Mr. CHEVRIER: What is the grade requirement? What grade must an individual have before being considered for a new post?

Mr. BEAUDET: I think it is the ninth grade.

Mr. CHEVRIER: So it is one grade higher than it was before?

Mr. BEAUDET: Correct.

Mr. CHEVRIER: May I repeat this question which I asked earlier? Who determined the choice of the new appointee?

Mr. BEAUDET: All applications were received in the personnel department. The personnel department would arrange to have the examination—all necessary examinations, including the medical one, if other tests had been passed, and made the first selection—that is, of the eligible and non eligible applicants.

Mr. CHEVRIER: This is the personnel department in Montreal?

Mr. BEAUDET: That is correct. When there was a vacancy the superintendent of bridges would then look over the list of eligible applicants, from his own personal investigation would determine which one he considered the most suitable for the position; make a recommendation to me for the appointment of this person; and I would concur. This would conclude the appointment of the man.

Mr. CHEVRIER: Again I ask the question: did any recommendations have any bearing upon the selection of those who were taken on, any more than they did under the old system?

Mr. BEAUDET: No.

Mr. CHEVRIER: Now may I pass to another item, and that has to do with certain questions that were asked concerning pilferage. Perhaps I could direct this to Mr. Archer. This arises out of the article which you said you read in *The Saturday Evening Post,* I think it was.

Do you know of any method whereby pilfering can be discovered?

Mr. ARCHER: The only method we know is when we put in the automatic. You know the story about that.

Mr. CHEVRIER: Since the tests which were made, and referred to in your statement, over a period of years—several tests, three or four—discovered irregularities, I think, but not—

Mr. ARCHER: No evidence of dishonesty.

Mr. CHEVRIER: But no evidence of dishonesty, to use your own words, was there any other way in which you could have discovered this pilferage, if there was any pilferage, that you know of?

Mr. ARCHER: I certainly felt that by bringing in the R.C.M.P. that was about the best thing I could do to protect any of the revenue from the bridge and to detect any malfeasance.

Mr. CHEVRIER: There was a question asked in connection with traffic figures and the trend, which was on the increase. Is there a traffic officer in the National Harbours Board?

Mr. ARCHER: Yes, there is.

Mr. CHEVRIER: Is there a person whose responsibility it is to deal with traffic figures and trends of traffic?

Mr. ARCHER: Yes, there is one, but I do not think—the traffic of the Jacques Cartier bridge is in a different category. It is the traffic officer, mainly, with respect to cargo and traffic over our facilities.

Mr. CHEVRIER: What you are telling me now is that the traffic officer of the National Harbours Board does not necessarily deal with the traffic trends on the harbour bridge, on the Jacques Cartier bridge, is that it?

Mr. ARCHER: Yes.

Mr. CHEVRIER: But he deals with other traffic figures affecting the National Harbours Board. Is there anyone whose responsibility it is, in the National Harbours Board, either here in Ottawa or in the Montreal office, to deal exclusively with this trend of traffic?

Mr. ARCHER: In the Montreal office the port manager and superintendent on the bridges.

Mr. CHEVRIER: Both of those do watch for these trends, either increases or decreases, in the number of cars, passengers and trucks, as the case may be?

I do not know, Mr. Chairman, whether it is your intention to adjourn at five o'clock?

The VICE CHAIRMAN: There are a couple of members who have been waiting all day to get their questions in.

Mr. CHEVRIER: I will not insist upon continuing, and perhaps I should yield again to them. I waited almost 45 minutes while questions were being asked by others, but I will yield to them. However, I would like to go on at a later date.

The VICE CHAIRMAN: Mr. Drysdale, then Mr. Johnson.

Mr. DRYSDALE: Mr. Beaudet, I would like to ask you one question first: what is your definition of "malfeasance"?

Mr. BEAUDET: My mother tongue is French of course. I certainly would not like to give it an interpretation which is not correct.

"Malfeasance", in my mind, is probably not as bad as "misappropriation of funds," but is pretty close to it.

Mr. DRYSDALE: Could you give, perhaps, an illustration? I know the difference in your tongue, but Mr. Fisher used the word "malfeasance", on six or seven occasions; you used it once today, and Mr. Archer used it once today.

I wanted to be sure—or, at least, I wanted to know in what sense you were using this particular word. I am not being critical of the difference in French and English. I just want your understanding of the word. Could you elaborate a little further, perhaps?

Mr. BEAUDET: Thank you.

Mr. DRYSDALE: I would like to have your understanding of the word. Would you mind elaborating on it a little further, perhaps?

Mr. BEAUDET: I would say that it indicates misappropriation of funds.

Mr. FISHER: When are we going to adjourn, Mr. Chairman?

The VICE CHAIRMAN: At 5:30, I think.

Mr. JOHNSON: I would like to ask Mr. Beaudet a question.

The VICE CHAIRMAN: Are you finished yet, Mr. Drysdale?

Mr. DRYSDALE: I asked one question, and they ask me if I am finished. I wonder if it would be possible to get the regulations under which the collectors operated?

Mr. BEAUDET: You mean the old regulations or the new ones?

Mr. DRYSDALE: Yes, please, if it would be possible to have them, and I would like to get a complete list of all the investigations made by any investigating body. You have mentioned the C.N.R. investigators and you have mentioned the R.C.M.P.; and Mr. Lande in his report mentioned a private investigating body which I understand is different from those other two. I would like to have the report in addition on the matter of the summary.

The VICE CHAIRMAN: Mr. Archer.

Mr. ARCHER: I have been discussing the matter of the filing of these documents. We are going to do our best to produce them, although we cannot produce them for Thursday morning. Mr. Beaudet would have to go back to Montreal and work tonight and then probably all day tomorrow, and then come back here and sit in the committee on Thursday morning, so I took the responsibility on myself of telling the committee that he is not going to Montreal tomorrow. The port of Montreal is already open and we are starting business, but I want to tell the committee that I do not think we can produce all the statements for Thursday morning, but later on. I would like the committee to know that we will do our best, but we just can't see our way clear to producing it all for Thursday; and there might be some delays in the production of some of it.

Mr. DRYSDALE: We will be finished by Thursday, and you will have an opportunity to look for it while we are looking at the Canadian National Railways report and the T.C.A.

Mr. BEAUDET: Would you be satisfied with a summary of this rather than a copy of these investigations? On the matter of checking the vehicles, for example, I imagine we would have five or six hundred reports, which would mean if you duplicated them by 125 copies, it would make quite a substantial amount of paper.

Mr. DRYSDALE: What I am primarily interested in—perhaps this matter of investigating these reports might have eventually to be left to the steering committee—but I am trying to get the basic data on which we can examine into the situation. I am not satisfied, for example, in this appendix C on page 92 with the summary of the report. I would like to see the complete report of the Canadian National Railways investigation for each of these years, and in June and July, 1934, and as to who the investigators were, and how the investigations were made. For example, you seem to oscillate back and forth. The first one is for June and July 1934 and that appeared to be an investigation of cash fares. There is no mention of how many toll collectors were investigated at that particular time, or whether all of them were investigated, or perhaps just two or three.

And in contrast with that of October, 1938, you seem to go into an investigation of commutation tickets. There has been a change in the routine between cash and commutation tickets. I would be interested to know why commutation tickets were investigated at that particular time. We know that you perhaps might table the answer on this point. You say on page 31 that, "As a further safeguard the port manager of Montreal, as early as 1934 arranged with the investigation department of the C.N.R. to make periodical checks of the toll collectors without any prior notice..."

It is not too clear from that particular statement as to whether this was a sort of blanket investigation or not. In other words, were they instructed in 1934 to make that investigation, and then was it continued periodically at the C.N.R.'s initiative, or how were instructions given to the C.N.R.? Perhaps to clarify that point Mr. Beaudet has testified in evidence that Mr. Clément has been responsible for initiating the investigations. I would like to have the details of how Mr. Clément initiated these investigations? You have mentioned at one time that you did not have perhaps the time to analyze reports. I would like to receive complete reports on these investigations. I realize that there is a fair amount to be done there, but I think it is important to have that as background material.

Mr. SMITH (*Calgary South*): Could we have the answer to that joke too, "Why are you driving an old Oldsmobile instead of a Cadillac"?

Mr. BEAUDET: I would like to answer the question.

Mr. CAMPBELL (*Stormont*): I would like a list of all those who are driving Cadillacs.

Mr. BEAUDET: First of all there is a general statement which I would like to make. Our understanding with the Canadian National Railways has been that the report of their investigation was made available to the National Harbours Board on one condition, that the name of the investigators would never be divulged. The committee of appeal tried very hard to have the names divulged. We did not divulge them; and unless this committee insits that the names and a complete report of the investigation be filed, I personally think they should not be filed. I could, however, give you as much information on a greater summary, giving the number of cases, the number of collectors that have been checked, the number of checks on each collector and the results of

them, in tabular form. But as to filing the complete report, with the names of the investigators—

Mr. DRYSDALE: We could use the method that the Income Tax Department used to use; we could have "X" as the investigator. That would satisfy me.

Mr. BEAUDET: Only typical ones, or do you want every one of them with the "X"?

Mr. DRYSDALE: I think I would like every one with the "X". If some of those reports look like making an extremely heavy physical job, if you could state the reasons why it would be difficult and file them with the steering committee, then we could investigate it.

What I do not understand, quite frankly, is that all through there is mention of the C.N.R. investigation and the R.C.M.P., but then when you really wanted to, shall we say, "nail" somebody there is what Mr. Lande describes as "a well-known professional investigating service" where some eight to ten investigators carried out 50 checks. Was this the first time this was done?

Mr. BEAUDET: He refers to the C.N.R. investigation there, I think.

Mr. DRYSDALE: It he refers to the C.N.R. investigation, then the number of checks does not correspond. He said, on page 84, that some eight to ten investigators made 50 checks, approximately—50 checks each—which would be quite different from the 85 checks referred to on page 93.

Mr. BEAUDET: Why not ask Mr. Lande this question? Where did he get his information? The only thing I can say is that he refers to the C.N.R. investigation. If these figures do not jibe with ours, probably Mr. Lande could prove them. You could ask the question of Mr. Lande.

Mr. DRYSDALE: There is an obvious difference between your statement on the summary on page 93 of August-September, where you say there were 85 checks, and then it comes out in this report—which as far as we see has never been questioned to date:

> The evidence submitted on behalf of the employer shows that a well-known professional investigating service...

That is a funny way of describing the C.N.R.

> Carried on spot checks during the months of August and September, 1958, that some eight to ten investigators were used, each one averaging some 50 trips across the bridge for this purpose. Summaries of the written reports of these investigators for each specific charge were given to the union...

Mr. ARCHER: That is the C.N.R. survey.

Mr. DRYSDALE: Why is there the difference between the number of checks? You have, in August-September, 1958, some 85 checks.

Mr. ARCHER: We can check the number. You might have to ask Mr. Lande. It might be his report that is wrong.

Mr. DRYSDALE: I would suggest, Mr. Chairman, that perhaps we should have Mr. Lande called, possibly on Thursday.

Mr. BEAUDET: I have not finished answering the question.

Mr. DRYSDALE: I am sorry, but I just wanted to get some of these things straight. I move, Mr. Chairman, that Mr. Lande be called.

Mr. PRATT: I second the motion.

Mr. DRYSDALE: He has already indicated to the committee that he would like to be called.

Mr. CHEVRIER: Are we going to decide this question here, or in the steering committee?

Mr. DRYSDALE: We will decide whether Mr. Lande be called, but it is a question of timing. There is an obvious discrepancy, as I said, between the checks. One of the most important ingredients, to my mind, is as to what checks were made to try and ascertain if any funds were being misappropriated on the bridge. I am trying to get this in complete detail. There has been, to date, only mention of the C.N.R. and the R.C.M.P., as far as investigating is concerned. Then Mr. Lande comes in and says there have been some eight or ten investigators The figures are so far apart there seems to be some difficulty. I think it is important to get it straightened out.

Mr. CHEVRIER: I agree. The only point I am raising is are we going to decide now that the committee here will call witnesses—or is that going to be left, as I understood it would be, to the steering committee? The steering committee has a list of the names. Some of the names are from Mr. Fisher, some from myself and some from others. It does not make any difference to me, but I thought we had decided that the steering committee should determine who are going to be called in the near future.

The VICE CHAIRMAN: The steering committee have prepared a list. Mr. Lande is on that list, and it is being cleared with the Department of Justice as to which witnesses should be called.

Mr. DRYSDALE: There is no indication of a plan as to which witnesses will be called and as this situation is raised I was suggesting that Mr. Lande be called.

Mr. BEAUDET: The investigation by the C.N.R. covered quite a number of employees, probably all the toll collectors. However, Mr. Lande was dealing with only eight toll men and the reports on the eight toll collectors we had dismissed. So the report on the eight toll collectors amounted to some 50 reports while the total of the C.N.R. investigation in 1958 was 85.

Mr. DRYSDALE: What does 85 checks mean?

Mr. BEAUDET: 85 reports by the C.N.R. investigator.

Mr. SMITH (*Calgary South*): Could I ask through the Chair—and this is in relation to Mr. Drysdale's question—whether or not the steering committee have come to any conclusion as to the programming of the committee's examination from this point on? Are we going in any particular direction?

The VICE CHAIRMAN: Unfortunately, I am not a member of the steering committee. Mr. Fraser is away this afternoon. Probably some other member could indicate the plan of the steering committee.

Perhaps Mr. Drysdale would be able to tell us.

Mr. DRYSDALE: I do not think the subcommittee, aside from naming the various witnesses and indicating that Mr. Lande is being called, has any particular plan. I think it is left pretty well up to the committee members.

Mr. SMITH (*Calgary South*): May I make a suggestion to the steering committee. The steering committee might wish to review what has taken place thus far in an attempt to clarify and dissect the areas on which they wish further discussion. We should have some sequence in the examination of the witnesses and ascertain when witnesses would be required. I think this would be very helpful to the committee members.

Mr. JOHNSON: Mr. Chairman, we first agreed in the steering committee, if I recollect correctly, that we would start on Mr. Archer's report, complete it and then start on other questions. We did not get to the second page of Mr. Archer's report and we do not know exactly where we are going. On Thursday, we could go back to Mr. Archer's report if we cannot have Mr. Lande here at that time. Could we agree in this committee that we have Mr. Lande called by the chairman on Thursday?

The VICE CHAIRMAN: We have a wire from Mr. Lande indicating he will be available by the end of the month.

Mr. CHEVRIER: Why do we not call a meeting of the steering committee tomorrow and we can discuss this more quietly?

Mr. DRYSDALE: I am agreeable to that, but Mr. Beaudet has now indicated by his statements that the summary is on a different basis. I wonder if on the ones he had something to do with he would put them on a comparable basis—how many crossings there were of the bridge, and the total number of toll collectors? In other words find out how many times each toll collector was actually checked.

Mr. BEAUDET: I had not finished answering the questions. The understanding also of the Canadian National Railways regarding these checks—as I have it from my predecessor, because there is absolutely nothing in writing on our files in that matter—was that the Canadian National Railways were to make a check on our bridge every time they would make a check on the Victoria bridge. However, coming back to one other question, where you asked how come we asked the C.N.R. in 1956, 1957 and 1958. Over and above the checks they were making on the Victoria bridge we asked the C.N.R. investigator, not in writing, but on the telephone—

Mr. DRYSDALE: Who are "we"?

Mr. BEAUDET: That is Mr. Clement. I said this in the proceedings earlier. Mr. Clement would come to me and tell me that maybe it would be advantageous to have a check made. I would tell Mr. Clement that I entirely agreed with him and to please make the arrangement with the C.N.R. investigators. Mr. Clement would then telephone the chief of the Canadian National investigation bureau and ask that an investigation be carried out as soon as possible, without stating the date. Neither I nor Mr. Clement wanted to know when the investigation would start or end. Does that clarify it?

Mr. DRYSDALE: In other words then, the C.N.R. investigations of their own Victoria bridge were only carried out every four to six years?

Mr. BEAUDET: That I cannot answer.

Mr. DRYSDALE: If you do not know, how do you know that the investigations were made at the same time they checked their own bridge?

Mr. BEAUDET: I am just telling you what I have received from my predecessor, which is not in writing—that the C.N.R. had agreed to make an investigation of our bridge every time they were making one on the Victoria bridge.

Mr. DRYSDALE: But you did not know, of your own personal knowledge, what was being done in that particular situation?

Mr. BEAUDET: No. They might have investigated our bridge and not placed a report, if they did not find anything wrong.

Mr. DRYSDALE: Have you any idea how long a time elapsed after Mr. Clement would place a request before the investigators came on? Do you know those dates?

Mr. BEAUDET: Was a record of the dates kept?

Mr. CLÉMENT: No, I was not keeping any record of that.

Mr. DRYSDALE: Would it be one week or two weeks?

Mr. CLÉMENT: I would say maybe two weeks.

Mr. DRYSDALE: Within two weeks?

Mr. CLÉMENT: Yes. I used to call the investigator in charge and tell him to make his investigation, without giving any date. It was entirely up to him to decide at what time his men were available, in the first place and,

secondly, it was well understood that I was not to be informed of this date on which checks were made. However, I would say that generally it did not take too much time between the time I called upon him to make these checks and the time they made them. I would say maybe two or three weks; but I cannot give any exact time.

Mr. DRYSDALE: Have you any idea why it took so long to request an investigation, say from 1946 to 1952? You came in in 1957 as assistant manager. And from 1952 to 1957?

Mr. BEAUDET: From 1946?

Mr. DRYSDALE: The one investigation was February and March, 1946; the next was September, 1952.

Mr. BEAUDET: Well, this will come out if I go into the complete detail of the investigation.

For the first question, the answer is no. I do not know why there was such a spread. For the second one, I know. We had quite an extensive investigation of our own which I put out by sending a letter to our own chief of police in February, 1955.

Mr. DRYSDALE: But you said in earlier testimony that they were not equipped to do investigating work.

Mr. BEAUDET: Only in special cases, and I considered this a special case. I wanted to have a different type of investigation.

Mr. DRYSDALE: What is a special case? For example, how does it differ from the other situation?

Mr. BEAUDET: The C.N.R. was investigating actually on passengers and cars; I wanted to investigate further, particularly in connection with trucks.

Mr. DRYSDALE: Was the C.N.R. instructed to examine commutation tickets on one check and cash fares on the other?

Mr. BEAUDET: No. They were a police force, and it was up to them to carry on the investigation in accordance with what they considered the best practices, and to make sure the tariff was properly applied.

Mr. DRYSDALE: You had the history of certain difficulties that had happened over the bridge: would it not seem reasonable to give them some direction as to what you thought they might look for?

Mr. BEAUDET: We had at various times discussed with the C.N.R. some various means of investigation. They would outline to us what they thought they could do, and I do not recall any instance where I would have objected to any method which they proposed to employ for investigation.

Mr. DRYSDALE: In view of the fact that on every investigation there was a substantial number of infractions—almost 75 per cent infractions of the rules and regulations—would that not seem to be an indication to either yourself, as assistant manager, or as then port manager, that investigations should be carried out more than every five to six years.

Mr. BEAUDET: When I was port manager?

Mr. DRYSDALE: To start with, when you were assistant?

Mr. BEAUDET: When I was port manager.

Mr. DRYSDALE: But you were assistant, to start with?

Mr. BEAUDET: When I was assistant port manager. I was interested in the bridge around 1952, at the time there was one investigation. When I became port manager, in 1954, I had our own police carry out quite an extensive one.

Mr. DRYSDALE: But you came in 1947?

Mr. BEAUDET: Then in 1956, 1957, 1958 and 1959 we had an investigation by the C.N.R.

Mr. DRYSDALE: But you came on to the bridge on January 16, 1947?

Mr. BEAUDET: Yes.

Mr. DRYSDALE: As assistant port manager?

Mr. BEAUDET: Yes.

Mr. DRYSDALE: There was an investigation in February and March, 1946: and then another one in September, 1952. There was a period of six years, and you had the history, which was when there had been infringements of the rules. Did not it seem to you to be imperative to have at least a yearly check of the bridge by the C.N.R. investigation department? If not, why not?

Mr. BEAUDET: As I said a minute ago, I was appointed in 1947, to start with.

Mr. DRYSDALE: That is right.

Mr. BEAUDET: It took me three to four years before I could feel my way in Montreal harbour. I said many times, this is a big business. I think members of the committee should come down to Montreal and see what is the operation of the port. We operate grain elevators, railway, and cold storage warehouses. It is a large organization. It took me—and I am not afraid to admit it—three to four years before I could familiarize myself with all harbour operations and the bridge.

Mr. DRYSDALE: Could you just answer my question?

Mr. BEAUDET: Could I finish my answer, please?

Mr. DRYSDALE: Please do.

Mr. BEAUDET: It was only in 1952 that I was requested by the then port manager to look more closely into the Jacques Cartier bridge operations. So I could not answer your question why there was no investigation made between 1946 and 1952.

Mr. DRYSDALE: Who, during the period from 1947 to 1952, would be responsible for the administrative aspect of the Jacques Cartier bridge?

Mr. BEAUDET: More closely, P. J. Brown, port secretary.

Mr. DRYSDALE: That is the person who was dealing with the administration. Is that the person that would initiate any C.N.R. investigations for that period?

Mr. BEAUDET: Yes.

Mr. DRYSDALE: During the period from 1947 to 1952 you had nothing to do with it?

Mr. BEAUDET: Correct.

Mr. DRYSDALE: That is the situation?

Mr. BEAUDET: Yes.

Mr. DRYSDALE: Thank you.

Mr. BEAUDET: I have not yet finished answering your question.

Mr. DRYSDALE: I am sorry.

Mr. BEAUDET: You asked for the filing of a number of documents. I must repeat—and I hate to have to repeat it, but Montreal harbour is now open, and, as a matter of fact, there is a ship in, and there will be very many more very soon. We do not carry extra staff just in case there is to be an investigation. The documents we have produced—and I think we have produced them pretty fast—put on my staff a terrific burden.

I feel, in what you ask, there is a number of documents that have absolutely no importance. I do not object to filing them, but, however,—and I would make this request—it would not be so bad if we could produce them

in five or six copies—and they are reproduced in the proceedings for everybody to see—rather than have to prepare 125 copies, like we have been doing so far.

Mr. DRYSDALE: Mr. Beaudet, the point in my mind is that this appendix C, the summary report of the investigations, is to my mind of prime importance. For June, July, 1934, you have a summary of about four lines.

There has been, right from the beginning of the investigations infringements of the regulations, and there has been the opportunity for people to take away a considerable amount of money, if they sought to do that.

What I am trying to get is the most thorough information possible on what was done with respect to these investigations, because there is almost an implication of either indifference or negligence on the part of the harbours board during the tremendous periods—from four to six years—when there was no investigation carried on. Yet every investigation, time after time, has shown there has been a very high proportion of irregularities which would put any harbours board, I would suggest, on its guard.

Mr. BEAUDET: I will be prepared to file as much information as I can gather from our file on the matter, in a comprehensive form, so you would know how many people were checked, how many checks were made, what the checks consisted of, primarily. Is that satisfactory?

Mr. DRYSDALE: Yes. I am suggesting this in your own interest, because as it appears now there is no other conclusion that can be drawn other than that there has been complete negligence or indifference as to whether there were any infractions and as to whether there was any money disappearing.

Mr. BEAUDET: In 1934, that is not of much interest to me then.

Mr. DRYSDALE: But that has established the pattern right up even to the time you came in, yet from 1946 until 1952 there was a period of six years when no investigations were conducted, despite these previous investigations. In other words, it appeared that either you were condoning it or you were indifferent, or there was negligence.

Mr. BEAUDET: From 1946 to 1952, I regret to say, I was not in charge.

Mr. DRYSDALE: I know you were not, but I am trying to ascertain—I assume in your capacity as assistant port manager you would have some awareness as to what was going on with reference to the Jacques Cartier bridge?

Mr. BEAUDET: From 1952, yes.

Mr. DRYSDALE: Not from 1947 to 1952?

Mr. BEAUDET: No. I explained that a few minutes ago.

Mr. DRYSDALE: From 1947 to 1952 there was a period of five years?

Mr. BEAUDET: Yes, and I could show what investigation was carried out during that time.

Mr. DRYSDALE: I do not want to take the time of the committee, but I think it is important, because as it stands...

Mr. BELL (*Saint John-Albert*): I move we adjourn.

The VICE CHAIRMAN: Would it be satisfactory to have half a dozen copies of that evidence produced, and then it could be printed in the proceedings, rather than have 100 or more produced?

Mr. DRYSDALE: I would like to see it referred to the steering committee, so that we could be in a position to analyse what is relevant and what is not.

Mr. BEAUDET: We could produce ten.

Mr. BELL (*Saint John-Albert*): In that same connection, can we be assured the steering committee will meet and plan the strategy for this committee? We want to know where we are going, and at the moment it is hard to determine

where the line of questioning is going. We should have a pattern for the witnesses, and finish each one, and then go on to something else and decide what documents are particularly important, because we are getting pretty well weighed under with material now.

The VICE CHAIRMAN: The chairman is away this afternoon and I think he will be back tomorrow afternoon.

The CHAIRMAN: If the chairman is not back by tomorrow afternoon, I shall meet with the steering committee to try to get these things arranged for Thursday, when he will be back to take over.

There will be a meeting of this committee tomorrow morning at 9:30, but we will then be taking up private bills, the Matador Pipe Line Company and the Eastern Telephone and Telegraph Company.

The meeting stands adjourned.

THE FOLLOWING IS THE TEXT OF THAT PART OF THE COMMITTEE'S PROCEEDINGS CONDUCTED IN THE FRENCH LANGUAGE

ON TROUVERA CI-DESSOUS LE TEXTE DE LA PARTIE DES DÉLIBÉRATIONS DU COMITÉ QUI S'EST DÉROULÉE EN FRANÇAIS

COMITÉ DES CHEMINS DE FER,

CANAUX ET LIGNES TÉLÉGRAPHIQUES

(*Page 163*)

M. PIGEON: D'abord . . .

* * * *

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M. PIGEON: D'abord, je veux vous remercier de me permettre, monsieur le président, de poser des questions en français et d'avoir ainsi accédé à ma demande.

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M. PIGEON: Monsieur Beaudet, depuis que vous êtes "en opération", depuis que vous avez cette position, que vous occupez ce poste . . . depuis, enfin, que vous occupez cet emploi au port de Montréal, est-ce que nous pourrions avoir, pour chaque cas d'employé qui est mentionné à la page 98 et à la page 99, pour chaque cas d'employé qui a été suspendu, qui a "résigné" ou qui a été transféré, les lettres de recommandation qui ont été adressées par les députés ou le ministre, et même les lettres qui ont été adressées par les députés, les lettres de demande de "reconsidération", lorsque la personne a été suspendue ou transférée, pour chacun de ces cas?

M. BEAUDET: M. Pigeon, je crois que ces lettres me sont adressées: "personnelle et confidentielle".

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M. BEAUDET: Alors, je ne crois pas que l'on devrait produire ces documents.

M. PIGEON: Monsieur Beaudet, je crois que dans l'intérêt du comité, il serait essentiel que nous ayons des photocopies de ces lettres de recommandation depuis que vous êtes "en office", et pour chaque cas.

M. BEAUDET: Il me faudra évidemment m'en tenir à la décision du comité, mais je soutiens qu'il vaudrait mieux ne pas produire ces documents. Toutefois, je m'en tiendrai à la décision du comité.

M. PIGEON: Puisque ces employés, ces personnes ont été recommandées pour travailler, et bien, dans l'intérêt du public, dans l'intérêt du peuple canadien, il me semble qu'il serait essentiel et logique que nous ayons toutes les photocopies des lettres qui ont été adressées dans chaque cas mentionné ici. Est-ce que vous ne trouvez pas, monsieur Beaudet, que c'est là . . .

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M. PIGEON: Alors, je me soumets entièrement à votre décision, et j'aurais, en terminant, une question à poser, laquelle serait probablement utile pour la prochaine séance.

En 1956, monsieur Beaudet, vous avez commencé à étudier la situation pour voir s'il n'y aurait pas possibilité d'installer un système de perception automatique.

Est-ce que nous pourrions avoir, monsieur Beaudet, l'échange de correspondance qui a eu lieu dans le temps entre le ministère et vous-même à ce sujet?

M. BEAUDET: Je n'ai aucun document qui a été échangé entre moi et le ministre; je traite toujours exclusivement avec le Conseil des ports nationaux.

M. PIGEON: Est-ce que nous pourrions, monsieur Beaudet, avoir copie des notes qui ont été prises, lorsque le conseil a siégé à ce sujet-là?

M. ARCHER: Je répondrai que les documents relatifs aux débats entre le conseil et les hauts fonctionnaires ne devraient pas être rendus public. Autrement, cela entraverait toutes les discussions à l'avenir, mais nous avons soumis au comité un rapport des débats dans lequel on recommande... De toute façon, je crois que cela indique l'initiative là-dedans...

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M. PIGEON: Et en terminant, monsieur Beaudet, puisqu'il est logique, à mon sens, que la chose ne soit pas publiée,—et l'on a décidé de ne pas publier les lettres personnelles et confidentielles,—est-ce qu'il serait possible d'avoir les autres lettres qui n'étaient pas personnelles et confidentielles, pour chaque cas?

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M. BEAUDET: Il me fera plaisir de soumettre copie de ces lettres.

M. PIGEON: Pour chaque cas?

M. BEAUDET: Pour chaque cas.

M. PIGEON: Même pour ceux qui ont été transférés, et les recommandations qui ont été faites par après?

M. BEAUDET: Pour être plus clair...

M. PIGEON: Oui.

M. BEAUDET: Est-ce que vous pourriez me dire de quelle date à quelle date?

M. PIGEON: Depuis que vous êtes en fonction.

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M. PIGEON: Est-ce que ceux qui ont reçu des menaces ne devraient pas demander la protection des députés libéraux?

* * * *

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M. PIGEON: Devant le grand nombre de personnes qui ont été suspendues, qui ont "résigné" ou qui ont été transférées, en quelle année vous est-il venu à l'idée qu'il pouvait y avoir quelque chose d'anormal qui se passait dans la perception des billets?

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M. BEAUDET: A partir du moment où je suis devenu gérant du port, en 1954, et que j'avais la responsabilité de l'administration du pont Jacques-Cartier, je crois qu'il était de mon devoir,—je l'ai répété plusieurs fois,—de faire tout en mon possible pour protéger les revenus du pont.

Si monsieur le président me le permet, je puis entrer maintenant dans la question des vérifications additionnelles, en plus de celles qui ont été faites par le National-Canadien, et ceci jusqu'à la période de 1956, alors qu'une autre vérification a été instituée.

Je pourrais toutefois dire,—et il s'agit de l'expression d'une opinion et non pas d'un fait,—que les choses ont eu l'air de se gâter vers 1946 . . . 1956, pardon, alors que probablement il est venu aux oreilles des percepteurs qu'un système automatique serait installé dans un délai plus ou moins grand.

M. PIGEON: Si vous aviez décidé dans le temps, lorsque vous vous êtes aperçu que quelque chose n'allait pas, devant le grand nombre de suspension et des démissions, est-ce que, d'après vous, il aurait été logique dans le temps de faire installer tout de suite un système de perception?

M. BEAUDET: Pour installer une machine automatique, il fallait deux choses principales, plusieurs, mais deux principales. La première, il fallait changer le tarif, et la deuxième, la machine automatique devait exister.

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M. BEAUDET: Mais, en fait, c'est ce que j'ai fait, puisqu'en octobre 1956, j'ai recommandé au conseil l'installation du système automatique, que le conseil a approuvé en principe.

Un document, d'ailleurs, vous a été présenté à cet effet, qui donne tout le détail de ma recommandation.

M. PIGEON: Une dernière question, monsieur Beaudet. Si je me "réfère" à *La Presse* du jeudi 13 mars, il est dit ceci: c'est Me Lande, avocat, qui parle il dit:

> La preuve a démontré qu'il existait depuis plusieurs années une certaine élasticité de la part des personnes chargées de la surveillance des percepteurs.

* * * *

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M. PIGEON: M. Lande dit ici que . . .

> Depuis plusieurs années, il y avait une certaine élasticité de la part des personnes chargées de la surveillance des percepteurs. . .
> . . . lesquels n'appliquaient pas les règlements.

M. BEAUDET: Je n'ai pas lu cet article de *La Presse* et je crois que l'on pourrait demander à M. Lande lui-même d'expliquer ce qu'il a dit.

M. PIGEON: Élasticité. . .

M. BEAUDET: Élasticité de l'administration. . .

Monsieur le président, M. Lande n'est pas seul. . .

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M. PIGEON: Une autre question. Monsieur Beaudet, lorsque vous vous êtes aperçu qu'il y avait quelque chose qui ne marchait pas concernant la perception des deniers publics au pont Jacques-Cartier, en attendant l'installation du système de perception, est-ce que vous n'auriez pas eu dans l'idée d'adopter une autre méthode, afin qu'il y ait moins de perte d'argent?

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M. BEAUDET: De toute façon, pour continuer ma réponse, je crois qu'à partir de ce moment, de 1956, lorsque nous en serons à la question des vérifications, je pourrai démontrer que nous avons pris des mesures additionnelles pour empêcher, c'est-à-dire pour protéger les revenus... mais tant qu'à installer des machines telles que vous suggérez, il fallait avoir une machine qui puisse faire ce travail et avoir l'occasion et la possibilité physique de l'installer.

Je veux dire par là qu'en 1958, il s'agit du temps où il y avait énormément de travaux sur le pont Jacques-Cartier, en vue du "levage" du pont pour la voie maritime, pour la construction de la voie maritime.

M. PIGEON: Comme cela, d'après vous, monsieur Beaudet, à part de l'installation du système de perception, il n'y avait aucun moyen en 1954, lorsque vous êtes arrivé, il n'y avait aucun moyen d'être bien sûr qu'il n'y ait aucun coulage.

M. BEAUDET: Vous comprenez bien l'anglais, je crois...

M. PIGEON: Oui, un petit peu.

M. BEAUDET: Vous me permettrez de répondre en anglais. Cela sera peut-être plus rapide.

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M. PIGEON: Monsieur Beaudet, vous trouvez que les percepteurs sont supérieurs à une machine, même si les revenus, à la suite de l'installation de cette machine, sont supérieurs d'au delà d'un million de dollars par année? Pour six mois, il y a $530,000 d'augmentation.

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LIST OF APPENDICES

Appendix

"A" Harbour Commissioners of Montreal
By-law No. 90
Schedule of tolls, effective 2 May 1930.

"B" Harbour Commissioners of Montreal
By-law No. 90
Schedule of tolls, effective 1 August 1935.

"C" N.H.B. Tariff No. 600-450 Tariff of tolls, effective 1 December 1936.

"D" N.H.B. Tariff No. 600-450-1
Tariff of tolls, effective 15 January 1938.

"E" N.H.B. Tariff No. 600-450-2
Tariff of tolls, effective 14 January 1939.

"F" N.H.B. By-law Montreal B-12
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"G" N.H.B. By-law Montreal B-13
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"H" Application for employment.

"I" Application for employment Form No. 600/198.

"J" Application for employment Form No. 600/200.

"K" Copy of Educational Test for position of Toll Collector.

"L" Copy of Labour Agreement between N.H.B. and Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees covering General Forces which included toll collectors for period 20 August 1957 to 31 December 1958.

"M" Copy of Memorandum of Agreement between N.H.B. and Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station employees setting out the changes to the Labour Agreement filed as Document No. 12 for a period of three years, i.e., 1 January 1959 to 31 December 1961.

"N" Copy of letter addressed to the Brotherhood of Railway and Steamship Clerks, etc., by the Port Manager, on 12 August 1959, advising that the position of Toll Collector was to be abolished on or about 1 September 1959 when the new system of automatic toll collection would be placed in operation, and be replaced by a position of Toll Officer.

"O" Press release by National Harbours Board, November 24, 1959.

APPENDIX "A"

Harbour Commissioners of Montreal

BY-LAW No. 90

Montreal Harbour Bridge

General Regulations and Schedule of Tolls

Approved by Order-in-Council
2nd May, 1930. (P.C. 931).

HARBOUR COMMISSIONERS OF MONTREAL
MONTREAL HARBOUR BRIDGE

General Regulations

Tolls: 1. The tolls authorized herein for vehicles, except where otherwise provided in the body of the tariff, include the free passage of the driver or person in charge. Each person carried on a vehicle, except the driver of such vehicle shall pay tolls in accordance with this tariff.

Round trip tickets: 2. Round trip tickets, as provided herein, are good only on the date of sale and the following day.

Combination rates — Trucks and Trailers: 3. When combination of rates for traffic vehicles, trucks and trailer is less than toll charged for same capacity of traffic vehicle alone, as shown in tariff, the rate for the latter shall apply. For example: Charge for a 4-ton truck, as shown in Section 1 of the tariff, is 60 cents, and charge for trailer of one-ton capacity is 20 cents, making a total of 80 cents for total of five tons capacity. The charge for a 5 ton traffic vehicle is 90 cents and this latter charge must be collected.

Free traffic: 4. No charge will be made for children under five years of age, nor for baby carriages, go-carts or baby sleighs.

Prohibited traffic: 5. (a) Steam rollers and tractors shall not be allowed to cross the Bridge except by special arrangement with the Harbour Commissioners of Montreal.

(b) Any fire-containing vehicle shall not be allowed to cross the Bridge unless the fire is extinguished.

(c) The passage of vehicles containing dynamite or other high explosives is prohibited.

Traffic regulations. 6. (a) All vehicles shall be driven on the right side of the roadway and must leave one-half of the roadway for the traffic in the opposite direction.

Weight Limit (b) The total weight of any single vehicle, including that of its load distributed on all wheels, shall not exceed 40,000 lbs.

The total weight on any two wheels of any single vehicle, including its load, shall not exceed 26,000 lbs.

The load per inch of width on any non-pneumatic tire shall not exceed 700 lbs. The width of that portion of the tire in contact with the roadway shall be taken as the width of the tire in computing the intensity of the load.

The load per inch of width on any pneumatic tire shall not exceed 800 lbs. The width of the wheel rim shall be taken as the width of the tire in computing the intensity of the load.

Speed Limit

(c) Speed limit for all vehicles is restricted to 25 miles per hour.

Passing vehicles.

(d) No vehicle shall overtake and pass another vehicle going in the same direction on the roadway of the bridge, unless:

The way is clear and such passing movement is free from danger of accident;

Such passing movement can be made without exceeding the speed of 25 miles per hour;

When preparing to pass, the driver of a motor vehicle shall, before bearing to the left, give ample and timely warning by means of the sounding device.

Dimming Lights.

(e) Motorists are requested to use dim lights on bridge.

Damage to bridge.

7. Every person who causes damage to the bridge or any part of it, or the owner of any vehicle which causes damage to the bridge or any part of it, shall be liable to the Commissioners for the cost of repairing or making good such damage.

HARBOUR COMMISSIONERS OF MONTREAL
MONTREAL HARBOUR BRIDGE

Schedule of Tolls

	TOLLS	
	One way	Over and Return
(1) MOTOR DRIVEN VEHICLES (See General Regulations, front page):		
(a) Motorcycles (Toll includes person in charge)	.15	.15
(b) Automobiles (Passenger cars, the standard seating capacity of which does not exceed seven persons): Single tickets	.25	
10-trip tickets, non-transferable, good for one (1) month	2.00	
20-trip tickets, non-transferable, good for one (1) month	3.00	
50-trip tickets, non-transfer able, good for three (3) months	5.00	

NOTE:—All foregoing classes of tickets are good only for the passage of automobile and the person in charge. Other persons occupying automobile must pay separate tolls.

Approved by Order-in-Council 22nd Aug. 1932 P.C. 1850.

Special round-trip tickets for transportation of one standard passenger automobile,

	TOLLS	
	One way	Over and Return
including driver and occupants, valid only from 7.00 p.m. until midnight on date of issue		.40
NOTE:—Special round-trip evening ticket applies to passenger automobiles only when the actual number of occupants does not exceed the standard seating capacity. These tickets are in effect from the 1st May to 31st October in each year.		
(c) Autobuses, operated on regular schedules by Incorporated Companies for the transportation of passengers:		
Maximum Seating Capacity:—		
16 passengers, rate per 100 tickets	80.00	
21 do do	90.00	
25 do do	95.00	
29 do do	100.00	
Books of 100 tickets will be valid for use within one year of date of issue.		
The above tolls are collectible regardless the occupancy of the autobus at the time of entering or traversing the bridge.		
Autobuses not operating on regular schedules; also trucks converted or fitted temporarily or permanently for the transportation of more than seven persons; toll includes person in charge	.60	
(d) Traffic Vehicles (trucks) non-passenger carrying (Tolls include passage of driver).		
1 ton and under. Single tickets	.25	
Over 1 ton—not over 2 tons. Single tickets	.40	
Over 2 tons—not over 4 tons. Single tickets	.60	
Over 4 tons—not over 5 tons. Single tickets	.90	
Over 5 tons—not over 6 tons. Single tickets	1.00	
Over 6 tons—not over 7 tons. Single tickets	1.20	
Over 7 tons. Single tickets	1.50	
(e) Trailers hauled by Traffic Vehicles (non-passenger carrying):		
1 ton and under. Single tickets	.20	
Over 1 ton—not over 2 tons. Single tickets	.30	
Over 2 tons—not over 4 tons. Single tickets	.45	
Over 4 tons—not over 5 tons. Single tickets	.70	
(f) TRUCKS (Loaded with farm products, manure and artificial fertilizers only):		
50-trip tickets, good for six months (toll includes passage of driver):		
1 ton trucks	5.00	
1½ ton do	7.50	

	TOLLS One way	Over and Return
NOTE:—(Paragraph F). These forms of commutation tickets will be issued and accepted for passage only for one or one and one-half ton trucks when loaded with farm products (manure or artificial fertilizers) upon presentation of certificate issued to the applicant by the Department of Horticultural Service of the Province of Quebec. The number of the certificate will be endorsed by ticket agent on the cover of the ticket. Tickets will not be honored for passage of farmers' trucks returning with loads of merchandise.		
(2) VEHICLES DRAWN BY ANIMALS (See "General Regulations" front page):		
(a) Passenger-carrying vehicles (Tolls include passage of driver):		
Drawn by one (1) animal	.15	
Drawn by two (2) animals	.25	
Drawn by three (3) animals	.40	
Drawn by four (4) animals	.55	
(b) Traffic Vehicle — Non-passenger carrying (Tolls include passage of driver):		
Drawn by one (1) animal	.15	.15
Drawn by two (2) animals	.25	.25
Drawn by three (3) animals	.45	
Drawn by four (4) animals	.60	
(c) Oil Tanks drawn by two animals (Toll includes passage of driver)	.60	
(d) Vehicle drawn by dog or goat (Toll includes passage of driver)	.15	
(3) PASSENGERS:		
(a) Passengers on foot or in vehicle or on bicycle, Tandem bicycle, tricycle or similar vehicles (not Motorcycles) ridden by one or more persons:—		
Single tickets (each)	.05	
Eight tickets (in strip)	.25	
(b) PASSENGERS on horseback (each)	.15	
(4) LIVESTOCK—(Single or in droves):—		
Horses or mules—per head	.15	
Cattle—per head	.10	
Sheep—per head	.03	
Calves—per head	.03	
Swine—per head	.03	
(5) HAND VEHICLE (used by Rag-pickers, scissors-grinder, etc.) including person in charge	.15	

APPENDIX "B"

Harbour Commissioners
of Montreal

BY-LAW No. 90
Jacques Cartier Bridge

General Regulations
and
Schedule of Tolls
Approved by the Harbour Commissioners of Montreal
15th July, 1935

Approved by Order-in-Council
17th July, 1935 (P.C. 2061)
Effective:—1st August, 1935

Harbour Commissioners of Montreal
Jacques Cartier Bridge

Resolved:—That By-law 90 of the Corporation of the Harbour Commissioners of Montreal, confirmed by Order in Council of the 2nd day of May, 1930, (P.C. 931), and amended by Orders in Council of the 22nd day of August, 1932, (P.C. 1850), and of the 7th day of September, 1933, (P.C. 1816), be hereby repealed, and in its place there be substituted the following, to wit:—

BY-LAW No. 90

Sec. 1. All persons and/or vehicles entering upon, or using the Jacques Cartier Bridge shall be governed by the following regulations and shall pay the tolls provided herein.

Sec. 2. Load Limit

(a) The total weight of any single vehicle, including that of its load, distributed on all wheels, shall not exceed 40,000 lbs.

(b) The total weight on any two wheels of any single vehicle, including its load, shall not exceed 26,000 lbs.

(c) The load per inch of width of any non-pneumatic tire shall not exceed 700 lbs. The width of that portion of the tire in contact with the roadway shall be taken as the width of the tire in computing the intensity of the load.

Sec. 3. Traffic Regulations

(a) All vehicles shall be driven on the right side of the roadway and must leave one-half of the roadway for the traffic in the opposite direction.

(b) No vehicle shall be driven at a greater speed than is safe and reasonable considering the condition of the roadway and the traffic thereon, and no vehicle shall, at any time, be driven at a greater speed than the following:—

In the case of a commercial vehicle,
a truck or a delivery car ..... 15 miles per hour.
In the case of a passenger
car ..... 25 miles per hour.

(c) Drivers of motor vehicles must use dim lights on the bridge.

(d) No vehicle shall overtake and pass another vehicle going in the same direction on the roadway of the bridge unless:—

The way is clear and such passing movement is free from danger of accident;

Such passing movement can be made without exceeding the speed limits specified under paragraph (b) of this section;

When preparing to pass, the driver of such vehicle has, before bearing to the left, given ample and timely warning of his intention to do so by means of the sounding device.

Sec. 4. Restricted Traffic

(a) Steam rollers, tractors, steam shovels and similar heavy equipment shall not cross the bridge except by special arrangement.

(b) No vehicle containing fire shall cross the bridge except by special arrangement.

Sec. 5. Prohibited Traffic

The passage of vehicles containing dynamite or other high explosives is prohibited.

Sec. 6. Pedestrians

(a) Pedestrians using the bridge must use the sidewalks provided for pedestrians and shall not be permitted to use the vehicular roadway.

(b) Pedestrians are prohibited from climbing upon or entering any portion of the structure not intended for the use of pedestrians.

Sec. 7. Damage to Bridge

Every person who causes damage to the bridge or any part of it, or the owner of any vehicle which causes damage to the bridge or any part of it, shall be liable to the Commissioners for the cost of repairing or making good such damage.

Sec. 8 Schedule of Tolls

The tolls payable under Section No. 1 hereof shall be in accordance with the following schedule:—

A. Motor Driven Vehicles	One Way	Over and return
1. Motor cycle	.15	
2. Automobile (Passenger car, the standard seating capacity of which does not exceed seven persons):—		
Single ticket	.25	
10 trip ticket, non-transferable, good for one (1) month	1.50	
50 trip ticket, non-transferable, good for four (4) months	3.00	

Note:—All foregoing classes of tickets are good only for the passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.

Special round-trip ticket for passage of one standard passenger automobile, including driver and occupants,

	One Way	Over and return
valid for the going trip from 7.00 p.m. to midnight on date of issue and for the return trip from 7.00 p.m. on date of issue to 7.00 a.m. the following day	.40	

Note:—These special round-trip tickets apply to passenger automobiles only when the actual number of occupants does not exceed the standard seating capacity. These tickets are in effect from the 1st May to the 31st October in each year.

3. Autobus (Operated on a regular schedule by an Incorporated Company for the transportation of passengers):—

Maximum seating capacity:—

16 passengers, rate per 100 tickets 80.00
21 passengers, rate per 100 tickets 90.00
25 passengers, rate per 100 tickets 95.00
29 passengers, rate per 100 tickets 100.00

These books of 100 tickets will be valid for use within one year of date of issue. The above tolls are collectible regardless of the occupancy of the autobus at the time of entering or traversing the bridge.

Autobus not operated on regular schedule, also truck converted or fitted temporarily or permanently for the transportation of more than seven persons; toll includes person in charge but not passengers ..... .60

4. Traffic Vehicle (truck) non-passenger carrying (toll includes passage of driver).

1 ton and under. Single ticket	.25
Over 1 ton—not over 2 tons. Single ticket	.40
Over 2 tons—not over 4 tons. Single ticket	.60
Over 4 tons—not over 5 tons. Single ticket	.90
Over 5 tons—not over 6 tons. Single ticket	1.00
Over 6 tons—not over 7 tons. Single ticket	1.20
Over 7 tons. Single ticket	1.50

5. Trailer hauled by Traffic Vehicle (non-passenger carrying):

1 ton and under. Single ticket	.20
Over 1 ton—not over 2 tons. Single ticket	.30
Over 2 tons—not over 4 tons. Single ticket	.45
Over 4 tons—not over 5 tons. Single ticket	.70

	One Way	Over and return
6. Truck and trailer (Loaded with farm products, manure and artificial fertilizers only):—		
Truck:—		
50 trip tickets, good for six months, (toll includes passage of driver):—		
1 ton truck	3.00	
1½ ton truck	5.00	
Trailer:—		
Loaded—single fare	.10	
Light	Free	

Note:—A 1 ton truck 50 trip ticket will be accepted for passage of a trailer in lieu of a cash fare.

Note:—These forms of commutation tickets and cash fares will be issued and accepted for passage only for 1 and 1½ ton trucks and trailers when loaded with farm products (manure or artificial fertilizers) upon presentation of certificate by the farmer signed by the Mayor or Secretary of the municipality in which he operates a farm. The number of the certificate will be endorsed by ticket agent on the cover of the commutation ticket. These forms of tickets will not be honoured for the passage of farmers' trucks or trailers returning with loads of merchandise.

B. Vehicles Drawn by Animals		
1. Passenger-carrying vehicle:—		
Drawn by one (1) animal	.10	
Drawn by two (2) animals	.20	
Drawn by three (3) animals	.40	
Drawn by four (4) animals	.55	
2. Traffic vehicle—Non-passenger carrying:—		
Drawn by one (1) animal	.10	.10
Drawn by two (2) animals	.20	.20
Drawn by three (3) animals	.45	
Drawn by four (4) animals	.60	
3. Oil tank—drawn by two animals	.60	
4. Vehicle drawn by dog or goat	.15	

Note:—All foregoing classes of tickets are good only for passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.

C. Passengers		
Passengers in or on any vehicle—not including the driver of such vehicle:—		
Single tickets (each)	.05	
Ten tickets (in strip)	.25	

	One Way	Over and return
D. Livestock		
Single or in droves:—		
Horses or mules—per head	.15	
Cattle—per head	.10	
Sheep—per head	.03	
Calves—per head	.03	
Swine—per head	.03	
E. Miscellaneous		
Bicycle and rider:—		
Single tickets (each)	.05	
Ten tickets (in strip)	.25	
Horse and rider	.15	
Hand vehicle—used by rag-picker, scissors-grinder, etc.	.15	
F. Free Traffic		
Pedestrians.		
Children under five years of age.		
Baby-carriages.		
Go-carts.		
Baby sleighs.		

Certified true copy,

L. H. A. ARCHAMBAULT,
Secretary.

APPENDIX "C"

NEW ISSUE

Cancels By-Law No. 90 Approved by Order in Council 17th July, 1935 (P.C. 2061)

TARIFF No. 600-450

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

TARIFF OF JACQUES-CARTIER BRIDGE TOLLS

Order in Council P.C. No. 2960, dated November 18th, 1936.

Effective 1st December, 1936.

Issued by
ALEX. FERGUSON,
Port Manager.

GENERAL REGULATIONS

Section 1. All persons and/or vehicles entering upon, or using the Jacques-Cartier Bridge shall be governed by the following regulations and shall pay the tolls provided herein:

Section 2. Load Limit:

(a) The total weight of any single vehicle, including that of its load, distributed on all wheels, shall not exceed 40,000 pounds;

(b) The total weight on any two wheels of any single vehicle, including its load, shall not exceed 26,000 pounds;

(c) The load per inch of width of any non-pneumatic tire shall not exceed 700 pounds. The width of that portion of the tire in contact with the roadway shall be taken as the width of the tire in computing the intensity of the load.

Section 3. Traffic Regulations:

(a) All vehicles shall be driven on the right side of the roadway and must leave one-half of the roadway for the traffic in the opposite direction;

(b) No vehicle shall be driven at a greater speed than is safe and reasonable considering the condition of the roadway and the traffic thereon, and no vehicle shall, at any time, be driven at a greater speed than the following:—

In the case of a commercial vehicle, a truck or a delivery car	15 miles per hour
In the case of a passenger car	25 miles per hour

(c) Drivers of motor vehicles must use dim lights on the bridge;

(d) No vehicle shall overtake and pass another vehicle going in the same direction on the roadway of the bridge unless:—
The way is clear and such passing movement is free from danger of accident;

Such passing movement can be made without exceeding the speed limits specified under paragraph (b) of this section;

When preparing to pass, the driver of such vehicle, has before bearing to the left, given ample and timely warning of his intention to do so by means of the sounding device.

Section 4. Restricted Traffic:

(a) Steam rollers, tractors, steam shovels and similar heavy equipment shall not cross the bridge except by special arrangement;

(b) No vehicle containing fire shall cross the bridge except by special arrangement.

Section 5. Prohibited Traffic:

The passage of vehicles containing dynamite or other high explosives is prohibited.

Section 6. Pedestrians:

(a) Pedestrians using the bridge must use the side-walks provided for pedestrians and shall not be permitted to use the vehicular roadway;

(b) Pedestrians are prohibited from climbing upon or entering any portion of the structure not intended for the use of pedestrians.

Section 7. Soliciting:

Soliciting or the distribution of circulars, advertising matter, leaflets of any kind on the property of the Board is prohibited.

Section 8. Damage to Bridge:

Every person who causes damage to the bridge or any part of it, or the owner of any vehicle which causes damage to the bridge or any part of it, shall be liable to the Board for the cost of repairing or making good such damage.

SCHEDULE OF TOLLS

The tolls payable under Section No. 1 of the GENERAL REGULATIONS shall be in accordance with the following schedule:—

	One Way	Over and Return
Section 1. Passengers:		
Passengers in or on any vehicle (not including the driver of such vehicle):—		
Single ticket (each)	.05	
Ten Tickets (in strip)	.25	
Section 2. Livestock:		
Single or in droves:—		
Horses or Mules—per head	.15	
Cattle—per head	.10	
Sheep—per head	.03	
Calves—per head	.03	
Swine—per head	.03	

	One Way	Over and return
Section 3. Vehicles Drawn by Animals:		
(a) Passenger-carrying vehicle:		
Drawn by one (1) animal	.10	...
Drawn by two (2) animals	.20	...
Drawn by three (3) animals	.40	...
Drawn by four (4) animals	.55	...
(b) Traffic vehicle—non-passenger carrying:		
Drawn by one (1) animal (See Note B)	.10	.10
Drawn by two (2) animals (See Note B)	.20	.20
Drawn by three (3) animals	.45	...
Drawn by four (4) animals	.60	
(c) Oil tank drawn by two (2) animals	.60	...
(d) Vehicle drawn by dog or goat	.15	...

Note A:—All foregoing classes of tickets are good only for passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.

Note B:—Round trip tickets (as provided herein) are good only on date of sale and following day.

Section 4. Motor-Driven Vehicles:—		
(a) Motorcycle	.15	...
(b) Automobile (Passenger cars, the standard seating capacity of which does not exceed seven (7) persons):		
Single ticket	.25	...
10-trip ticket, non-transferable, good for one (1) month	1.50	...
50-trip ticket, non-transferable, good for four (4) months	3.00	...

Note:—All foregoing classes of tickets are good only for the passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.

SPECIAL ROUND-TRIP TICKET for passage of one standard passenger automobile, including driver and occupants, valid for the going trip from 7.00 p.m. to midnight on date of issue and for the return trip from 7.00 p.m. on date of issue to 7.00 a.m. the following day		.40

Note:—These special round-trip tickets apply to passenger automobiles only when the actual number of occupants does not exceed the standard seating capacity. These tickets are in effect from the 1st May to the 31st October in each year.

	One Way	Over and return
(c) Traffic vehicle (truck) non-passenger carrying (Toll includes passage of driver):—		
1 ton and under—single ticket	.25	
Over 1 ton—not over 2 tons—single ticket	.40	
Over 2 tons—not over 4 tons—single ticket	.60	
Over 4 tons—not over 5 tons—single ticket	.90	
Over 5 tons—not over 6 tons—single ticket	1.00	
Over 6 tons—not over 7 tons—single ticket	1.20	
Over 7 tons—single ticket	1.50	
(d) Trailer hauled by Traffic Vehicle (non-passenger carrying):—		
1 ton and under—single ticket	.20	
Over 1 ton—not over 2 tons—single ticket	.30	
Over 2 tons—not over 4 tons—single ticket	.45	
Over 4 tons—not over 5 tons—single ticket	.70	
(e) Truck and trailer (Loaded with farm products, manure or artificial fertilizers only):—		
Truck:—		
50-trip tickets, good for six (6) months, (toll includes passage of driver):—		
1-ton truck (see Note A)	3.00	
1½-ton truck (see Note A)	5.00	
Trailer:—		
Loaded—single fare (see Note B)	.10	
Light	free	

Note A:—These forms of commutation tickets and cash fares will be issued and accepted for passage only for 1 and 1½ ton trucks and trailers when loaded with farm products, manure or artificial fertilizers upon presentation of certificate by the farmer signed by the Mayor or Secretary of the municipality in which he operates a farm. The number of the certificate will be endorsed by ticket agent on the cover of the commutation ticket.

These forms of tickets will not be honoured for the passage of farmers' trucks or trailers returning with loads of merchandise.

Note B:—A 1-ton truck 50-trip ticket will be accepted for passage of a trailer in lieu of a cash fare.

Section 5. Autobus:—		
(Operated on a regular schedule for the transportation of passengers):—		
Maximum seating capacity:—		
16 passengers or less, rate per 100 tickets	80.00	
21 passengers, rate per 100 tickets	90.00	

	One Way	Over and return
25 passengers, rate per 100 tickets	95.00	
29 passengers, rate per 100 tickets	100.00	
These books of 100 tickets will be valid for use within one year of date of issue. The above tolls are collectable regardless of the occupancy of the autobus at the time of entering or traversing the bridge.		
Section 6. Autobus not operated on regular schedule, also truck converted or fitted temporarily or permanently for the transportation of more than seven (7) persons; toll includes person in charge but not passengers	.60	
Section 7. Miscellaneous:		
Bicycle and rider:—		
Single ticket (each)	.05	
Ten (10) tickets (in strip)	.25	
Horse and rider	.15	
Hand vehicle—used by rag-picker, scissors-grinder, etc.	.15	
Section 8. Free Traffic:		
Pedestrians.		
Children under five years of age.		
Baby-carriages.		
Go-carts.		
Baby sleighs.		

APPENDIX "D"

RE-ISSUE

TARIFF No. 600-450-1
(Cancels No. 600-450)

NATIONAL HARBOURS BOARD
OTTAWA, CANADA

Tariff of Tolls
Applicable at Jacques-Cartier Bridge at the Port of Montreal, Quebec

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National Harbours Board By-law No. 90

Approved by Order in Council (Dominion Government) P.C. No. 59, dated 12th January, 1938.

Published in Canada Gazette, 15th January, 1938.

Approved by Order in Council (Province of Quebec) No. 3392, dated 24th December, 1937.

Effective: Jan. 15th, 1938.

GENERAL REGULATIONS

Section 1. All persons and/or vehicles entering upon, or using the Jacques-Cartier Bridge shall be governed by the following regulations and shall pay the tolls provided herein:

Section 2. Load Limit:

(a) The total weight of any single vehicle, including that of its load, distributed on all wheels, shall not exceed 40,000 pounds;

(b) The total weight on any two wheels of any single vehicle, including its load, shall not exceed 26,000 pounds;

(c) The load per inch of width of any non-pneumatic tire shall not exceed 700 pounds. The width of that portion of the tire in contact with the roadway shall be taken as the width of the tire in computing the intensity of the load.

Section 3. Traffic Regulations:

(a) All vehicles shall be driven on the right side of the roadway and must leave one-half of the roadway for the traffic in the opposite direction;

(b) No vehicle shall be driven at a greater speed than is safe and reasonable considering the condition of the roadway and the traffic thereon, and no vehicle shall, at any time, be driven at a greater speed than the following:—

In the case of a commercial vehicle, a truck or a delivery car ..... 15 miles per hour
In the case of a passenger car ..... 25 miles an hour

(c) Drivers of motor vehicles must use dim lights on the bridge;

(d) No vehicle shall overtake and pass another vehicle going in the same direction on the roadway of the bridge unless:—

The way is clear and such passing movement is free from danger of accident;

Such passing movement can be made without exceeding the speed limits specified under paragraph (b) of this section;

When preparing to pass, the driver of such vehicle has, before bearing to the left, given ample and timely warning of his intention to do so by means of the sounding device.

Section 4. Restricted Traffic:

(a) Steam rollers, tractors, steam shovels and similar heavy equipment shall not cross the bridge except by special arrangement;

(b) No vehicle containing fire shall cross the bridge except by special arrangement.

Section 5. Prohibited Traffic:

The passage of vehicles containing dynamite or other high explosives is prohibited.

Section 6. Pedestrians:

(a) Pedestrians using the bridge must use the side-walks provided for pedestrians and shall not be permitted to use the vehicular roadway;

(b) Pedestrians are prohibited from climbing upon or entering any portion of the structure not intended for the use of pedestrians.

Section 7. Soliciting:

Soliciting or the distribution of circulars, advertising matter, leaflets of any kind on the property of the Board is prohibited.

Section 8. Damage to Bridge:

Every person who causes damage to the bridge or any part of it, or the owner of any vehicle which causes damage to the bridge or any part of it, or the owner of any vehicle which causes damage to the bridge or any part of it, shall be liable to the Board for the cost of repairing or making good such damage.

SCHEDULE OF TOLLS

The tolls payable under Section No. 1 of the General Regulations shall be in accordance with the following schedule:—

	One Way	Over and Return
Section 1. Passengers:		
Passengers in or on any vehicle (not including the driver of such vehicle):—		
Single ticket (each)	.05	
Ten Tickets (in strip)	.25	
Section 2. Livestock:		
Single or in droves:—		
Horses or Mules—per head	.15	
Cattle—per head	.10	
Sheep—per head	.03	
Calves—per head	.03	
Swine—per head	.03	

	One Way	Over and return
Section 3. Vehicles Drawn by Animals:		
(a) Passenger-carrying vehicle:		
Drawn by one (1) animal	.10	
Drawn by two (2) animals	.20	
Drawn by three (3) animals	.40	
Drawn by four (4) animals	.55	
(b) Traffic vehicle—non-passenger carrying:		
Drawn by one (1) animal (See Note B)	.10	.10
Drawn by two (2) animals (See Note B)	.20	.20
Drawn by three (3) animals	.45	
Drawn by four (4) animals	.60	
(c) Oil tank drawn by two (2) animals	.60	
(d) Vehicle drawn by dog or goat	.15	

Note A:—All foregoing classes of tickets are good only for passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.

Note B:—Round trip tickets (as provided herein) are good only on date of sale and following day.

Section 4. Motor-Driven Vehicles:—		
(a) Motorcycle	.15	
(b) Automobile (Passenger car, the standard seating capacity of which does not exceed seven (7) persons):		
Single ticket	.25	
10-trip ticket, non-transferable, good for one (1) month	1.50	
50-trip ticket, non-transferable, good for four (4) months	3.00	

Note:—All foregoing classes of tickets are good only for the passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.

Special round-trip ticket for passage of one standard passenger automobile, including driver and occupants, valid for the going trip from 7.00 p.m. to midnight on date of issue and for the return trip from 7.00 p.m. on date of issue to 7.00 a.m. the following day	.40

Note:—These Special Round-Trip Tickets apply to passenger automobiles having a capacity of not more than seven (7) persons and only when the actual number of occupants does not exceed the standard seating capacity.

(c) Traffic vehicle (truck) non-passenger carrying (Toll includes passage of driver):—	
1 ton and under—single ticket	.25
Over 1 ton—not over 2 tons—single ticket	.40

	One Way	Over and return
Over 2 tons—not over 4 tons—single ticket	.60	
Over 4 tons—not over 5 tons—single ticket ..	.90	
Over 5 tons—not over 6 tons—single ticket	1.00	
Over 6 tons—not over 7 tons—single ticket ..	1.20	
Over 7 tons—single ticket	1.50	
(d) Trailer hauled by Traffic Vehicle (non-passenger carrying):—		
1 ton and under—single ticket	.20	
Over 1 ton—not over 2 tons—single ticket	.30	
Over 2 tons—not over 4 tons—single ticket	.45	
Over 4 tons—not over 5 tons—single ticket ..	.70	
(e) Truck and trailer (loaded with farm products, manure or artificial fertilizers only):—		
Truck:—		
50-trip tickets, good for six (6) months, (toll includes passage of driver):—		
1-ton truck (see Note A)	3.00	
1½-ton truck (see Note A)	5.00	
Trailer:—		
Loaded—single fare (see Note B)	.10	
Light	free	

Note A:—These forms of commutation tickets and cash fares will be issued and accepted for passage only for 1 and 1½ ton trucks and trailers when loaded with farm products, manure or artificial fertilizers upon presentation of certificate by the farmer signed by the Mayor or Secretary of the municipality in which he operates a farm. The number of the certificate will be endorsed by ticket agent on the cover of the commutation ticket.

These forms of tickets will not be honoured for the passage of farmers' trucks or trailers returning with loads of merchandise.

Note B:—A 1-ton truck 50-trip ticket will be accepted for passage of a trailer in lieu of a cash fare.

Section 5. Autobus:—		
(Operated on a regular schedule for the transportation of passengers):—		
Maximum seating capacity:—		
16 passengers or less, rate per 100 tickets	80.00	
21 passengers, rate per 100 tickets	90.00	
25 passengers, rate per 100 tickets	95.00	
29 passengers, rate per 100 tickets	100.00	

These books of 100 tickets will be valid for use within one year of date of issue. The above tolls are collectible regardless of the occupancy of the autobus at the time of entering or traversing the bridge.

	One Way	Over and Return
Section 6. Autobus not operated on regular schedule, also truck converted or fitted temporarily or permanently for the transportation of more than seven (7) persons; toll includes person in charge but not passengers	.60	
Section 7. Miscellaneous:—		
Bicycle and rider:—		
Single ticket (each)	.05	
Ten (10) tickets (in strip)	.25	
Horse and rider	.15	
Hand vehicle—used by rag-picker, scissors-grinder, etc.	.15	

Section 8. Free Traffic:

Pedestrians.
Children under five years of age.
Baby carriages.
Go-carts.
Baby sleighs.

Section 9. Interchangeability of Tickets:

The following categories of tickets issued by the National Harbours Board for passage on the Jacques Cartier Bridge, or by the Canadian National Railways for passage on the Victoria Jubilee Bridge, will be honoured for passage on presentation to the Toll Collectors at the Jacques Cartier Bridge or at the Victoria Jubilee Bridge:

10-trip passenger ticket (in strip).
10-trip automobile (passenger car) ticket.
50-trip automobile (passenger car) ticket.
50-trip farmer's truck ticket (1 ton truck).
50-trip farmer's truck ticket (1½ ton truck).
100-trip autobus ticket—16 passengers or less.
100-trip autobus ticket—21 passenger autobus.
100-trip autobus ticket—25 passenger autobus.
100-trip autobus ticket—29 passenger autobus.
Special round-trip evening ride ticket.

APPENDIX "E"

Re-Issue

Tariff No. 600-450-2
(Cancels No. 600-450-1)

NATIONAL HARBOURS BOARD
OTTAWA, CANADA

Tariff of Tolls applicable at Jacques-Cartier bridge at the port of Montreal, Quebec.

National Harbours Board By-Law No. 90

Approved by Order in Council (Dominion Government) P.C. No. 66, dated 11th January, 1939.

Published in Canada Gazette, 14th January, 1939.

Approved by Order in Council (Province of Quebec) No. 2618, dated 19th December, 1938.

Effective January 14th, 1939.

GENERAL REGULATIONS

Section 1. All persons and/or vehicles entering upon, or using the Jacques-Cartier Bridge shall be governed by the following regulations and shall pay the tolls provided herein:

Section 2. Load Limit:

(a) The total weight of any single vehicle, including that of its load, distributed on all wheels, shall not exceed 40,000 pounds;

(b) The total weight on any two wheels of any single vehicle, including its load, shall not exceed 26,000 pounds;

(c) The load per inch of width of any non-pneumatic tire shall not exceed 700 pounds. The width of that portion of the tire in contact with the roadway shall be taken as the width of the tire in computing the intensity of the load.

Section 3. Traffic Regulations:

(a) All vehicles shall be driven on the right side of the roadway and must leave one-half of the roadway for the traffic in the opposite direction;

(b) No vehicle shall be driven at a greater speed than is safe and reasonable considering the condition of the roadway and the traffic thereon, and no vehicle shall, at any time, be driven at a greater speed than the following:—

In the case of a commercial vehicle, a truck or a delivery car ..... 15 miles per hour
In the case of a passenger car ..... 25 miles per hour

(c) Drivers of motor vehicles must use dim lights on the bridge;

(d) No vehicle shall overtake and pass another vehicle going in the same direction on the roadway of the bridge unless:—

The way is clear and such passing movement is free from danger of accident;

Such passing movement can be made without exceeding the speed limits specified under paragraph (b) of this section;
When preparing to pass, the driver of such vehicle has, before bearing to the left, given ample and timely warning of his intenton to do so by means of the sounding device.

(e) No vehicle shall pass another vehicle going in the same direction when on a curve.

Section 4. Restricted Traffic:

(a) Steam rollers, tractors, steam shovels and similar heavy equipment shall not cross the bridge except by special arrangement;

(b) No vehicle containing fire shall cross the bridge except by special arrangement.

Section 5. Prohibited Traffic:

The passage of vehicles containing dynamite or other high explosives is prohibited.

Section 6. Pedestrians:

(a) Pedestrians using the bridge must use the sidewalks provided for pedestrians and shall not be permitted to use the vehicular roadway;

(b) Pedestrians are prohibited from climbing upon or entering any portion of the structure not intended for the use of pedestrians.

Section 7. Soliciting:

Soliciting or the distribution of circulars, advertising matters, leaflets of any kind on the property of the Board is prohibited.

Section 8. Damage to Bridge:

Every person who causes damage to the bridge or any part of it, or the owner of any vehicle which causes damage to the bridge or any part of it, shall be liable to the Board for the cost of repairing or making good such damage.

SCHEDULE OF TOLLS

The tolls payable under Section No. 1 of the General Regulations shall be in accordance with the following schedule:—

	One Way	Over and Return
Section 1. Passengers:		
Passengers in or on any vehicle except as hereinafter provided (not including the driver of such vehicle):—		
Single ticket (each)	.05	
Ten tickets (in strip)	.25	
Section 2. Livestock:		
Single or in droves:—		
Horses or Mules—per head	.15	
Cattle—per head	.10	
Sheep—per head	.03	
Calves—per head	.03	
Swine—per head	.03	

	One Way	Over and Return
Section 3. Vehicles Drawn by Animals:		
(a) Passenger-carrying vehicle:		
Drawn by one (1) animal	.10	
Drawn by two (2) animals	.20	
Drawn by three (3) animals	.40	
Drawn by four (4) animals	.55	
(b) Traffic vehicle—non-passenger carrying:		
Drawn by one (1) animal (See Note B)	.10	.10
Drawn by two (2) animals (See Note B)	.20	.20
Drawn by three (3) animals	.45	
Drawn by four (4) animals	.60	
(c) Oil tank drawn by two (2) animals	.60	
(d) Vehicle drawn by dog or goat	.15	
Note A:—All foregoing classes of tickets are good only for passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.		
Note B:—Round trip tickets (as provided herein) are good only on date of sale and following day.		
Section 4. Motor-driven Vehicles:		
(a) Motorcycle	.15	
(b) Automobile (Passenger car, the standard seating capacity of which does not exceed seven (7) persons):		
Single ticket	.25	
10-trip ticket, non-transferable, good for one (1) month	1.50	
50-trip ticket, non-transferable, good for four (4) months	3.00	
Note:—All foregoing classes of tickets are good only for the passage of vehicle and driver. Other persons occupying any vehicle must pay separate tolls in accordance with this schedule.		
Special Round-Trip Ticket for passage of one standard passenger automobile, including driver and occupants, valid for the going trip from 7.00 p.m. to midnight on date of issue and for the return trip from 7.00 p.m. on date of issue to 7.00 a.m. the following day		.40
Note:—These Special Round-Trip Tickets apply to passenger automobiles having a capacity of not more than seven (7) persons and only when the actual number of occupants does not exceed the standard seating capacity.		

	One Way	Over and Return
(c) Traffic vehicle (truck) non-passenger carrying (Toll includes passage of driver):—		
1 ton and under—single ticket	.25	
Over 1 ton—not over 2 tons—single ticket	.40	
Over 2 tons—not over 4 tons—single ticket	.60	
Over 4 tons—not over 5 tons—single ticket	.90	
Over 5 tons—not over 6 tons—single ticket	1.00	
Over 6 tons—not over 7 tons—single ticket	1.20	
Over 7 tons—single ticket	1.50	
(d) Trailer hauled by Traffic Vehicle (non-passenger carrying):—		
1 ton and under—single ticket	.20	
Over 1 ton—not over 2 tons—single ticket	.30	
Over 2 tons—not over 4 tons—single ticket	.45	
Over 4 tons—not over 5 tons—single ticket	.70	
(e) Truck and trailer (loaded with farm products, manure or artificial fertilizers only):—		
Truck:—50-trip tickets, good for six (6) months, (toll includes passage of driver):—		
1-ton truck (see Note A)	3.00	
1½-ton truck (see Note A)	5.00	
2-ton truck (see Note A)	7.50	
Trailer:—Loaded—single fare (see Note B) ..	.10	
Light	free	

Note A:—These forms of commutation tickets and cash fares will be issued and accepted for passage only for 1, 1½ and 2-ton trucks and trailers when loaded with farm products, manure or artificial fertilizers upon presentation of certificate by the farmer signed by the Mayor or Secretary of the municipality in which he operates a farm. The number of the certificate will be endorsed by ticket agent on the cover of the commutation ticket. These forms of tickets will not be honoured for the passage of farmers' trucks or trailers returning with loads of merchandise.

Note B:—A 1-ton truck 50-trip ticket will be accepted for passage of a trailer in lieu of a cash fare.

Section 5. Autobus (Operated on a regular schedule for the transportation of passengers):—		
Maximum seating capacity:—		
16 passengers or less, rate per book of 100 tickets	80.00	
21 passengers, rate per book of 100 tickets	90.00	

	One Way	Over and Return
25 passengers, rate per book of 100 tickets	95.00	
29 passengers, rate per book of 100 tickets	100.00	
31 passengers, rate per book of 100 tickets	102.00	
33 passengers, rate per book of 100 tickets	105.00	
37 passengers, rate per book of 100 tickets	110.00	
41 passengers, rate per book of 100 tickets	115.00	
These books of 100 tickets will be valid for use within one year of date of issue. The above tolls are collectible regardless of the occupancy of the autobus at the time of entering or traversing the bridge.		
Section 6. Autobus not operated on regular schedule, also truck converted or fitted temporarily or permanently for the transportation of more than seven (7) persons; toll includes person in charge but not passengers	.60	
Section 7. Miscellaneous:—		
Bicycle and rider:—Single ticket (each)	.05	
Ten (10) tickets (in strip)	.25	
Horse and rider	.15	
Hand vehicle—used by rag-picker, scissors-grinder, etc.	.15	
Section 8. Free Traffic:		
Pedestrians.		
Children under five years of age.		
Baby carriages, Go-carts & Baby sleighs.		
Section 9. Interchangeability of Tickets:		
The following categories of tickets issued by the National Harbours Board for passage on the Jacques Cartier Bridge, or by the Canadian National Railways for passage on the Victoria Jubilee Bridge, will be honoured for passage on presentation to the Toll Collectors at the Jacques Cartier Bridge or at the Victoria Jubilee Bridge:		
10-trip passenger ticket (in strip).		
10-trip automobile (passenger car) ticket.		
50-trip automobile (passenger car) ticket.		
50-trip farmer's truck ticket (1-ton truck).		
50-trip farmer's truck ticket (1½-ton truck).		
50-trip farmer's truck ticket (2-ton truck).		
100-trip autobus ticket—16 passengers or less.		
100-trip autobus ticket—21 passenger autobus.		
100-trip autobus ticket—25 passenger autobus.		
100-trip autobus ticket—29 passenger autobus.		
100-trip autobus ticket—31 passenger autobus.		
100-trip autobus ticket—33 passenger autobus.		
100-trip autobus ticket—37 passenger autobus.		
100-trip autobus ticket—41 passenger autobus.		
Special Round-Trip Evening Ride Ticket.		

APPENDIX "F"

NATIONAL HARBOURS BOARD
OTTAWA, CANADA

By-Law
Montreal B-12

Tariff of Bridge Tolls applicable at Jacques Cartier Bridge at the Harbour of Montreal, Quebec

Approved by Order in Council (Dominion Government) P.C. No. 635 dated January 29, 1941

Published in Canada Gazette February 1, 1941

Approved by Order in Council (Province of Quebec) No. 4091 dated November 27, 1940

RE-ISSUE: Cancels By-law No. 90 as approved by Order in Council (Dominion Government) P.C. No. 66, dated 11th January, 1939, and Order in Council (Province of Quebec) No. 2618, dated 19th December, 1938.

Effective February 1, 1941

SECTION I.—DEFINITIONS

1. "Board" means the National Harbours Board.

2. "Jacques Cartier Bridge" means and includes the bridge and all approaches thereto under the administration, management or control of the Board.

3. "Bridge Tolls" is a charge, payable to the Board, levied on persons, live stock and vehicles entering upon or using Jacques Cartier Bridge.

SECTION II.—APPLICATION OF RATES

Bridge Tolls shall be levied and collected at rates provided in section III of this tariff;

Provided, However, that the following categories of tickets issued by the Canadian National Railways for passage on the Victoria Jubilee Bridge will be honoured for passage on the Jacques Cartier Bridge:—

(1) 10-trip passenger ticket (in strip);
(2) Special round-trip automobile evening ride ticket;
(3) 10-trip automobile (passenger car) ticket;
(4) 50-trip automobile (passenger car) ticket;
(5) 50-trip farmer's truck ticket (1-ton truck);
(6) 50-trip farmer's truck ticket (1½-ton truck);
(7) 50-trip farmer's truck ticket (2-ton truck);
(8) 100-trip autobus ticket—16 passengers or less;
(9) 100-trip autobus ticket—21 passenger autobus;
(10) 100-trip autobus ticket—25 passenger autobus;
(11) 100-trip autobus ticket—29 passenger autobus;
(12) 100-trip autobus ticket—31 passenger autobus;
(13) 100-trip autobus ticket—33 passenger autobus;
(14) 100-trip autobus ticket—37 passenger autobus;
(15) 100-trip autobus ticket—41 passenger autobus.

SECTION III.—SCHEDULE OF RATES

	One Way $	Round Trip $
1. Persons:—		
(1) Passengers in or on any vehicle (except as hereinafter provided), not including the driver of such vehicle:		
(*a*) Single trip	0.05	
(*b*) Ten (10) trips	0.25	
(2) Pedestrians	Free	
(3) Children under five (5) years of age	Free	
2. Live Stock, on foot:—		
(1) Horses, per head	0.15	
(2) Mules, per head	0.15	
(3) Cattle, per head	0.10	
(4) Calves, per head	0.03	
(5) Sheep, per head	0.03	
(6) Swine, per head	0.03	
3. Vehicles Drawn by Animals, including Drivers thereof:—		
(1) Passenger-carrying:		
(*a*) Drawn by one (1) animal	0.10	
(*b*) Drawn by two (2) animals	0.20	
(*c*) Drawn by three (3) animals	0.55	
(*d*) Drawn by four (4) animals	0.55	
(2) Goods-carrying:		
(*a*) Drawn by one (1) animal	0.10	0.10
Provided, However, that ticket issued at such round-trip rate shall be good only on day of sale and following day.		
(*b*) Drawn by two (2) animals—		
(i) Oil tank	0.60	
(ii) All others	0.20	0.20
Provided, However, that ticket issued at such round-trip rate shall be good only on day of sale and following day.		
(*c*) Drawn by three (3) animals	0.45	
(*d*) Drawn by four (4) animals	0.60	
4. Motor-driven Vehicles and Trailers, including Drivers thereof:—		
(1) Motorcycle	0.15	
(2) Automobile (passenger car, the standard seating capacity of which does not exceed seven (7) persons):		
(*a*) Single trip	0.25	

	One Way $	Round Trip $
(*b*) Special round-trip evening ride ..... Provided, However, that;		0.40
(i) Such round-trip rate shall apply to the automobile and all occupants therein, provided the number of such occupants does not exceed the standard seating capacity of the automobile; and		
(ii) The ticket issued at such round-trip rate shall be good for the going trip from 7.00 p.m. to midnight on date of issue, and for the return trip from 7.00 p.m. on date of issue to 7.00 a.m. the following day.		
(*c*) Ten (10) trips ..... Provided, however, that ticket issued at such rate shall be non-transferable and shall be good only for one (1) month from date of issue.	1.50	
(*d*) Fifty (50) trips ..... Provided, However, that ticket issued at such rate shall be non-transferable and shall be good only for four (4) months from date of issue.	3.00	
(3) Truck (except as provided in item (5) (*a*) below), including driver:		
(*a*) 1 ton and under	0.25	
(*b*) Over 1 ton and not over 2 tons	0.40	
(*c*) Aver 2 tons and not over 4 tons	0.60	
(*d*) Over 4 tons and not over 5 tons	0.90	
(*e*) Over 5 tons and not over 6 tons	1.00	
(*f*) Over 6 tons and not over 7 tons	1.20	
(*g*) Over 7 tons	1.50	
(4) Trailer (except as provided in item (5) (*b*) below), hauled by motor-driven vehicle:		
(*a*) 1 ton and under	0.20	
(*b*) Over 1 ton and not over 2 tons	0.30	
(*c*) Over 2 tons and not over 4 tons	0.45	
(*d*) Over 4 tons and not over 5 tons	0.70	
(5) Farm truck and trailer:		
(*a*) Truck (light or when loaded with farm products, manure or artificial fertilizers only)—		
(i) 1-ton truck, 50 trips	3.00	
(ii) 1½ ton truck, 50 trips	5.00	
(iii) 2-ton truck, 50 trips	7.50	
Provided, however, that tickets issued at such rates shall be good only for six (6) months from date of issue.		

	One Way $	Round Trip $
(*b*) Trailer hauled by farm truck—		
(i) Loaded with farm products, manure or artificial fertilizers only ..... Provided, however, that a ticket issued for a 1, 1½ or 2 ton farm truck at rates provided in item (5) (*a*) preceding will be accepted in lieu of such rate.	0.10	
(ii) Light	Free	

Provided, further, that:

(*a*) Such truck and trailer shall bear current licence issued in conformity with the classification of "farm vehicle" in the Motor Vehicle Act of the Province of Quebec; and

(*b*) The farmer who owns such vehicles shall present to the Board's duly authorized representative a certificate signed by the Mayor or Secretary of the municipality in in which such farmer operates a farm; and

(*c*) Such representative of the Board shall endorse on each ticket issued at rates provided in item (5) (*a*) preceding, the number of the certificate and the number of the Provincial licence of the vehicle.

(6) Autobus, operated on a regular schedule for the transportation of passengers, including driver thereof and passengers therein:		
Maximum seating capacity of:		
(*a*) 16 passengers or less, 100 trips.....	80.00	
(*b*) 21 passengers, 100 trips.....	90.00	
(*c*) 25 passengers, 100 trips.....	95.00	
(*d*) 29 passengers, 100 trips.....	100.00	
(*e*) 31 passengers, 100 trips.....	102.00	
(*f*) 33 passengers, 100 trips.....	105.00	
(*g*) 37 passengers, 100 trips.....	110.00	
(*h*) 41 passengers, 100 trips.....	115.00	

Provided, however, that tickets issued at such rates shall be good only for one (1) year from date of issue.

(7) Autobus, not operated on regular schedule, or any truck which has been converted or fitted temporarily or permanently for the transportation of more than seven (7) persons, including driver thereof	0.60	

5. Miscellaneous:—		
(1) Bicycle and rider:		
(*a*) Single trip	0.05	
(*b*) Ten (10) trips	0.25	

	One Way $	Round Trip $
(2) Horse and rider	0.15	
(3) Hand vehicles:		
(a) Baby carriages, go-carts and baby sleighs	Free	
(b) All others	0.15	

SECTION IV.—TERMS AND CONDITIONS

1. Bridge Tolls shall become due and payable when any person, live stock, or vehicle enters upon Jacques Cartier Bridge.

2. Load Limit:—

(1) The total weight of any empty single vehicle, or any single vehicle and any load thereon, shall not exceed:

(a) 40,000 pounds distributed on all wheels of such vehicle; and

(b) 26,000 pounds on any two wheels of such vehicle.

(2) The weight of the load per inch of width of the portion of any non-pneumatic tire in contact with the roadway shall not exceed 700 pounds.

3. Traffic:—

(1) Vehicles shall be driven within the right-hand half of the width of the roadway.

(2) Vehicles shall not be driven at a greater speed than is safe and reasonable considering the condition of the roadway and the traffic thereon, and shall not, at any time, be driven at a greater speed than the following:

(a) Passenger ..... 25 miles an hour

(b) All others ..... 15 miles an hour

(3) Headlights of motor vehicles shall be dimmed.

(4) No vehicle shall overtake and pass another vehicle going in the same direction on the roadway of the bridge unless:

(a) Such passing is not on a curve and is free of all other hazards; and

(b) Such passing can be made without exceeding the speed limits provided in item (2) preceding; and

(c) The driver of such vehicle has, before bearing to the left, given, by means of the sounding device, ample and timely warning of his intention to pass.

4. Restricted Traffic:—

The following vehicles shall not enter upon or use Jacques Cartier Bridge except by special arrangement with the Board or its duly authorized officer:

(1) Steam rollers, steam shovels, tractors, and similar heavy equipment;

(2) Vehicles containing fire.

5. Prohibited Traffic:—

Vehicles containing dynamite or other high explosives are prohibited from entering upon or using Jacques Cartier Bridge.

6. Pedestrians:—

(1) Shall use the sidewalks; and

(2) Shall not use the roadway; and

(3) Are prohibited from climbing upon or entering any portion of Jacques Cartier Bridge not intended for their use.

7. Soliciting:—

Persons, while on Jacques Cartier Bridge, shall not be permitted to:

(1) Solicit; and

(2) Distribute circulars, leaflets, or any advertising matter.

8. Damage to Jacques Cartier Bridge:—

Every person who causes damage to Jacques Cartier Bridge, or the owner of any vehicle which causes damage to Jacques Cartier Bridge, shall, in addition to any penalty under any other regulation or by-law of the Board or any penalty under any statute, be liable to the Board for the cost of repairing or making good such damage.

APPENDIX "G"

NATIONAL HARBOURS BOARD
OTTAWA, CANADA

By-law Montreal B-13

Tariff of Bridge Tolls, Jacques Cartier Bridge, Harbour of Montreal, Que.

Enacted by Order in Council (Dominion Government P.C. 1959-243) dated February 26, 1959

Published in the Canada Gazette March 11, 1959

Enacted by Order in Council (Province of Quebec No. 87) dated February 4, 1959

Re-Issue Revokes By-law Montreal B-13 enacted by Order in Council (Dominion Government P.C. 635) dated 29th January, 1941, as amended, and Order in Council (Province of Quebec No. 4091) dated 27th November, 1940.

Effective April 1, 1959

1. This By-law may be cited as the Jacques Cartier Bridge Tariff.

2. In this By-law,

(1) "autobus" means a motor vehicle designed for the transportation of persons and having a seating capacity of more than nine persons;

(2) "BOARD" means the National Harbours Board;

(3) "Board representative" means the officer in charge of the Bridge or the person performing his function and duties for the time being;

(4) "Bridge" means the Jacques Cartier Bridge together with all approaches thereto under the administration of the Board;

(5) "bridge police" means any National Harbours Board constable in charge of traffic on Jacques Cartier Bridge;

(6) "bridge tolls" means a one-way charge on every vehicle, including the driver and passengers, entering upon or using Jacques Cartier Bridge;

(7) "driver" means a person who is in actual physical control of a motor vehicle;

(8) "farm vehicle" means a vehicle which bears a current licence issued in conformity with the classification of "farm vehicle" in the Motor Vehicle Act of the Province of Quebec;

(9) "float" means a non-self-propelled vehicle of a semi-trailer type designed for the purpose of being towed and of carrying construction equipment or other heavy equipment or material;

(10) "motorcycle" means a motor vehicle having two or three wheels and a saddle or seat for the driver to sit astride;

(11) "passenger automobile", "taxicab", or "station wagon" means a motor vehicle having a seating capacity of not more than nine persons and

registered as a passenger vehicle for use in the transportation of persons;

(12) "semi-trailer" means a non-self-propelled vehicle designed for the purpose of being towed and moved with the forward end of its body or chassis resting upon the body or chassis of the towing vehicle;

(13) "tractor" means a motor vehicle designed for drawing other vehicles and having no provision for carrying loads independently;

(14) "tractor-float combination" means a motor vehicle consisting of a tractor or truck with a float;

(15) "tractor-trailer combination" means a motor vehicle consisting of a tractor with a semi-trailer;

(16) "trailer" means a non-self-propelled vehicle designed for the purpose of being towed; and

(17) "truck" means a motor vehicle designed or used for the transportation of goods and registered for such use.

3. This By-law is binding upon Her Majesty in right of Canada and in right of every province.

Tolls

4. The driver of a vehicle entering upon or using the Bridge shall pay a bridge toll in respect of the vehicle determined in accordance with the Schedule.

Payment of Bridge Tolls

5. Bridge tolls are due and payable at the toll gates on the Bridge and the driver of a motor-driven vehicle crossing the Bridge shall stop at the toll gate and keep the vehicle at a standstill until the collector of tolls has had a reasonable time to receive the proper and lawful toll, but, no driver shall keep his vehicle at a standstill at the gate for a longer time than is reasonably necessary under the circumstances.

Tokens

6. (1) In respect of the toll specified by Item 2(1)(b) of the Schedule, payment shall be by way of token, which token may be purchased at the rate of fifty for four dollars either from the Board at the Bridge or from Canadian National Railways at Victoria Jubilee Bridge, Montreal;

(2) Tokens shall be purchasable only in lots of fifty, and no person shall purchase more than one such lot on any one occasion;

(3) No token contemplated by subparagraph (1) above shall be valid unless used by the original purchaser thereof;

(4) No person other than the original purchaser of a token contemplated by subparagraph (1) above shall use, or permit the use of, such token in purported payment of tolls.

Load Limit

7. The total weight of any vehicle, including the load thereon, shall not exceed 50 tons for a 2-axle vehicle, or 58 tons for a vehicle with more than 2-axles; the total weight on any axle shall not exceed 25 tons on any single axle or 30 tons on any dual axle.

Traffic

8. (1) Every vehicle shall be driven in the right-hand lane and within traffic lane markings painted on the bridge roadway except when overtaking other traffic;

(2) A slow-moving vehicle shall not pass or attempt to pass another slow-moving vehicle;

(3) No vehicle shall be driven at a greater speed than is safe and reasonable considering the condition of the roadway and the traffic thereon, and, except when otherwise directed by the bridge police,

(a) motorcycles, passenger automobiles, taxi-cabs, station wagons, 2-axle trucks with 4 tires, and autobuses..... 35 miles per hour

(b) all other vehicles..... 25 miles per hour

(4) No vehicle shall be driven on the Bridge at such a low speed as to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for the safe operation of the vehicle or upon instructions from the bridge police;

(5) The headlights of a vehicle shall be dimmed while crossing the Bridge;

(6) The driver of a motor vehicle on the Bridge shall comply at all times with any lawful order, signal or direction by voice or hand of any bridge police and obey traffic lights, signs and mechanical or electrical signals;

(7) No vehicle shall stop, stand or park on the Bridge, except

(a) when necessary to avoid injury to persons or damage to vehicles;

(b) while paying tolls,

(c) to obey a traffic sign or an order, signal or direction of the bridge police; or

(d) when unable to proceed because of a disability of the vehicle;

(8) No vehicle shall make a U-turn on the Bridge;

(9) When any ambulance, police or fire department vehicle, or bridge police motorcycle or car, entering upon or moving on the Bridge, gives an audible signal by bell, siren or exhaust whistle, all traffic shall proceed to the right-hand lane on the roadway and shall stop until the vehicle has passed;

(10) No person shall throw, drop, put or place any matter, substance or thing on the Bridge.

Restricted and Prohibited Traffic

9. No vehicles other than those referred to in the Schedule shall enter upon the Bridge except by special arrangement with the Board or a Board representative.

10. Notwithstanding anything in this By-law the following vehicles are prohibited from entering upon or using the Bridge:

(1) vehicles with persons standing on the outside thereof, or trucks with persons seated on the rear with feet dangling;

(2) vehicles with metal tires or vehicles with flat tires;

(3) vehicles under the control of an incompetent or intoxicated driver;

(4) vehicles loaded with animals or poultry not properly confined or with garbage, loose hay, straw or similar material not properly covered to prevent such goods from falling from the vehicle;

(5) vehicles with a load overhanging on any side or with a load not properly secured to prevent such load or any part of it from falling from the vehicle;

(6) vehicles overloaded to such an extent that the means of propulsion are insufficient;

(7) vehicles with inadequate brakes;

(8) tank trucks, trailers or semi-trailers with leaking spigots;

(9) autobuses with passengers standing between the driver and the front entrance door or so located as to obstruct the view of the driver either to the front or sides;

(10) vehicles having a total outside width, unladen or with load, in excess of ten feet;

(11) vehicles having a height, unladen or with load, in excess of fifteen feet;

(12) vehicles or combination of vehicles having a length from front bumper to rear bumper, or to rear of load, in excess of sixty feet;

(13) vehicles containing fire, dynamite or other high explosives;

(14) vehicles with cut-outs or other apparatus or devices which allow exhaust gas from the engine to escape into the atmosphere without passing through a muffler or silencer;

(15) other vehicles which in the opinion of the Board representative or the bridge police are likely to endanger persons or property or render the use of the bridge unsafe;

(16) bicycles and other velocipedes, baby carriages, motorized scooters, and motorized bicycles, except when moved by hand on the sidewalk;

(17) push carts or wheelbarrows; and

(18) horses and riders, animals led or herded, or other live stock on foot.

Towing of Vehicles

11. Any stalled, disabled or unattended vehicle on the Bridge may be removed from the Bridge by the Board and parked or stored on Board property at the risk of the owner, and the Board shall have the right to claim from the driver or owner for the towing of the vehicle and, in addition, Board standard charges for the property so used and any costs incurred by the Board and to retain possession of such vehicle until such time as the aforesaid charges and costs are duly paid.

Pedestrians

12. (1) All pedestrians shall use the sidewalk;

(2) No person shall climb upon any portion of the Bridge, and no person shall hitch-hike on the Bridge.

Soliciting

13. No person while on bridge property shall solicit or distribute circulars, leaflets or any advertising matter.

Accidents

14. The driver of a vehicle involved in an accident causing injury to or death of any person, or damage to the Bridge or other property, shall immediately stop such vehicle at the scene of the accident, render such assistance as may be needed and give his name, address, operator's licence and registration number of his vehicle to the bridge police.

Damage to Jacques Cartier Bridge

15. Any person who causes damage to the Bridge, or the owner of any vehicle which causes damage to the Bridge, shall, in addition to any penalty under any other regulation or by-law of the Board, or any penalty under any statute, be liable to the Board for the cost of repairing or making good such damage.

Non-liability of the Board

16. No person shall possess any claim against the Board, whether for death of or injury to persons, or loss or destruction of, or damage to, property, in any manner arising out of, incidental to or in connection with the entry by such person or by any other person upon the Bridge unless

(1) the entry upon the Bridge is in accordance with the provisions of this By-law: and

(2) the death, injury, loss, destruction or damage is caused solely by the negligence of an officer or servant of the Board.

Penalty

17. Every person who violates any provision of this By-law is guilty of an offence and liable on summary conviction to a penalty not exceeding fifty dollars for each violation.

Schedule

18.

Description of Vehicle	*Bridge Toll* $
1. Horse-drawn vehicle	0.15
2. Motor-driven vehicle:—	
(1) Motorcycle, passenger automobile, taxicab or station wagon:	
(a) Single trip	0.25
(b) Fifty trips (Payment by token)	4.00
(2) Hearse or ambulance	0.25
(3) Truck or tractor:—	
(a) 2-axle vehicle with 4 tires	0.25
(b) 2-axle vehicle with 6 tires not over 10.00 inches in size	0.50
(c) 2-axle vehicle with 6 tires over 10.00 inches in size	1.00
(d) 3-axle vehicle, single unit, with tires not over 10.00 inches in size	1.00
(e) 3-axle vehicle, single unit, with tires over 10.00 inches in size	1.50
(4) Tractor-trailer combination:—	
(a) 3-axle vehicle	1.50
(b) 4-axle vehicle	1.75
(c) 5-axle vehicle	2.00

Schedule	*Bridge Toll* $
(5) Farm vehicle:—	
(a) 2-axle vehicle with 4 tires—fifty trips	4.00
(b) 2-axle vehicle with 6 tires—fifty trips	7.50
(c) 3-axle vehicle—fifty trips	12.00
PROVIDED that;	
(i) tickets issued at such rates shall be good only for six months from date of issue;	
(ii) such vehicle has a current licence issued for a "Farm Vehicle" as defined in the Motor Vehicle Act of the Province of Quebec, and is travelling light or is carrying farm products, manure or artificial fertilizers only.	
(6) Autobus	1.00
PROVIDED that the autobus companies operating regular scheduled services between the City of Montreal and St. Helen's Island or between the City of Montreal and South Shore municipalities via Jacques Cartier Bridge may be granted commuted rates upon written application to the Board. The commuted rate for one-way passage shall be not less than double the amount of the single cash bus-fare for an adult passenger between Montreal and St. Helen's Island or between Montreal and the most distant point in the South Shore municipalities on the particular service concerned.	
(7) Tractor-float combination:—	
(a) Without load	5.00
(b) With load	10.00
3. Trailer, semi-trailer or vehicle in tow (drawn by motorcycle, automobile or truck):—	
(1) 1-axle vehicle with one or 2 tires	0.25
(2) 1-axle vehicle with 4 tires	0.50
(3) 2-axle vehicle with 4 or more tires	0.75
4. All vehicles not otherwise specified	by arrangement

APPENDIX "H"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR
CONSEIL DES PORTS NATIONAUX—PORT DE MONTRÉAL

APPLICATION FOR EMPLOYMENT
DEMANDE D'EMPLOI

(The applicant must in all cases write the required information in ink, in his own handwriting.)
(Le postulant doit dans chaque cas inscrire les renseignements requis, à l'encre et de sa propre main.)

Name in full / *Nom complet* .....

Address / *Adresse* .....

Position required / *Position demandée* .....

Married, Single or Widower / *Marié, Célibataire ou Veuf* ..... Number of dependents / *Nombre de dépendants* .....

Date and year of birth / *Date et année de naissance* ..... Place of birth / *Lieu de naissance* .....

Nationality / *Nationalité* ..... Religion .....
(If Protestant, state denomination)

OVERSEAS SERVICE — SERVICE OUTRE-MERS

From / *De* ..... To / *A* ..... Regimental No. / *No. de Régiment* ..... Military Pension (%) / *Pension militaire (%)* .....

Have you any physical defect which would make you unfit for employment in the position for which you are applying?
Souffrez-vous de quelque défaut physique qui vous rendrait incapable de remplir la position que vous sollicitez?

Give in form below record of your services for last five years, giving each year in regular order down to date. Give cause of leaving the service of each previous employer.
Donnez dans l'espace qui suit un compte rendu de vos emplois durant les dernières cinq années, donnant chaque année en ordre régulier jusqu'à date. Donnez les raisons pour lesquelles vous avez quitté l'emploi de chacun de vos patrons précédents.

If you have previously been employed by the MONTREAL HARBOUR, please indicate hereunder, period of employment, position held and the department in which employed.
Si vous avez déjà été à l'emploi du PORT DE MONTRÉAL, veuillez indiquer ci-dessous la période d'emploi, la position occupée et le nom du département.

Name of employers — Nom des patrons	Where employed — Où employé	What was your occupation — Quelle était votre occupation	Date you entered their service — Date que vous êtes entré à leur emploi	Date you left their service — Date que vous avez quitté leur emploi	Cause of leaving their service — Raison pour laquelle vous avez quitté leur emploi

Have you ever made claims against or sued the National Harbours Board or the Harbour Commissioners of Montreal on account of personal injuries or any other cause?
Avez-vous jamais fait une réclamation ou intenté une poursuite au Conseil des Ports Nationaux ou aux Commissaires du Havre de Montréal pour cause de dommages résultant d'un accident personnel ou aucune autre cause?

.....

I certify the above to be a correct statement.
Je certifie que les déclarations ci-haut sont véridiques.

Signature in full / *Signature complète* .....

Witness / *Témoin* ..... Date ..... 19.....

FORM 600/198-5M-10-56

APPENDIX "I"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR
CONSEIL DES PORTS NATIONAUX—PORT DE MONTRÉAL

APPLICATION FOR EMPLOYMENT
DEMANDE D'EMPLOI

Name in full / *Nom complet* .....

Address / *Adresse* ..... Telephone No. / *N°. de téléphone* .....

Position required / *Position demandée* ..... Date and year of birth / *Date et année de naissance* .....

Married, Single or Widower / *Marié, célibataire ou veuf* ..... Number of dependents / *Nombre de dépendants* .....

OVERSEAS SERVICE — *SERVICE OUTRE-MER*

From / *De* ..... To / *A* ..... Regimental No. / *N°. de régiment* ..... Military Pension / *Pension militaire* ..... %

Have you any physical defect which would make you unfit for employment in the position for which you are applying?
Souffrez-vous de quelque défaut physique qui vous rendrait incapable de remplir la position que vous sollicitez? .....

Have you ever previously been employed by the National Harbours Board at Montreal? / *Avez-vous déjà travaillé pour le Conseil des Ports nationaux à Montréal?* .....

If so, during what period? / *Si oui, durant combien de temps?* ..... From / *Du* ..... To / *A* .....

In what position? / *A quel poste?* ..... In which department? / *Dans quel service?* .....

State on the reverse side of this form your employment record during the last five years.
Donnez au verso un compte rendu de vos emplois durant les cinq dernières années.

I certify that the information shown on this form is correct.
Je certifie que les renseignements donnés sur cette formule sont véridiques.

Signature in full / *Signature complète* .....

Date ..... 19.....

PREVIOUS EMPLOYMENT—EMPLOIS ANTÉRIEURS

Name of employers / Nom des employeurs	Occupation / Occupation	Date employment commenced / Date de commencement d'emploi	Date employment terminated / Date de fin d'emploi	Reason for leaving / Motif de départ
1.				
2.				
3.				

APPENDIX "J"

(Front of Card)

No.....
FORM 600-200-5M-8-59

National Harbours Board—Montreal Harbour—
Conseil des Ports Nationaux—Port de Montréal—

Application for Employment
Demande d'emploi

Name in full / *Nom complet* .....Education.....

Address / *Adresse* .....Telephone No. / *N° de téléphone* .....

Position required / *Position demandée* .....Date and year of birth / *Date et année de naissance* .....

Married, Single or Widower / *Marié, Célibataire ou Veuf* .....Number of dependants / *Nombre de dépendants* .....

OVERSEAS SERVICE — SERVICE OUTRE-MER

From / *De* .....To / *A* .....Regimental No. / *N° de régiment* .....Military Pension / *Pension Militaire* .....%

Have you any physical defect which would make you unfit for employment in the position for which you are applying?
Souffrez-vous de quelque défaut physique qui vous rendrait incapable de remplir la position que vous sollicitez?

Have you ever previously been employed by the National Harbours Board at Montreal?
Avez-vous déjà travaillé pour le Conseil des Ports Nationaux à Montréal?

If so, during what period? / *Si oui, durant combien de temps?* .....From / *Du* .....To / *A* .....

In what position? / *A quel poste?* .....In which department / *Dans quel service?* .....

State on the reverse side of this form your employment record during the last five years.
Donnez au verso un compte-rendu de vos emplois durant les cinq dernières années.

I certify that the information shown on this form is correct.
Je certifie que les renseignements donnés sur cette formule sont véridiques.

Signature in full / *Signature complète* .....

Date.....19.....

Over — *Verso*

(Reverse of Card)

PREVIOUS EMPLOYMENT—*EMPLOIS ANTÉRIEURS*

Name of employers *Nom des employeurs*	Occupation *Occupation*	Date employment commenced *Date de commencement d'emploi*	Date employment terminated *Date de fin d'emploi*	Reason for *Motif de départ*
1.				
2.				
3.				
4.				
5.				

(FOR OFFICE USE ONLY)

Renewal of application.....

Called-in for interview or a test.....

Called-in to report to department of.....

Starting Date.....

Approval received.....

APPENDIX "K"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

EXAMINATION FOR APPLICANTS FOR POSITION OF TOLL COLLECTOR

1. Solve the following problems of arithmetic:—

(a) Additions:

1,583.20	9,543,825
1,622.01	30,213
1,614.20	367,859
1,906.21	2,978
1,702.96	4,590,469
1,552.54	326

Totals:

(b) Subtractions:

435,636.48	4,508,325
43,559.87	2,979,216

(c) Divisions:

290,625 divided by 125 =
30,600 divided by 68 =

(d) Multiplications:

6,219 × 492 =
10,347 × 85 =

2. Write, in English, a short report to the Supervisor of Toll Collectors on one of the following incidents:—

(a) A vehicle runs into one of the toll collectors' stands causing damage to harbour property.

(b) A dispute takes place as to the amount of toll to be collected for passage across the bridge.

.....
Signature of Applicant

APPENDIX "L"

COLLECTIVE LABOUR AGREEMENT

Executed 20th August, 1957

between

NATIONAL HARBOURS BOARD
(Montreal Harbour)

General Forces

and

BROTHERHOOD OF RAILWAY AND STEAMSHIP CLERKS, FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYEES

Article	Description
I	Scope
II	General Conditions of Work
	1.—Seniority
	2.—Appointments to New Positions and Vacancies
	3.—Reduction of Forces and Recall to Service
	4.—Hours of Service
III	Annual Vacation and Holiday Leave
	1.—Annual Vacation with Pay
	2.—Legal Holidays with Pay
IV	Wages and Salaries
	1.—Wage and Salary Schedule
	2.—Payment for Overtime Worked
	3.—Payment for Annual Vacation
	4.—Divers and Divers' Assistants
	5.—Method of Payment
	6.—Statement of Pay Days
V	Grievance Procedure
VI	Voluntary Check-off of Union Dues
VII	Duration and Renewal
Appendix	
"A"	Wage Schedule
"B"	Voluntary Check-off of Union Dues—Authorization Form
"C"	Voluntary Check-off of Union Dues—Revocation Order

THIS AGREEMENT made this 20th day of August A.D. 1957

BETWEEN

National Harbours Board
a body corporate, hereinafter called "the Board",
of the One Part,

— and —

Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees,
hereinafter called "the Brotherhood",
of the Other Part.

ARTICLE I — Scope

The following rules and rates of pay shall, in so far as the Board has the right to agree thereto, govern the services of the following employees of the Board's GENERAL FORCES at Montreal Harbour.

1. *Engineering Department:* All wage-earners, paid on hourly or shift basis, in the following branches:

Shop and Shipyard Branch
Roadmaster's Branch
Sheds and Buildings Maintenance Branch
Roads and Water Branch
Shore Equipment Branch
Wharf Maintenance Branch
Plumber Branch
Millwright Branch
Electrical Branch

Excepting, however, employees in the Millwright and Electrical Branches regularly assigned to work in the Grain Elevators.

2. *Fleet Department:* Shop derrick operators, diver and diver's assistant.

3. *Railway Operating Department:* Car checkers, clerk-janitors and crossing flagmen.

4. Head Office and Victoria Pier Buildings: Janitors.

5. Storekeeping Department: Leading storeman and storemen.

6. Jacques Cartier Bridge: Clerk-janitor and toll collectors.

ARTICLE II — General Conditions of Work

1. *Seniority*

(a) A seniority list for each department or, if the department is divided into branches, for each branch—to include employees covered by this Agreement who are regularly assigned to such department or branch—shall be prepared and posted in September of each year. Copies of such lists shall be furnished to local officers of the Brotherhood.

(b) Seniority lists shall mention for each employee: his name, classification and date of last entry into Board service at Montreal

(whether or not in any of the positions covered by this Agreement), from which date seniority shall accumulate.

(c) Proof of alleged error in seniority status must be submitted to the Port Manager, in writing, within sixty (60) days of posting of the relevant seniority list. Where error is established by an employee or by the local Protective Committee (see ARTICLE V), such error shall be corrected and, when so corrected, the seniority so established shall apply.

(d) Seniority rights shall be governed by the following:

(i) Any employee shall acquire or be entitled to exercise seniority rights only after he has worked for the Board at Montreal Harbour a total of six hundred (600) hours within any period of twelve (12) consecutive months or part thereof, after which seniority shall count from the commencing date of such period.

(ii) Should an employee in a position *covered* by this Agreement be transferred to a position not covered by this Agreement, his name shall be removed from the seniority list provided for herein when the duration of his transfer has exceeded six (6) months.

(iii) Should an employee in a position *not covered* by this Agreement be temporarily transferred to a position covered by this Agreement, he shall be entitled to establish seniority rights under this Agreement after his transfer has extended for a continuous period of six (6) months; his seniority shall then accumulate from the date of last entry into the service of the Board at Montreal Harbour.

(e) Exception: Watchmen

Notwithstanding anything to the contrary contained in this Agreement, separate seniority lists shall be maintained for watchmen of each department or branch and, except for temporary assignments, appointments of watchmen shall be made from volunteers in existing operating and maintenance staff if possible and, if not, by outside appointment. The names of all watchmen appointed shall immediately be placed on the watchmen's seniority list of the department or branch to which appointed with seniority counting from the date of last entry into the Board's service at Montreal Harbour. When an employee is appointed to the position of watchman, his name shall immediately be removed from the seniority list of the department or branch from which he is transferred. After appointment, watchmen cannot displace or be displaced by employees of other classifications.

(f) An employee shall forfeit his seniority rights

(i) Upon dismissal from the Board's service for cause;

(ii) Upon leaving the Board's service of his own accord;

(iii) Upon failing to report for duty or to give a satisfactory reason for not doing so within seven (7) days from the date of notification;

(iv) Twenty-four (24) months after the date he last worked for the Board at Montreal Harbour, whether or not in any of the positions covered by this Agreement, except that, in the case of approved absence on account of illness, he shall retain his seniority.

2. *Appointments to New Positions and Vacancies*

(a) New positions and vacancies in regularly established positions of a known duration of one month or more shall be promptly bulletined for a period of five (5) working days. Employees desiring such positions shall file applications with the designated officer within that time. Applicants shall be limited to those whose names appear on the seniority list of the relevant department or branch.

(b) Appointments to new positions or vacancies shall be made within five (5) days after expiry of the notice period above mentioned in paragraph (a) of this Section 2, and such appointments immediately shall be bulletined. Temporary assignments may be made pending an appointment.

(c) Appointments will be determined on the basis of efficiency and fitness; if efficiency and fitness are equal, seniority shall govern. Nothing herein shall prevent the Board from determining that no applicant possesses the necessary qualifications or from proceeding to fill the vacancy at its discretion but this shall not be construed as limiting the rights of any employee under Article V of this Agreement.

3. *Reduction of Forces and Recall to Service*

(a) Except as otherwise provided for watchmen in Article II, Section 1 (e), seniority shall govern in reducing forces and an employee whose position is abolished or who is displaced may exercise his seniority against any employee covered by this Agreement in the following manner:

(i) He may displace any employee in the same department or branch in his classification who has less service in that classification;

(ii) He may displace any employee, on the seniority list on which his name is shown, who is junior in rank and service with the Harbour, provided he can perform the work required.

(b) A laid-off employee who desires to return to the service of the Board, when work is available for him, must keep the proper officers of the Board and the Brotherhood advised of his address in order that he may be readily located.

(c) When forces are increased, employees will be returned to the service and positions formerly occupied in the reverse order of their lay-off.

4. *Hours of Service*—Except as otherwise provided herein, regularly assigned hours of service shall be as follows:

(a) *Normal Work Week*—40 hours.

(b) *Regular Daily Assignments*—Monday through Friday—eight (8) consecutive hours per day (exclusive of meal period, which shall not exceed one (1) hour) between the hours of 7 a.m. and 6 p.m.

(c) *Exceptions*

(i) *Shift Workers*

(aa) Daily hours (maximum of eight (8) hours per day, except on shift change-over) as may be assigned, within the weekly limit of forty (40) hours above mentioned in paragraph (a) of this Section 4;

(bb) Any operation to be classed as "shift work" shall consist of not less than two (2) shifts of not less than eight (8) consecutive hours each—inclusive of meal periods—to last for a period of not less than two (2) days;

(cc) For shift workers, a week shall be deemed to comprise a designated period of seven (7) consecutive days corresponding to the weekly pay period.

(ii) Watchmen, janitors, clerk-janitors (except at Jacques Cartier Bridge), janitors at Head Office and Victoria Pier Buildings, crossing flagmen and switchmen.

Daily hours as may be assigned within the weekly limit of forty (40) hours above mentioned in paragraph (a) of this Section 4.

(iii) *Clerk-janitor and toll collectors at Jacques Cartier Bridge*—Weekly and daily hours not defined.

(d) *Posting of Assignments*—Regular daily assigned hours of work shall be determined by the Board and posted in places accessible to the employees concerned. No changes shall be made without forty-eight (48) hours advance notice.

(e) *Overtime Work*—As far as possible and providing that harbour operations are not unduly impeded, overtime work shall be divided amongst employees within a department or, if the department is divided into branches within each branch, subject to employees having proper qualifications to execute the work.

(f) *Reduction of Hours*—In the event of shortage of work, the hours of work herein specified may be reduced by mutual agreement on notice of not less than forty-eight (48) hours. If this reduction be not sufficient, a reduction of forces may be effected under the conditions set out in Section 3 of this ARTICLE II.

ARTICLE III—*Annual Vacation and Holiday Leave*

1. *Annual Vacation with Pay*

(a) *Eligibility*—Subject to the provisions of paragraphs (b) and (c) of this Section 1, an employee will be eligible for annual vacation with pay as follows:

(i) During the first three (3) years of service after last entry into harbour service, one (1) hour for every fifty-two (52) hours of work in each such year, up to a maximum of forty (40) hours per year; and

(ii) After three (3) years of service after last entry into harbour service, one (1) hour for every twenty-six (26) hours of work in each year, up to a maximum of eighty (80) hours per year; and

(iii) After twenty (20) years of service after last entry into harbour service, one (1) hour for every seventeen (17) hours of work in each year, up to a maximum of one hundred and twenty (120) hours per year.

(b) *Computation of Leave Credits*

(i) For the purpose of this Section 1, hours of work shall include normal working hours on ordinary week days, normal hours on holidays, whether worked or paid for without work, and absence on paid vacations;

(ii) Hours of work lost by an employee due to absence as a result solely of injury sustained on duty may be included as hours worked for the purpose of computing vacation leave credits; providing such injury is declared an industrial accident under the Government Employees Compensation Act.

(iii) Time off duty on account of bona fide illness, not exceeding two hundred and forty (240) hours in any calendar year, shall be included in computation of service for vacation purposes, provided always that satisfactory medical certificates shall be furnished to the Board covering all such illnesses. In the application of this sub-paragraph (iii), time off by ex-servicemen for purpose of medical examination shall be deemed to be time off on account of bona fide illness, provided always that such ex-servicemen shall furnish the Board with official notices from the Department of Veterans Affairs respecting such medical examinations;

(iv) Vacation leave credit will accrue from the date of last entry into harbour service PROVIDED, however, that an employee, whose service with the Board is terminated for any reason whatsoever before completing six (6) months service, will forfeit absolutely all right to vacation leave credit.

(c) *Granting of Leave*

(i) An employee will be granted vacation leave only to the extent of his credits;

(ii) No vacation leave will be granted in the first six (6) months of service;

(iii) Vacation leave shall be taken in the calendar year in which it is accrued, except—

(aa) in the case of an employee with less than six (6) months service;

(bb) in cases where conditions of work are such that it cannot be granted in that year; in such cases, however, vacation leave credits will be carried over to the following year upon written approval of the departmental head;

(iv) Vacation leave shall be granted to employees at any time providing harbour operations would not be unduly impeded;

(v) The Port Managr may refuse to grant vacation leave for the whole or any part of the unexpired vacation leave credit accrued to an employee if, in his opinion, the attendance, punctuality or conduct of the employee has been unsatisfactory, in which event, vacation leave credit so refused will be deemed to have expired;

(vi) Should a legal holiday, for which an employee is paid under Section 2 of this ARTICLE III, occur during his period of vacation leave, that day will not count as part of his vacation leave.

2. *Legal Holidays with Pay*

(a) The following days, when falling on regular work days, shall be recognized as legal holidays for the purpose of this Agreement;

New Year's Day
Good Friday
St. Jean Baptiste Day
Dominion Day
Labour Day
Thanksgiving Day
Christmas Day

(b) An employee, not working on any of the above holidays, shall be paid at his regular rate for the number of hours he would have worked had that day not been a holiday, provided that

(i) he has been in harbour service not less than six (6) months from the date of last entry into harbour service;

(ii) he has worked the normal number of hours or been on approved leave of absence with pay on the day last preceding and on the day next following the holiday that his normal working duties required him to work;

(iii) if his services were required on that day, he has not refused to work or he has given a reason acceptable to his departmental head for his not working.

(c) When any of the legal holidays above mentioned in paragraph (a) of this Section 2 fall on a Sunday, the day, if any, substituted by the Governor-in-Council shall be observed.

ARTICLE IV—Wages

1. *Wage Schedule (Appendix "A")*

(a) Payment shall be made for work performed during regularly assigned hours at the rates shown and with effect from the respective dates indicated in Appendix "A" hereto attached, which is made a part of this Agreement.

(b) Payment of retroactive earnings, covering the increases in rates effective commencing January 1st, 1957, shall be made only to employees who were in Board employ at that date, to employees who retired on pension and to the estates of employees who died in service during the period covered by the increase. Retroactive payments shall not be made to those employees who, having entered into Board employ subsequent to January 1st, 1957, have since resigned, left Board employ of their own accord or have been discharged for cause.

2. *Payment for Overtime Worked*—Except as otherwise provided in paragraphs (b) and (c) of this Section 2, payment for overtime worked by wage-earners shall be made in accordance with paragraph (a) hereunder.

(a) *General Rule*

(i) *Overtime Payment for all Days except Saturdays, Sundays and Holidays*

(aa) Time worked *continuous* with, before or after regularly assigned hours of work, shall be paid for at the rate of one and one-half times the regular rate.

(bb) Time worked *not continuous* with, before or after regularly assigned hours of work, shall be paid for at the rate of one and one-half times the regular rate, with a minimum payment of four (4) hours wages at the regular rate, for each occurrence, EXCEPT that, in the case of work commenced on Sunday evening or on the evening of any of the holidays named in ARTICLE III, Section 2 (a) hereof and continuing after midnight, there will be no minimum for the period worked after midnight.

(ii) *Overtime Payment for Saturdays*—All time worked on Saturdays shall be paid for at the rate of one and one-half

times the regular rate, with a minimum payment of four (4) hours wages at one and one-half times the regular rate for each occurrence, EXCEPT that, for work commenced on Friday evening and continuing after midnight, there will be no minimum for the period worked after midnight.

(iii) *Overtime Payment for Sundays*—All time worked on Sundays shall be paid for at the rate of double the regular rate, with a minimum payment of four (4) hours wages at double the regular rate for each occurrence, EXCEPT that, for work commenced on Saturday evening and continuing after midnight, there will be no minimum for the period worked after midnight.

(iv) *Overtime Payment for Legal Holidays*

(aa) An employee, *not eligible* under ARTICLE III, Section 2 (b) to be paid for the legal holidays named in ARTICLE III, Section 2 (a) if not worked, shall, if required to work, be paid for *all* time worked at the rate of double the regular rate with a minimum payment of four (4) hours wages at double the regular rate for each occurrence, EXCEPT that, for work commenced on the evening before a legal holiday and continuing after midnight, there will be no minimum for the period worked after midnight.

(bb) An employee, *eligible* under Article III, Section 2 (b) to be paid for the legal holidays named in Article III, Section 2 (a) if not worked, shall, if required to work, be paid as follows:

1. For time worked during regularly assigned hours, at the regular rate with a minimum payment of four (4) hours wages at the regular rate for each occurrence and, *in addition,* at the regular rate for the total number of assigned hours in a normal day he would have worked had that day not been a holiday, *or,* at the option of the Port Manager, be allowed vacation leave with pay for the total number of assigned hours in a normal day;

2. For time worked continuous with, before or after regularly assigned hours of work, at the rate of double the regular rate;

3. For time worked not continuous with, before or after regularly assigned hours of work, at the rate of double the regular rate, with a minimum payment of four (4) hours wages at double the regular rate for each occurrence, except that, for work commenced in the evening before a legal holiday and continuing after midnight, there will be no minimum for the period worked after midnight.

(v) *Overtime Payment for Meal Periods*

Time worked during regularly assigned meal periods shall be paid for at overtime rate. An employee working during a meal period shall, at the first opportunity, be given twenty (20) minutes off with pay or a full hour without pay as he may prefer. However, this should not be construed as constituting a break in order to make clause (i) (bb) of this paragraph (a) effective.

(b) *Exception: Shift Workers*

(i) Time worked continuous with, before or after a regularly assigned shift, shall be paid for at overtime rates, except in the case of shift change-over.

(ii) The provisions respecting minimum payments, as contained in clauses (ii), (iii) and (iv) of this Article IV, Section 2 (a), and the provisions respecting payment for work during meal periods, as contained in clause (v) of this Article IV, Section 2 (a) shall not apply. It is agreed, however, that a shift worker who is called out specially and, through no fault of his own, is employed less than eight (8) continuous hours shall be paid, for each occurrence, a minimum of:

(aa) Four (4) hours at one and one-half times the regular rate, if the call is made on a Saturday;

(bb) Four (4) hours at double the regular rate, if the call is made on a Sunday;

(cc) Four (4) hours at regular rate, provided he is an employee *being paid* regular rate under Article III, Section 2 (b) hereof, if the call is made on one of the days named in Article III, Section 2 (a);

(dd) Four (4) hours at double the regular rate, provided he is an employee *not being paid* regular rate under Article III, Section 2 (b), if the call is made on one of the days named in Article III, Section 2 (a).

(iii) (aa) For the purpose of this Section 2 (b), the term "Saturday" shall mean Saturday, if included as one of the two regular days off; otherwise, the first of the two regular days off.

(bb) For the purpose of this Section 2 (b), the term "Sunday" shall mean Sunday, if included as one of the two regular days off; otherwise, the second of the two regular days off.

(c) *Exception: Other Employees*

Notwithstanding anything to the contrary herein stated:

(i) Rates paid to watchmen, janitors, clerk-janitors (except at Jacques Cartier Bridge), car checkers and crossing flagmen for all work performed outside their normal weekly assigned duty period shall be one and one-half (1½) times regular rates;

(ii) Rates paid to switchmen for all work performed outside their normal weekly assigned duty period shall be at rates set forth herein for shift workers;

(iii) Rates paid to clerk-janitors and toll collectors at Jacques Cartier Bridge shall be at regular rates for all time worked;

Provided, however, that any employee in any of the above mentioned classifications who is eligible under Article III, Section 2 (b), shall, when required to work on one of the holidays named in Article III, Section 2 (a), be paid at regular rate for time so worked and, *in addition*, shall be paid at regular rate for the number of hours in a normal day or shift or, at the option of the Port Manager, be allowed vacation leave with pay for the number of hours in a normal day or shift.

3. *Payment for Annual Vacation*

(a) In computing wages due for periods of vacation leave for any employee, working hours and rate of pay of the classification in

which he is regularly or normally employed shall be used, notwithstanding the fact that he may, at the time of going on holidays, have been temporarily employed in a classification calling for different working hours and rate of pay.

(b) In the case of death of an employee, payment at schedule rates shall be made to the employee's estate for annual vacation with pay credit accumulated at the time of death.

4. *Divers and Divers' Assistants*—Divers and Divers' Assistants on any day when diving is done shall be paid for diving time at the respective schedule and overtime rates for these classifications, subject to a minimum payment of four (4) hours at such rates for each occurrence; when not diving, they will be paid at the rates of the classifications at which they are employed or regularly assigned.

5. *Method of Payment*—All employees covered by this Agreement shall be paid by cheque.

6. *Statement of Pay Days*—On the first (1st) day of January of each year or as soon thereafter as possible, statements showing the pay days for the calendar year shall be posted in each department or, if the department is divided into branches, in each branch of the service covered by this Agreement. Copies of such statements shall be furnished to local officers of the Brotherhood.

ARTICLE V—Grievance Procedure

1. The Brotherhood's local Shop-Steward and Protective Committee shall be recognized and all questions of grievances, claims, etc. shall be handled by the said Shop-Steward or Protective Committee with the proper officers of the Board. Claims must be filed within six (6) days of the incident which gave rise to same and hearings shall be held promptly.

2. Should a charge against an employee be not sustained, he shall be restored to his former position and paid for all time lost.

3. Should any dispute arise between the Brotherhood and the Board as to the meaning and application of the provisions of this Agreement, there shall be no suspension of work on account of such dispute, but an earnest effort shall be made by both parties hereto to settle such dispute with the least possible delay, in respect of which the following procedure is set out:

(a) The employee shall, either alone or accompanied by the Shop-Steward take the matter to his immediate superior;

(b) If a settlement is not reached within a reasonable time—forty-eight (48) hours—, the Protective Committee shall give a written notification of the departmental head;

(c) If a settlement is not reached with the departmental head within a reasonable time—forty-eight (48) hours—, the matter may be discussed by the Local Protective Committee with the Port Manager and, failing a satisfactory settlement, the Brotherhood may, by making a written application to the Port Manager, arrange for a discussion of the matter with members of the Board;

(d) A Joint Committee of Appeal, consisting of two representatives of the Board and two representatives of the Brotherhood, shall hear and decide all grievances and questions of interpretation of this Agreement which cannot be disposed of otherwise. Should this Committee be unable to arrive at agreement on any matter, the representatives of the two parties shall agree upon a person

to act as referee. If the representatives of the parties cannot agree upon such a person, the Minister of Labour, shall be jointly requested to appoint a referee. The referee's casting vote shall be decisive and both parties bind themselves to abide by a decision so reached. The Joint Committee of Appeal, if any, is not authorized to alter, modify or amend any part of this Agreement.

ARTICLE VI—Voluntary Check-Off of Union Dues

1. Upon a voluntary written request and authority received from an employee in form similar to that shown on Appendix "B" hereto (which form may be obtained from officers of the Brotherhood), the Board will, in so far as it can legally do so, deduct monthly from the employee's net earnings—after applicable deductions for income tax, unemployment insurance, contributions in accordance with the Public Service Superannuation Act and Quebec Hospital Service Association (Blue Cross)—an amount equal to the prevailing monthly dues of the Brotherhood and will remit the same, by cheque, to the Brotherhood (attention of local Secretary-Treasurer) on or before the end of each month. In making such remittance of dues relating to the first (1st) month of each calendar year, the Board will provide the Brotherhood with a complete list, in triplicate, of those employees from whose earnings deductions have been made; thereafter, the Board will provide the Brotherhood with corrections to the list showing names to be added or removed therefrom.

2. It is understood and agreed that monthly payroll deductions for the payment of Brotherhood dues by any employee shall not commence until the month following the date of receipt by the Board of the employee's voluntary written authority.

3. It is further understood and agreed that, if, in any month, an employee's net earnings, as determined in Section 1 herein, are insufficient fully to cover payment of the prevailing monthly Brotherhood dues, the Board will not be obliged to collect the dues for that month from such employee, such collection to be the responsibility of the Brotherhood.

4. Any employee paying his Brotherhood dues by payroll deductions in accordance with the above mentioned authorization may, during the last fifteen (15) days of the currency of this Agreement, revoke such authorization by a revocation order in form similar to that shown on Appendix "C" hereto (which form may be obtained from the Timekeping Department of the Board or from officers of the Brotherhood and shall be left with the former during the said period), such revocation order to become effective on the first (1st) day of January of the succeeding year.

5. The Board shall not be held liable or responsible for any such dues other than those actually collected on behalf of the Brotherhood and it is understood and agreed that the Brotherhood will indemnify and save harmless the Board from and against any and all claims which may be made by an employee or employees for amounts deducted from wages as herein provided.

ARTICLE VII—Duration and Renewal

Except as otherwise provided herein, this Agreement shall become effective on the date of its execution and shall remain in force until 31st December 1958, and shall be deemed to continue thereafter from year to year until either party hereto gives a written notice to the other party—such notice to

be registered at any post office not later than October 31st of the particular year—of desire to revise or terminate same effective commencing the following January 1st, not later than ten (10) days after such notice has been given, the party giving the notice shall submit its proposals for revision. If such notice and proposals be not given by the respective dates stipulated, then this Agreement shall be deemed to be renewed for the succeeding year.

Signed at Montreal, this 20th day of August, 1957.

For the National Harbours Board	For the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees
(Sgd.) G. Beaudet	(Sgd.) H. F. Mead
Port Manager	General Chairman
(Sgd.) G. S. Anderson	(Sgd.) Ed. Pownall
Assistant Port Manager (Admin.)	Local Chairman

GENERAL FORCES

APPENDIX "A"

(Article iv, Section 1)

Wage Schedule

Occupational Classifications	Rates per hour Effective January 1st, 1957	Effective January 1st, 1958
1. Shop and Shipyard Branch		
Air Brake Mechanic (1)	$ 1.85	$ 1.92
Blacksmith (2)	1.77	1.84
Blockman (Crane) (45)	1.40	1.46
Boilermaker, 1st Class (3)	1.85	1.92
Boilermaker, 2nd Class (4)	1.54	1.60
Brakeman, Works Locomotive (Diesel) (80)	1.58	1.64
Burner (5)	1.73	1.79
Carpenter, 1st Class (6)	1.85	1.92
Carpenter, 2nd Class (7)	1.62	1.68
Coppersmith (8)	1.94	2.02
Driver, Works Locomotive (Diesel) (78)	1.77	1.84
Electrician (9)	1.85	1.92
Electric Welder (10)	1.85	1.92
Fireman (Locomotive Crane) (54)	1.52	1.58
Fireman (Shift) (12)	1.44	1.49
Fitter, 1st Class (Shipyard Branch) (107)	1.85	1.92
Fitter, 1st Class (13)	1.77	1.84
Fitter, 2nd Class (14)	1.46	1.51
Foreman, Assistant Shop (139)	1.93	2.00
Helper (Air Brake Mechanic) (15)	1.40	1.46
Helper (Blacksmith) (16)	1.40	1.46
Helper (Boilermaker) (17)	1.40	1.46
Helper (Carpenter) (18)	1.40	1.46
Helper (Caterpillar Crane) (49)	1.52	1.58
Helper (Diesel Crane) (53)	1.52	1.58
Helper (Electrician) (19)	1.40	1.46
Helper (Fitter) (20)	1.40	1.46
Helper (Machinist) (21)	1.40	1.46
Helper (Plumber) (22)	1.40	1.46
Helper (Steamfitter) (23)	1.40	1.46
Helper, (Works Locomotive) (Diesel) (79)	1.46	1.51
Labourer (24)	1.34	1.39
Machinist, 1st Class (26)	1.85	1.92
Machinist, 2nd Class (27)	1.54	1.60
Motor Tender (28)	1.46	1.51
Motor Truck Driver (70)	1.36	1.41
Operator, Air Compressor (44)	1.46	1.51
Operator, Bulldozer (47)	1.77	1.84
Operator, Caterpillar Crane (48)	1.77	1.84
Operator, Concrete Mixer (51)	1.54	1.60
Operator, Diesel Crane (52)	1.77	1.84
Operator, Locomotive Crane (67)	1.77	1.84
Operator, Payloader (108)	1.77	1.84
Operator, Power Hammer (34)	1.54	1.60
Operator, Punch (35)	1.54	1.60
Operator, Radial Drill (36)	1.54	1.60
Operator, Screw Machine (38)	1.46	1.51
Painter, 1st Class (29)	1.70	1.76
Painter, 2nd Class (30)	1.46	1.51
Patternmaker (31)	2.00	2.07
Plumber (32)	1.85	1.92
Rigger (37)	1.62	1.68
Plumber Improver (33)	1.54	1.60
Sheet Metal Worker (39)	1.85	1.92
Stationary Engineman (Shift) (40)	1.46	1.51

GENERAL FORCES—*Continued*

APPENDIX "A"—*Continued*

(ARTICLE IV, SECTION 1)—*Continued*

WAGE SCHEDULE—*Continued*

Occupational Classifications	Rates per hour Effective January 1st, 1957	Effective January 1st, 1958
1. SHOP AND SHIPYARD BRANCH—*Continued*		
Steamfitter (41)	$ 1.85	$ 1.92
Templatemaker (42)	1.85	1.92
Tool Room Man (43)	1.40	1.46
2. GENERAL MAINTENANCE BRANCHES		
Bricklayer (46)	2.01	2.08
Carpenter, 1st class (6)	1.85	1.92
Carpenter, 2nd Class (7)	1.62	1.68
Cement Finisher (50)	1.62	1.68
Foreman-Track (56)	1.62	1.68
Foreman-Roads and Water (57)	1.62	1.68
Foreman, Assistant-Track (58)	1.54	1.60
Foreman, Assistant-Roads and Water (59)	1.54	1.60
Foreman, Assistant-Shed (109)	1.85	1.92
Foreman, Assistant-Wharf Repairs (110)	1.77	1.84
Helper, Blacksmith (16)	1.40	1.46
Helper, Millwright (61)	1.40	1.46
Helper, Plumber (22)	1.40	1.46
Helper, Shed Mechanic (62)	1.40	1.46
Labourer (24)	1.34	1.39
Letterer (65)	1.76	1.83
Millwright (68)	1.85	1.92
Millwright, Assistant (69)	1.62	1.68
Motor Truck Driver (70)	1.36	1.41
Painter, 1st Class (29)	1.70	1.76
Painter, (Shed) (71)	1.46	1.51
Patrolman, Hydrant (63)	1.40	1.46
Patrolman, Life Saving Equipment (66)	1.40	1.46
Paver (72)	1.53	1.59
Plumber (32)	1.85	1.92
Plumber Improver (33)	1.54	1.60
Shed Mechanic (73)	1.60	1.66
Switchman (75)	1.39	1.44
Timberman (76)	1.59	1.65
Tinsmith (77)	1.85	1.92
3. ELECTRICAL BRANCH		
Electrician (9)	1.85	1.92
Groundsman (81)	1.40	1.46
Helper (Electrician) (19)	1.40	1.46
Hoist Operator (82)	1.40	1.46
Improver (Electrician) (83)	1.54	1.60
Labourer (24)	1.34	1.39
Lineman, 1st Class (84)	1.77	1.84
Lineman, 2nd Class (85)	1.62	1.68
Motor tender (28)	1.46	1.51
Operator Sub-Station (Shift) (86)	1.60	1.66
4. FLEET DEPARTMENT		
Shop Derrick		
Operator, Shop Derrick (91)	1.54	1.60
Diving Outfit		
Diver (When diving) (96)	3.28	3.40
Diver, Assistant (When diving) (97)	1.46	1.51

GENERAL FORCES—*Concluded*

APPENDIX "A"—*Concluded*

(ARTICLE IV, SECTION 1)—*Concluded*

WAGE SCHEDULE—*Concluded*

Occupational Classifications	Rates per hour	
	Effective January 1st, 1957	Effective January 1st, 1958
5. RAILWAY OPERATING DEPARTMENT		
Car Checker (98)	$ 1.50	$ 1.50
Clerk Janitor (99)	1.34	1.39
Crossing Flagman (100)	1.29	1.33
6. STOREKEEPING DEPARTMENT		
Leading Storeman (102)	1.47	1.52
Storeman (103)	1.40	1.46
7. JACQUES CARTIER BRIDGE		
Clerk Janitor (99)	1.34	1.39
Toll Collector (106)	1.52	1.58
8. GENERAL		
a) Janitor (101)	1.34	1.39
b) Watchman (104)	1.28	1.32
c) Leading Hand— Except where otherwise provided herein, a leading hand placed in charge of not less than four (4) men will be paid six (6) cents per hour more than the highest rated men under his control, effective January 1st, 1957 and seven (7) cents effective January 1st, 1958.		

GENERAL FORCES

APPENDIX "B"

(ARTICLE VI, Section 1)

VOLUNTARY CHECK-OFF OF UNION DUES

AUTHORIZATION FORM

TO: NATIONAL HARBOURS BOARD (Montreal Harbour)

I, ..., the undersigned, hereby request
(please print)

and do authorize NATIONAL HARBOURS BOARD (Montreal Harbour) to deduct from my net earnings—provided, in any week, they are sufficient therefor—the prevailing monthly dues of the BROTHERHOOD OF RAILWAY AND STEAMSHIP CLERKS, FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYEES, such deductions to commence with the month next following the date hereof.

I further request and do authorize the BOARD to pay the amount so deducted to the BROTHERHOOD, the cancelled cheque being considered as the discharge to the BOARD for the amount so deducted from my earnings.

I agree that the BOARD shall be saved harmless in respect of all deductions and payments so made.

This authorization shall continue in force only during the currency of the present relevant provision in the agreement between the BROTHERHOOD and the BOARD of my employment with the BOARD—whichever shall terminate first in time—PROVIDED, however, that I reserve the right, during the last fifteen (15) days of the currency of the agreement, to revoke this authority with effect commencing the first (1st) day of January of the succeeding year, such revocation to be made in form similar to that shown in the agreement to be signed by myself and delivered to the BOARD during the above mentioned period.

And, at Montreal, on ....., I have signed this authorization form voluntarily.

.....
(Signature of employee)

Witness: .....

GENERAL FORCES

APPENDIX "C"

(ARTICLE VI, Section 4)

VOLUNTARY CHECK-OFF OF UNION DUES

REVOCATION ORDER

TO: NATIONAL HARBOURS BOARD (Montreal Harbour)

I, ..., the undersigned, hereby
(please print)

revoke the authorization granted you to deduct monies from my earnings for payment of monthly dues to the BROTHERHOOD OF RAILWAY AND STEAMSHIP CLERKS, FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYEES.

This revocation is to take effect on the first (1st) day of January next.

And, at Montreal, on ....., I have signed this revocation order voluntarily.

.....
(Signature of Employee)

Witness: .....

APPENDIX "M"

MEMORANDUM OF AGREEMENT—30th APRIL, 1959

The Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and the National Harbours Board agree to sign a formal agreement for a period of three (3) years starting on 1st January, 1959, on the basis of verbal settlement reached to-day, as follows:

1. *Wage Increases*

The granting of wage increases as follows:

4% effective 1st January 1959
3% effective 1st January 1960
3% effective 1st January 1961

2. *Sick Leave Benefits*

(*a*) *Credits*

Sick leave credits to be as follows:

One hour of sick leave credit for each twenty-two (22) hours work, straight time. (Twelve (12) days per year)
Credit to be effective from May 1st, 1958.
Sick leave credit to be cumulative up to a maximum of 50 days.

(*b*) *Conditions for the granting of sick leave*

Granting of sick leave to be effective as of May 1st, 1959.

The first two days of any sickness shall be without pay.

Medical certificate will be required for payment of sick leave for all sickness in excess of two days.

Sick leave will only be granted to employees having seniority rights, i.e., who have accumulated 600 hours of work.

Sick leave will not be granted while an employees is under Workmen's Compensation.

3. Granting of one additional statutory holiday, to be designated by the Brotherhood within the next 15 days.

4. The re-wording of Article IV 2. (*a*) (i) (*bb*) of the Cold Storage Warehouse agreement and Article IV 2. (*a*) (i) (*bb*) of the Grain Elevators agreement, to bring them in line with Article IV 2. (*a*) (i) (*bb*) of the General Maintenance Forces agreement—to provide for a minimum payment of four (4) hours wages at the regular rate, for all overtime worked not continuous with regularly assigned hours of work.

5. *Toll Collectors*

It is agreed, in principle, to grant toll collectors working hours and overtime in line with that of other shift workers covered by the General Maintenance Forces agreement, i.e., on the basis of an eight-hour day shift for 40 hours a week, effective, May 15th, 1959.

The Port Manager to submit to the Brotherhood working schedules for toll collectors to be discussed with Brotherhood as soon as possible, with a view to making the above changes effective May 15th, 1959.

6. All foreman classifications to be taken out of the Grain Elevators agreement in accordance with the provisions of the bargaining certificate issued by the Department of Labour.

7. The Brotherhood accepts in principle the inclusion of grain shovellers classification in the labour agreement for Grain Elevators, subject to negotiations with both the Grain Shoveller Committee and the Grain Elevator Committee as to conditions.

8. Article III, Annual Vacation and Holiday Leave, will be amended to provide for up to 40 hours vacation with pay during the first 2 years of service and up to 80 hours vacation with pay for the 3rd to 19th years of service, inclusive.

FOR NATIONAL HARBOURS BOARD

(Signed) G. BEAUDET
Port Manager

(Signed) G. S. ANDERSON
Assistant Port Manager, Administration

FOR THE BROTHERHOOD OF RAILWAY AND STEAMSHIPS CLERKS, FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYEES

(Signed) H. F. MEAD
General Chairman

(Signed) W. M. SNEDDEN
Local Chairman

SIGNED IN THE PRESENCE OF

RÉMI DUQUETTE
Conciliation Officer

APPENDIX "N"

12th August, 1959.

Brotherhood of Railway & Steamship Clerks, etc.,
Attention: Mr. H. F. Mead, General Chairman,
27 Allen Avenue,
Greenfield Park, P.Q.

Dear Sirs:

Jacques Cartier Bridge
Toll Collection

On or about 1st September, 1959, a new system of automatic toll collection will be put into operation on Jacques Cartier Bridge.

Under this system, the equipment collects the money; therefore, the attendant is no longer a toll collector, but a toll attendant or toll officer. The toll officer is required to make change for drivers who do not have the correct currency, to classify vehicles, to control traffic going through the toll lanes, etc. Should a motorist not deposit the correct fare in the collecting machine, the traffic light controlling the traffic in the lane will not turn green and if the motorist should proceed on the red light it becomes a traffic violation and not a toll violation, as is the case under the present system of collection by toll collectors.

The supervision of the machine, classification of vehicles, etc., will require the writing of reports for traffic violations, filling in of all necessary reports in connection with the operation of the machine, and is a position which will call for greater qualifications than those required of toll collectors.

As it will be the responsibility of the toll officer to prevent traffic violations in the toll lane, it is obvious that it will be of great advantage to have the toll attendants sworn in as full-fledged police officers.

In view of the above, the National Harbours Board has decided that, with the introduction of the automatic toll collection equipment on or about 1st September, operators must be toll officers who will be officially sworn in as police officers for the National Harbours Board. These officers will come under the jurisdiction of a special branch of the Harbour Police Department. The employees of this department may not, of course, belong to any Union or Brotherhood.

The new toll officers will be required to—

(a) pass a medical examination (there are certain physical standards which must be met by harbour constables);

(b) pass a written intelligence test (in order to determine the reactions and judgment of the candidate);

(c) produce a certificate showing that he has completed 9th grade in school;

(d) have a completely clear police record (candidates will be sworn in by the Attorney General's office and must have no criminal or other police record).

As the qualifications for the position of toll officer are set higher than those for toll collector, the remuneration will be higher than for toll collector.

Toll collectors are now paid at the rate of $1.64 per hour. Remuneration for toll officers will be on an annual basis and the salary range will be as follows: $3,720-3,870-4,020-4,170. Employees in this position will enjoy all the fringe benefits now granted to National Harbours Board salaried employees in the way of annual leave, sick leave, special leave, etc.

With regard to the present toll collectors, it is proposed to employ them as toll officers providing they meet the requirements set forth above. Those who do not qualify will be offered positions in other harbour departments as and when vacancies occur. Notwithstanding the terms of the labour agreement, it is suggested that the latter employees not lose seniority during the period of their temporary lay-off, i.e., from the date on which the new equipment is placed in operation until the date they are offered re-employment in another department. However, should an employee refuse to accept the position offered to him when a vacancy occurs, he shall immediately lose his seniority rights as of the date of his lay-off as toll collector.

It is hoped that you will agree with the above policy of the National Harbour Board, which will be implemented as soon as the new toll collection equipment goes into operation.

Yours truly,

G. Beaudet,
Port Manager.

GB/E

CERTIFIED TRUE COPY 21/3/60

c.c. Board
Mr. F.H. Hall, Brotherhood of Railway & S.S. Clerks, etc.
Supt. of Bridges.

(Sgd.) *H. R. Smart*
Commissioner of the Superior Court,
District of Montreal.

APPENDIX "O"

NATIONAL HARBOURS BOARD PRESS RELEASE

—November 24, 1959

A marked improvement in the efficiency of the Jacques Cartier Bridge operation in Montreal was reported today by the National Harbours Board.

The three main factors responsible for the more favourable showing the Board listed as the addition of a fifth traffic lane opened last June, the installation of automatic toll collection equipment early in September, plus the modern approaches on the south shore side of the bridge.

These changes the Board's statement said have made it possible to speed up the flow of traffic and accommodate more cars in shorter periods of time with greater convenience.

Further the automatic toll collection has resulted in a more accurate record and a more accurate identification of the types of vehicles using the bridge. The toll charge varies for passenger cars and trucks of different sizes.

Revenue figures for the bridge since the installation of the new equipment was completed and comparative figures for the same months of 1958 are as follows:—

September 1959	$ 254,192
September 1958	190,312
Increase	$ 63,880
October 1959	$ 284,548
October 1958	190,338
Increase	$ 94,210

The desirability of this equipment was under consideration in the fall of 1956, and before the R.C.M.P. investigation, but the equipment could not have been installed effectively until the south shore approaches were completed.

The Board is among the leaders on the continent using this modern toll collection system. Except for toll facilities in the Montreal area the Board knows of no facilities in Canada so equipped.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

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STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 6

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

THURSDAY, MARCH 24, 1960

WITNESSES:

The Honourable George Hees, Minister of Transport; and of the National Harbours Board: Messrs. Maurice Archer, Chairman; G. Beaudet, Port Manager, Montreal Harbour; J. B. Phair, Chief Treasury Officer; J. F. Finlay, Legal Adviser; and J. A. Clément, Superintendent of Bridges, Montreal Harbour.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22813-0—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
*Fisher,
Garland,
Grills,
*Herridge,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
*Peters,
Phillips,
Pigeon,
Pratt,
Rapp,
*Regier,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Tassé,
Thompson,
Tucker,
Valade,
Wratten—60.

Eric H. Jones,
Clerk of the Committee.

*Messrs. Herridge and Regier were substituted for Messrs. Peters and Fisher at the opening of the House at 2.30 p.m. on March 24, 1960.

CORRIGENDUM (*English Edition only*)

Proceedings No. 5, March 22, 1960

Page 202, line 31: delete "1952" and substitute "1954".

ORDER OF REFERENCE

HOUSE OF COMMONS,
THURSDAY, March 24, 1960.

Order—That the names of Messrs. Herridge and Regier be substituted for those of Messrs. Peters and Fisher on the Standing Committee on Railways, Canals and Telegraph Lines.

Attest.

L.-J. RAYMOND,
Clerk of the House.

22813-0—1½

MINUTES OF PROCEEDINGS

THURSDAY, March 24, 1960.
(10)

The Standing Committee on Railways, Canals and Telegraph Lines met at 11.00 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Asselin, Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourget, Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Chevrier, Chown, Denis, Deschatelets, Drysdale, Fisher, Fraser, Horner (*Acadia*), Howe, Johnson, Keays, Martin (*Essex East*), Martini, McBain, McPhillips, McGregor, Monteith (*Verdun*), Pascoe, Payne, Pigeon, Pratt, Rapp, Rynard, Smith (*Calgary South*), Smith (*Simcoe North*), Thompson, Tucker, Valade and Wratten.—(37).

In attendance: The Honourable George Hees, Minister of Transport; and *of the National Harbours Board:* Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; W.C. Perron, Executive Director; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer; and J. A. Clément, Superintendent of Bridges, Montreal Harbour; and *of the Canadian National Railways:* Mr. Walter Smith, Executive Representative, Ottawa.

The Committee resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

The Chairman reported that the Subcommittee on Agenda and Procedure had met yesterday afternoon and had agreed to recommend that, while the officials of the National Harbours Board continue before the Committee the order of business be that Mr. Archer's memorandum respecting the Jacques-Cartier Bridge, Montreal Harbour, which he presented to the Committee on March 14th be considered, heading by heading, commencing at the beginning of the memorandum. The Committee concurred in the said recommendation.

The Chairman tabled a telegram dated March 17 to himself from the secretary to Mr. Harold Lande, Q.C. of Montreal. (*For detail of the said telegram see Evidence appended hereto.*)

Messrs. Archer and Beaudet presented answers to questions asked at previous meetings. Eight of the said answers were in documentary form, copies thereof being distributed to the members present. The said documents are printed as appendices to this day's proceedings as follows:

Appendix

"*A*" Regulations governing toll officers.

"*B*" Regulations governing toll collectors.

"*C*" Regulations regarding free passage over the Bridge for vehicles of Federal Government, Provincial Government and City of Montreal.

"*D*" Letter dated August 13, 1959, from Mr. G. Beaudet to Toll Collectors re new automatic toll collection system.

"*E*" Recommendation for engagement or change in classification—Form 601/12.

"F" Statements showing hours worked, earnings and deductions for seven toll collectors.

"G" Qualifications for toll officers and toll collectors.

"H" Graph showing number of tickets sold for passengers at regular rates on single passenger basis.

Messrs. Archer, Beaudet, Finlay, Phair and Clément, being still under oath, were questioned. Mr. Archer presented a document, *Jacques-Cartier Bridge, Statement of Financial Structure, Capital Debt and Deficit Debt.* The said document is printed as an appendix to this day's proceedings. (*See Appendix "I"*)

During the course of the questioning of the said officials, on motion of Mr. Smith (*Calgary South*), seconded by Mr. Valade,

Resolved,—That the question of making available letters addressed to the National Harbours Board marked "Personal and Confidential" be referred to the Subcommittee on Agenda and Procedure for consideration and report to the Main Committee.

A French-English interpreter and a French reporter respectively interpreted and recorded questions and answers made in French during the proceedings.

At 12.35 o'clock p.m. the Committee adjourned until Orders of the Day are reached in the House on the afternoon of this day.

AFTERNOON SITTING

THURSDAY, March 24, 1960.
(11)

At 3.18 o'clock p.m. this day the Standing Committee on Railways, Canals and Telegraph Lines resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge and at the Victoria Bridge, Montreal, Quebec, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Asselin, Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourget, Bourque, Brassard (*Chicoutimi*), Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Chevrier, Chown, Denis, Deschatelets, Drysdale, Fraser, Horner (*Acadia*), Horner (*Jasper-Edson*), Howe, Johnson, Keays, Kennedy, Lessard, Martini, McBain, McPhillips, McGregor, Monteith (*Verdun*), Pascoe, Payne, Pigeon, Pratt, Smith (*Calgary South*), Smith (*Simcoe North*), Thompson, Tucker, and Valade—(37).

In attendance: The same as at the morning sitting this day.

Mr. Fisher having been replaced on the Committee at the opening of the House this day was invited to remain and take part in this afternoon's proceedings.

The witnesses continued to be under oath.

Messrs. Archer, Beaudet, Phair, Finlay and Clément were further questioned on matters contained in the memorandum respecting the Jacques-Cartier Bridge, which Mr. Archer had read at the meeting on March 4th.

On motion of Mr. Browne (*Vancouver-Kingsway*), seconded by Mr. Bourbonnais,

Resolved,—That Mr. McBain be Acting Chairman of the meeting or meetings of the Committee on the British Columbia Telephone Company bill tomorrow, March 25, 1960.

At 4.40 o'clock p.m. the Committee adjourned until immediately after Orders of the Day are reached in the House on Monday, April 4, 1960.

Eric H. Jones,
Clerk of the Committee.

NOTE: *Text of the Proceedings recorded in the French language appears immediately following this day's Evidence.*

REMARQUE: *Le texte des témoignages recueillis en français figure immédiatement à la suite du compte rendu des délibérations de la séance d'aujourd'hui.*

EVIDENCE

THURSDAY, March 24, 1960
11:00 a.m.

The CHAIRMAN: Gentlemen, I see a quorum. First of all we will have Mr. Archer table documents that he said he would table today. Would you do that now, Mr. Archer?

Mr. MAURICE ARCHER (*Chairman, National Harbours Board*): Most of these documents were prepared in Montreal and I will ask Mr. Beaudet to table them because he might have some remarks to make as he tables them.

Mr. G. BEAUDET (*Port Manager, Montreal Harbour, National Harbours Board*): Mr. Chairman, I wish to file the following documents: document No. 1, regulations governing toll officers; document No. 2, regulations governing toll collectors, dated February 26, 1947; document No. 3, regulations governing free passage for vehicles of the federal government, the provincial government, the city of Montreal and military vehicles, dated April 14, 1953; document No. 4, copy of a letter dated August 13, 1959, addressed to all toll collectors prior to placing the automatic toll equipment in operation; document No. 5, copy of form headed "Recommendation for engagement or change in classification-prevailing rates employees, form No. 601/12. This form is filed to complete the records on the matter of employment.

Document No. 6 is set of seven separate statements, showing for Messrs. A. Decary, R. Toupin, E. Jalbert, A. Beauchamp, M. Duceppe, M. Savoie and G. M. Flynn, for each paid period, the hours worked, both at regular time and overtime, the gross earnings, the deductions and net earnings. The net earnings shown on these documents are the same as those reported and shown in Appendix "C", page 140, in proceedings No. 4, of the meeting of Thursday, March 17, 1960. These documents are submitted in answer to a question by Mr. Pratt, page 165 of proceedings No. 5, of Tuesday, March 22, 1960.

Then there is document No. 7, statement showing qualifications required for position of toll officer and position of toll collector. This document is filed in answer to a question by the Honourable Lionel Chevrier. Document No. 8 is a chart showing the growth trend of the number of tickets sold to passengers in passenger automobiles, trucks and buses paying at regular rates on single passenger basis. (*The 8 documents mentioned above are at Appendices "A" to "H" to this issue.*)

Mr. VALADE: We have not got that chart.

Mr. BEAUDET: I regret that through an error of the printer only 50 copies of this document have reached us, while we asked for 100.

The CHAIRMAN: Is that the complete list?

Mr. BEAUDET: Yes.

The CHAIRMAN: Thank you, Mr. Beaudet. Gentlemen, Mr. Beaudet has some answers to questions that were asked on Tuesday.

Mr. BEAUDET: Mr. Chairman, I would like to give now an answer to a question asked by Mr. Denis: eight men were hired to replace the eight toll collectors dismissed on October 2, 1958. The names of those men are: Mr. M. Ste-Marie, Mr. J. M. Laplante, Mr. J. Y. Gingras, Mr. L. Desmarais, Mr. F. Baker, Mr. D. Godin, Mr. W. Gagné, Mr. J. G. Lanctôt. Of all these applicants for the position of toll collectors, only one had a letter of recommendation. His name is W. Gagné, recommended by Mr. A. Gillet, M.P., as shown on appendix H, proceedings No. 3, March 16, 1960, page 99, the fourth name from the bottom of the list.

Mr. DENIS: What about Mr. Campeau? There is one by the name of Lesiège recommended by Mr. Campeau.

The CHAIRMAN: Let Mr. Beaudet finish, please.

Mr. DENIS: He said the only one recommended was Mr. Gagné, by Mr. Gillet, but I see here the name of Mr. Campeau recommending Mr. Lesiège.

Mr. BEAUDET: Mr. Lesiège was not hired to replace one of the eight toll collectors dismissed on October 2, 1958. I do not remember exactly what the date was, but he was hired some time in December, 1958, or January, 1959.

The CHAIRMAN: Do you wish to say anything further, Mr. Beaudet?

Mr. BEAUDET: I would like to make another statement, Mr. Chairman, as an answer to a question by Mr. Denis. Of the 28 toll collectors employed immediately prior to placing the automatic toll equipment in operation on September 8, 1959, 12 were hired after June 1, 1957.

I would like now, Mr. Chairman, to ask for a correction in the record, on page 202, proceedings No. 5, Tuesday, March 22.

The CHAIRMAN: If anyone has not got a copy of No. 5 printing they are right here. Just put your hand up and you will be given a copy. Later on we will be referring to No. 2. Those of you who have not got No. 2 printing, would you kindly secure a copy from the Clerk.

Mr. BEAUDET: Answering a question by Mr. Drysdale, I said:

> From 1946 to 1952, I regret to say, I was not in charge.

From the records previously submitted, you will know that it should be from 1946 to 1954 I was not in charge, since I was named port manager in 1954.

(*See Corrigendum on second page of this issue.*)

The CHAIRMAN: Are there any other reports or questions?

Mr. BEAUDET: No, thank you, Mr. Chairman.

The CHAIRMAN: We will go on to employment later on.

First of all, I have a wire from Mr. Harold Lande's secretary which, with your permission, I will table.

Telegram tabled is as follows:

MONTREAL, Que., Mar. 17

Gordon K Fraser, Chairman House of Commons
Committee of Railways Canals and Telegraph Lines
House of Commons Ottawa Ont

Mister Harold Lande QC presently absent from city has been advised of the statement made to your Committee that employees whom he found guilty of disobeying regulations had been rehired stop Mister Lande states that this is untrue and that the men were not re-employed

following his report stop He is prepared immediately upon his return at the end of the month to appear before your Committee and give it any information that he can stop His report speaks for itself and is available to the Committee.

Rita Mahoney Secretary to
Harold Lande QC 132 St James West Montreal.

The following matter was suggested by the steering committee, and it was also mentioned by Mr. Howe, your vice chairman, on Tuesday. I would like to say at this time—and it is also the opinion of the steering committee—that we hope that in the future anyone who feels that he has something to offer, or who might be called as a witness, will not make a public statement on it, but that he will communicate with the chairman of this committee. Gentlemen, your steering committee met yesterday—

Mr. DRYSDALE: Mr. Chairman, just on that last point—I think that as far as the committee is concerned, if there are violations of that nature, the committee could consider that perhaps those people were in contempt of the committee; I think it should be strongly emphasized that we should not have any such statements in the newspapers. Anybody who wants to make a statement should come before the committee, where they can be examined, and not try and make the statement through the newspapers.

The CHAIRMAN: I think that is the feeling of the committee, that this is the place where their feelings should be aired—

Mr. DRYSDALE: Agreed.

The CHAIRMAN: —where their feelings should be put in the open, and not in the press.

Mr. FISHER: On a point of information, Mr. Chairman, so I have this in context, what are the examples of people speaking outside?

The CHAIRMAN: Well, Mr. Lande in his first wire—

Mr. FISHER: Fine.

The CHAIRMAN: It was in the press almost as soon as I received the wire; and also, I believe, the answer.

Gentlemen, your steering committee feels that Mr. Archer's initial report should be taken up by this committee heading by heading—it is in proceedings No. 2—so that when we come to draw up our report to the house we will have the evidence in the proper order.

We have had quite a lot of discussion on employment, and employment is set out on page 34 of our No. 2 issue, which you have, I believe, before you. If you have not, there are copies here for you. Therefore, anyone who has questions on employment will be able to ask them when we come to page 34.

Mr. FISHER: On a point of order, Mr. Chairman: I wonder if I could ask for an interpretation from you of the ruling that developed on page 163—it is found on pages 163 and 164 of No. 5 issue—in relation to the question of the production of letters marked "personal and confidential".

You will remember that Mr. Pigeon made the request, and I would like to know whether this ruling that in effect you made—and which seemed to be substantiated by the committee—that such letters should not be produced, is for all letters personal and confidential that may have bearing on the case, or just the ones that, as Mr. Pigeon said, related to employees suspended, transferred or who resigned.

The CHAIRMAN: Mr. Fisher, I am not a lawyer but I believe there is no law which says that private and confidential letters cannot be produced; but out of courtesy, and pure decency, in most cases, it has never been done. I do

not think that if you wrote a personal letter and marked it "personal and confidential" you would want it produced. But, as you say, it is the feeling of the committee—it was the other day—that these letters should not be produced if they are marked "personal and confidential". In regard to ministers of the crown, I know that letters that are marked that way are not produced in the house unless the minister personally agrees to have them produced.

Mr. FISHER: Before Mr. Pigeon speaks, Mr. Chairman, I would like to say a word on the point of order. It was not clear just what was involved the other day and I wondered whether we should not have a discussion at this time, because when I look at this and realize what it may keep us from looking into I wonder whether the committee in general is aware of this, and whether we want to close ourselves off from the production of such letters, despite the factor of decency, privacy and so on. I would like to hear from other members of the committee on this point of order, and to hear from Mr. Pigeon as to whether he has reconsidered his acceptance of this particular point.

Mr. PIGEON (*Interpretation*): In respect of the question I put at the last sitting, and considering the observations you made on that point, I feel now it would be preferable not to press for the production of these documents.

The CHAIRMAN: Are there any other comments?

Mr. CHOWN: I have one question for Mr. Archer and, perhaps, Mr. Beaudet.

The CHAIRMAN: On the same subject?

Mr. CHOWN: Yes. Perhaps in turn they could indicate to the committee how often in the normal course of carrying on their jobs they mark letters "personal and confidential".

The CHAIRMAN: Would Mr. Archer like to answer that question?

Mr. ARCHER: As a rule, if I received a letter marked "personal and confidential", I replied "personal and confidential".

Mr. CHOWN: What is the incidence of this? Would you indicate to the committee what the incidence of this is.

Mr. ARCHER: Not very often, as far as I am concerned.

The CHAIRMAN: Could you say how many times in a year?

Mr. ARCHER: Maybe a couple or three times a year.

Mr. VALADE: Are the letters of recommendation for employees considered confidential?

Mr. ARCHER: I do not mark them confidential. If I receive a letter marked "personal and confidential" I shall reply "personal and confidential" to the person who has written to me.

The CHAIRMAN: The question was: are these letters asking you to hire a certain person marked "personal and confidential"?

Mr. VALADE: Would you wait just a minute, as I want to clear this point with the chairman.

Mr. ARCHER: We put them on the file.

Mr. VALADE: Do you mean then that in these cases there would be two ways of looking at those, and that letters of recommendation marked "confidential" would not be produced while other letters of recommendation for employees would be produced?

Mr. ARCHER: I think that is not up to me to decide.

Mr. VALADE: Is there a category of "confidential" that exists in the files?

Mr. ARCHER: What we said the other day was that any letter received which was marked "personal and confidential", not marked by the board "personal and confidential" but received marked "personal and confidential"—

Mr. VALADE (*Interpretation*): My question, Mr. Archer, is this: do you consider as confidential a letter of recommendation with regard to an employee which is not marked "personal and confidential"?

Mr. ARCHER: No.

Mr. FISHER: Mr. Chairman, on this point; from my experience with these matters, it seems to me that this matter of putting "personal and confidential" on letters is a very haphazard arrangement. I could give an example to the committee. All the letters which I have received from the Postmaster General are marked "personal and confidential" and, at the same time, he is kind enough to supply me with carbons to forward to the people who may have originated the inquiry. I wonder if the committee is clear that this question, as it came out the other day, referred to reconsideration of dismissals. It seems to me that this may be a factor in which we could be interested—the letters coming in to the National Harbours Board which urged reconsideration of dismissals. To rule it out on a "personal and confidential" basis just because it is put in a letter would seem to me to be cutting us off from what could be an important source of information.

The CHAIRMAN: I think it would be wise for the committee to pass on this.

Mr. DESCHATELETS: I would like to seek an opinion from the Minister of Transport. Would the minister be kind enough to tell us if, in his view, there is anything improper for a member of parliament, whether a C.C.F., Liberal or Conservative, to send a letter of recommendation for employment to the National Harbours Board or any agencies of the Department of Transport?

Hon. GEORGE H. HEES (*Minister of Transport*): No, I do not think there is anything improper in sending such a letter.

The CHAIRMAN: Mr. Chown asked a question which was not answered.

Mr. CHOWN: Mr. Beaudet did not answer the question.

The CHAIRMAN: Would you mind repeating your question?

Mr. CHOWN: I was asking both Mr. Archer and Mr. Beaudet what the incidence of correspondence marked "personal and confidential" is in the normal course of their business and job.

The CHAIRMAN: And Mr. Archer replied that there would not be any more than a couple of letters a year.

Mr. CHOWN: But Mr. Beaudet did not reply.

Mr. BEAUDET: Very few; I would say probably up to a dozen a year.

Mr. JOHNSON (*Interpretation*): Mr. Archer, I understood you to say that you did not consider as confidential a letter addressed to you and not marked "personal and confidential"; is that right?

Mr. ARCHER (*Interpretation*): Right. We put it on file.

Mr. JOHNSON (*Interpretation*): Do you consider an employee's file as confidential?

Mr. ARCHER (*Interpretation*): Yes.

Mr. JOHNSON (*Interpretation*): Why then do you not consider as confidential a letter concerning that employee?

Mr. ARCHER (*Interpretation*): Of course, what I was dealing with were letters that are marked "personal and confidential". In so far as employees' files are concerned, say there is an infraction in the case of an employee, I will deal directly with the superior officer of the employee concerned, and that matter will be treated as confidential.

Mr. JOHNSON (*Interpretation*): In that case do you not consider that the whole of the employee's file is confidential?

Mr. ARCHER (*Interpretation*): Generally speaking, yes.

The CHAIRMAN: I think both Mr. Beaudet and Mr. Archer have worked out some kind of a schedule in regard to confidential letters.

Mr. BEAUDET: Yes. In order to clear the air, I might describe clearly what is happening with these types of letters, in Montreal.

A letter plainly marked "private and confidential" just recommending someone for employment is directed by me to the personnel department and filed in the file of the employee concerned. However, a letter from a member of parliament marked "private and confidential" or "personal and confidential" addressed to me, dealing with some difficulties regarding the employment of a specific employee is considered by me "personal and private" and is filed in my "personal and private" file. It does not reach any member of my staff. It is answered directly by me, and the answer is filed in my private and personal file like any letter that I might write to my brother, my wife, when she is travelling, or any other strictly private and personal matter.

Mr. DENIS: At the last meeting I asked Mr. Beaudet a question about toll officers. This can be found on page 162 of the proceedings. I asked by whom were they recommended. Mr. Beaudet has not answered that question as yet. If you have not that information today, you can bring it to the next meeting.

Mr. BEAUDET: We shall file a document on that matter.

I indicated, however—if my memory serves me right—that I did not recall that any of the toll officers had any record of recommendation by members of parliament. I am referring now to employees hired on or after September 8, 1959.

Mr. DENIS: There must have been some verbal recommendation or otherwise. I mentioned the name of Mr. Gagne, and your suggestion is that nobody recommended him as a toll officer. However, if you look into the recommendations of the toll collectors you see the name of Mr. Gagne, and you see that Mr. Gagne had been recommended by Mr. Gillet.

Mr. VALADE: Mr. Chairman, I think this is completely out of order.

Mr. DENIS: I want to ask him if it is out of order.

The CHAIRMAN: It is out of order.

Mr. DENIS: If, so far as Mr. Gagne is concerned, there really and truly was a recommendation, then there might be a recommendation for the other toll officers because Mr. Gagne, for one, had been recommended; and you must have that recommendation in your file.

The CHAIRMAN: Mr. Smith is next.

Mr. SMITH (*Simcoe North*): In our discussion of the matters as to whether letters marked "personal and confidential"—

The CHAIRMAN: Mr. Beaudet would like to answer that first.

Mr. BEAUDET: Mr. Gagne was recommended by a member of parliament, but he was recommended for the position of toll collector. It is plainly recorded in the documents which we have produced. Mr. Gagne was not recommended for the position of toll officer by any member of parliament. He passed the examinations, and had all the qualifications required to become a toll officer. He was simply transferred from the position of toll collector to the position of toll officer. Now, with reference to verbal recommendations or telephone conversations which might have been made to me in connection with toll officers, I do not recall any. In any event, I think I would not pay any attention to a recommendation over the telephone by someone. I do not want to have this meeting feel that I am a big shot, but I certainly do not have time to listen to telephone conversations of persons recommending someone for employment in the port or on the bridge.

Mr. SMITH (*Simcoe North*): In speaking to the matter of whether or not letters marked "personal and confidential" are produced, while it may be very interesting to see some of these letters, I doubt whether it would put the inquiry very far forward in its main enterprise, which is to find out how the bridge is operated and whether or not it has been operated inefficiently or badly. There has to be some privacy in communication, and I think we would be setting a very dangerous precedent—if I could not communicate privately by mail with the member for Essex East or the member for Fort William. I think I ought to be able to make frank statements and that some protection should be afforded. I think if we produce letters that are marked "personal and confidential" or "private and confidential" we are setting a dangerous precedent not only in this committee but generally, and we are going to stifle communications between members and departments of government, between members and crown corporations, and between the various departments of government. There has to be some privacy of communication.

If I want to call Mr. Beaudet inefficient or something, I should be able to do it by private letter without having to resort to means of telephone communication. I do not think we have thought clearly on all the ramifications of this business of whether or not we should start producing letters which are marked private and confidential.

Mr. CAMPBELL (*Stormont*): Mr. Chairman, speaking to this point of order regarding letters marked private and confidential, I believe it is quite apparent to everyone that there is no uniformity of practice in the matter. Personally, I myself never write "personal and confidential" on letters. If I were more discreet, probably I would. But I do know of those who make it a practice to mark every letter they send out as personal and confidential.

In fact I have received letters marked personal and confidential in which it was stated that the subject matter of the letter had been released to the press two days before.

Therefore I think we should draw a distinction between the origin of letters recommending employees which initiated their original employment on the bridge, and other letters that have been protesting their layoffs for inefficiency. I think there is a valid distinction, and for these reasons.

Letters recommending people for jobs on the bridge are relatively numerous in the circumstances which prevail here, and in certain non-civil-service jobs. I think it is only fair to point out that there are some new members who, as a matter of course, did not think to mark their letters as personal and confidential, whereas older and more experienced members would almost invariably do so. Therefore, because of that fact, and because of the personal and confidential letters, and the fact that in some departments there is the practice to destroy such letters, and because that practice may have obtained in the harbours board, therefore I think for that reason letters recommending people for jobs should not be produced. I mean not only those marked as personal and confidential but also those not so marked. But I do think we might draw a valid distinction between them, that is, between letters written by members of parliament or by others protesting the dismissal of toll collectors or toll supervisors for inefficiency or for other reasons. I think they are far more material to the inquiry here.

Now I have two questions to ask Mr. Beaudet. I will give you the answers.

The CHAIRMAN: We are on a point of order, and we cannot get away from it. You may get your answers later, Mr. Campbell.

Mr. CAMPBELL (*Stormont*): The two things I want to find out—and later on perhaps Mr. Beaudet can answer them—are: is it the practice of this department to destroy personal and confidential letters after a period of three years? And my second question is this: were the members of parliament initially recommending that these men be informed of their dismissal before they were dismissed?

Mr. ASSELIN: I want to come back to the name recommended by Mr. Gillet, and I want to ask Mr. Beaudet a question.

The CHAIRMAN: Pardon me, you are not speaking to Mr. Fisher's point of order. You can bring that up when we get to the labour question.

Mr. SMITH (*Calgary South*): On the point of order, may I ask through you, Mr. Chairman, if the steering committee has dealt with this subject since our last meeting?

The CHAIRMAN: No, the steering committee has not.

Mr. SMITH (*Calgary South*): I am waiting for somebody to move in one direction or the other. We have already spent 40 minutes on this, and may I suggest that the steering committee make a decision so that we may proceed with this important examination?

The CHAIRMAN: Would it not be better for this committee to do that? I was just going to ask if we might have a motion.

Mr. SMITH (*Calgary South*): Therefore, Mr. Chairman, I move that the matter be referred to the steering committee so that we may proceed with the business of this committee.

The CHAIRMAN: It has been moved by Mr. Smith that the steering committee deal with this subject of private and confidential letters.

Mr. VALADE: I second the motion.

The CHAIRMAN: The motion has been seconded by Mr. Valade.

Mr. FISHER: I have a question which I think is relevant. Perhaps you might rule on it. I would like to know, in the information you provide, if certain members of parliament—if Denis and Gillet and so on, who made recommendations—is it the fact that the fact their names are listed indicates that their letters were not marked personal and confidential, and that there may be other recommendations on your file which may be marked personal and confidential and of which we have not got a record?

The CHAIRMAN: Just a moment, please.

Mr. SMITH (*Calgary South*): I see no reason why the question should not be replied to, but I would point out that there is a motion before the Chair.

The CHAIRMAN: Yes, we have a motion.

Mr. CAMPBELL (*Stormont*): May I have answers to my two questions, please?

The CHAIRMAN: You may have your answers when we come to deal with Mr. Archer's report.

Mr. CAMPBELL (*Stormont*): With respect to my first question, is it the practice in the department to destroy letters marked personal and confidential after three years?

The CHAIRMAN: On a question of order!

Mr. HOWE: Last evening the steering committee held a long and tedious meeting trying to decide how to get this committee back on the rails.

The CHAIRMAN: That is right.

Mr. HOWE: We agreed that in order to get this committee back on the rails we should go back to Mr. Archer's report and follow it, heading by heading, when all these questions asked today about letters being personal and confidential might be threshed out as we go along with the items in the report. They would be before the steering committee when the time comes to make its report and suggest recommendations. Therefore I think we should get back to the procedure recommended in the steering committee's report of yesterday.

The CHAIRMAN: I agree with you, Mr. Howe. Now we have Mr. Smith's motion seconded by Mr. Valade, that the steering committee deal with this report at its next meeting. All those in favour? Those opposed? I declare the motion carried.

Motion agreed to.

Mr. PRATT: May I ask a question?

The CHAIRMAN: No.

Mr. VALADE: I move we go back to the method recommended in the steering committee's report.

Mr. BROWNE (*Vancouver-Kingsway*): May we now proceed with a discussion of capital cost and the construction and financing of the bridge?

The CHAIRMAN: The steering committee agreed yesterday that we should get to Mr. Archer's report, as I mentioned before commencing on page 26 of proceedings number 2, and to take it up heading by heading. The first one is Joint Local Venture.

Mr. BROWNE (*Vancouver-Kingsway*): I have a question on capital costs.

The CHAIRMAN: Are there any questions on Joint Local Venture? If not, we shall pass on to Capital Cost. Now, Mr. Browne.

Mr. BROWNE (*Vancouver-Kingsway*): So that the committee may have a clear picture of the capital cost and financing of this bridge, I would like to have the following figures verified by the chairman of the harbours board, Mr. Archer.

First of all, on page 27 of proceedings number 2 at the top of the page it indicates that the bridge was opened to the public on May 14, 1930, and that the cost, that is, the actual cost of the bridge was $18,650,777.

Then I would like to refer the committee to page 108 of proceedings number 3. That is a table of financial and operating statistics for the years 1930 to 1959, of the Jacques Cartier bridge.

In the first column there are listed bridge tolls collected. I have had a tape run of those bridge tolls collected, and the total comes to $29,272,821.

And then so as to the complete picture of operations of the bridge, I would like to refer to page 28 of proceedings number 2 where the total debt of the bridge at present, or as at December 31, 1959, is listed. This is divided into capital debt, deficit debt, and interest on deficit debt, and I have had it totalled and the result comes to $28,436,296.36.

I think when we consider all these figures together and realize that this bridge has been operating for some thirty years, or very close to thirty years, and that we have had a cost of $18 million-odd and that $29 million-odd has been collected, yet we still owe $28 million after thirty years, there would still seem to be something wrong with the operation of that bridge.

Now, I shall go on with the information that was given to us.

The CHAIRMAN: Mr. Browne, you have asked a number of questions. Could Mr. Archer just break in here and give you some of the answers?

Mr. ARCHER: The original cost of the bridge was $18,650,777.

Then we refinanced it in 1949, and reduced the interest rate from 5 per cent to 2¾ per cent. That brought the debt up, because of certain charges, to $20,049,750.

Then we made repayment of capital year by year from 1949 to date of $5,123,750; and between the years 1930 to 1949 there was a deficit. The bridge operated for that number of years at a deficit, as you can see from the deficit debt. I shall say a few words about that.

Then, over and above that, we have in bonds $2½ million.

Mr. CHEVRIER: Could we have what the deficits were from 1930 to 1949?

Mr. ARCHER: The total deficit when the Board took over the bridge in 1936—the deficit debt was $2,946,675. The interest—that was on money borrowed from the government, on that debt—was $460,112.

Now, as to the deficit debt in 1949—I shall consult with the chief treasury officer—the interest of the deficit debt in 1949 was $7,234,031. And by the way, I can file this document, if you wish.

The CHAIRMAN: That would be fine.

(*See Appendix "I" to this issue.*)

Mr. ARCHER: I have several copies to pass around. We made an analysis of this. So, coming back to the capital debt, we refunded $5 million, and we have $2½ million in bonds to refund the capital debt.

In that period also we have spent, in addition, on improvements, i.e., capital expenditures, the sum of $3,885,749.

Mr. BROWNE (*Vancouver-Kingsway*): Now I would like to ask some questions. Mr. Archer brought up the question of the refinancing of the bridge in 1949. I would like to ask a few questions in regard to that. At the bottom of page 109 of proceedings number 3 I would like to get some information on the figures which have been presented to us. First of all, I would like to know why the column, "interest on debt to the public", is not continued after 1949? It shows it as $791,667 in that year. I would like to know why that column was not continued, and what happened to the interest after that period.

Mr. ARCHER: There was no longer a debt due to the public at that time.

Mr. BROWNE (*Vancouver-Kingsway*): Where is the interest on the money that is owing on the bridge? Where does that figure show up?

Mr. ARCHER: Under "other income requirements," in the column following that one.

Mr. BROWNE (*Vancouver-Kingsway*): What is meant by this "other income requirements"? We have on pages 108 and 109 tables showing the bridge tolls collected, and there is shown the cost of operation, maintenance, administration, and interest. What other income requirements are there?

Mr. ARCHER: I shall ask the chief treasury officer to reply to you.

Mr. J. B. PHAIR (*Chief Treasury Officer, National Harbours Board*): There will be interest on the capital debt, and interest on the deficit debt, and provision for the replacement of the bridge, that is, depreciation provision.

Mr. BROWNE (*Vancouver-Kingsway*): You said at page 27 of the report that there was $445,000 saved in the refinancing of the bridge. I understood that at that time there was $19 million outstanding at 5 per cent interest, which presumably was $950,000, from the records shown here after the year 1948. Then in 1949 that amount dropped to $791,667. What accounted for that drop? Was that part of the savings that had been made? Or where does the $445,000 show up?

The new amount of financing was $20,049,750, and at 2¾ per cent the interest on that would be $551,368.13.

Whatever figure you subtract that from, if this was $950,000, it would show a saving.

The CHAIRMAN: Would you please take it a little more slowly, Mr. Browne. Our reporter is not an express train. He is very fast, but he cannot take it that fast.

Mr. BROWNE (*Vancouver-Kingsway*): Very well.

Mr. PHAIR: When you take into consideration the difference in interest rates and the amortization of the redemption expenses, the net saving at that time was approximately $445,000.

Mr. BROWNE (*Vancouver-Kingsway*): How do you arrive at that figure? I pointed out that the interest on the debt was $950,000, that is, on the $19 million at 5 per cent; and it was refinanced to $20,049,750 at 2¾ per cent, making the interest $551,368.13. Now, if you subtract those two figures you have a saving of $398,631.87, which is far from that figure of $445,000.

And further to that figure shown in 1949 as being interest at that time—and I presume the refinancing took place after that—the interest was only shown as $791,667. I do not think there is anything in these figures which have been presented to us whereby it can be determined that there was $445,000 savings.

Mr. PHAIR: I believe the difference in the 1949 figure represents part of the year only. But if we go into 1950 and break down the other income requirements figure of $1,074,927, I shall find out what part of that represents interest.

Mr. BROWNE (*Vancouver-Kingsway*): But you are not in a position at the moment to explain exactly how that difference was arrived at. There is nothing in these figures which would allow you to arrive at the conclusion that that amount of money had been saved?

Mr. PHAIR: I would like to check into it. I am sure it would show up in the 1950 figures which contain not only the interest but also the reserve for depreciation.

Mr. BROWNE (*Vancouver-Kingsway*): Who would be the person who arrived at that?

Mr. ARCHER: You mean the figure of $445,000?

Mr. BROWNE (*Vancouver-Kingsway*): Yes. Who was the person responsible for producing these figures?

Mr. ARCHER: This figure was prepared for me by the executive director, and I think it would be done in consultation with the treasury. We are consulting now.

The CHAIRMAN: Have you any other questions, Mr. Browne?

Mr. BROWNE (*Vancouver-Kingsway*): It stated in the report. I believe, that it amounted to approximately $445,000. I was wondering if it came within $50,000 that would be considered as an approximate figure?

The CHAIRMAN: Do you have more questions, Mr. Browne?

Mr. BROWNE (*Vancouver-Kingsway*): Yes, I would like to know where the deficit debt is shown in these figures which have been presented to us. It shows that we have a net income.

The CHAIRMAN: Have you got the answer yet? If not, could you have it by this afternoon? I mean the answer to the question before the last question? We shall try to have it for you this afternoon, Mr. Browne.

Mr. BROWNE (*Vancouver-Kingsway*): I would like to suggest that if it is possible we have the man who is familiar with these figures come to show

the committee clearly how the financing of this bridge has been carried on and how these figures have been arrived at. I think we should have an opportunity to question the person who produced the figures.

Mr. ARCHER: The treasury officer here is supposed to be familiar with this.

Mr. JOHNSON: You had better get the man in Montreal.

Mr. ARCHER: If any details are required, he will obtain that information from Montreal. We will try to give you an answer, but if any further figures are required, he will obtain them for you.

Mr. DRYSDALE: Is he the right witness to produce this information? I ask that question because we do not seem to be making much headway.

Mr. PHAIR: I do not have it before me, I could get that information.

Mr. JOHNSON: Is there a man in Montreal who could come before the committee?

The CHAIRMAN: The figures you require will be here this afternoon.

Mr. BROWNE (*Vancouver-Kingsway*): Thank you. I am sure the committee will appreciate having that information. Might I inquire where, in these figures, the item that has been presented to us appears? Where is the deficit debt shown? In which column? And where is the deficit debt and the interest on deficit debt taken into consideration for the current years? You show net income from 1951, when the bridge presumably made a profit. But I would like to know where the interest on the deficit debt has been taken into consideration before arriving at that net income, and I would like to know what rate of interest is being charged on the deficit debt.

Mr. PHAIR: Five per cent was the rate of interest being charged on the deficit debt; and the interest on the deficit debt is included in this column of "other income requirements".

Mr. BROWNE (*Vancouver-Kingsway*): That is on page 109 of proceedings No. 3. There seems to be quite a big jump in the record, with the interest going into that column of "other income requirements". In 1949 the "other income requirements" were $621,287, and in 1950 that rose to $1,074,927. That seems to be a rather startling increase and I wonder if we could have an explanation.

Mr. PHAIR: In 1949 we were showing the interest on the debt to the public in a separate column. Since 1950 we have been showing the interest that we are charged on the deficit debt and interest on the refinanced debt, or the capital debt, in the same column.

Mr. BROWNE (*Vancouver-Kingsway*): Thank you.

Mr. PIGEON (*Interpretation*): The present debt on the Jacques Cartier bridge is $28,500,000. Since the installation of the automatic toll collection system, monthly revenue has risen from $60,000 to $80,000. Could it be claimed that the bridge will be paid for within 7 years and that 7 more years will be required to extinguish the debt completely?

Mr. ARCHER (*Interpretation*): Yes, approximately 7 years for the capital debt and seven years for the remaining indebtedness, at the current rates of revenue.

Mr. PIGEON (*Interpretation*): Taking into account the increase in revenue following upon the installation of the new system, therefore it will take 14 years to clear the indebtedness entirely?

Mr. ARCHER (*Interpretation*): Approximately, yes.

Mr. PIGEON (*Interpretation*): Would it be possible, in your view, to reduce by half the toll collection charges upon the motorists and people using the bridge so as to clear the indebtedness, not in 14 years but in 28?

Mr. ARCHER (*Interpretation*): Mathematically, yes.

Mr. PIGEON (*Interpretation*): That is what I wanted to know.

Mr. VALADE (*Interpretation*): May I put a question to you, Mr. Archer, with regard to the refinancing of the bridge, or the clearing of the indebtedness. Do you think that when the Champlain bridge is completed it will substantially reduce the income accruing from the use of the Jacques Cartier bridge?

Mr. ARCHER (*Interpretation*): We think that there will be a reduction.

Mr. VALADE (*Interpretation*): To come back to this business of refinancing, Mr. Archer, do you have any objection to telling us about the obligations of the harbours board and the bridge to the province of Quebec and the city of Montreal?

Mr. ARCHER (*Interpretation*): The port of Montreal is an entirely separate authority from the Jacques Cartier bridge. The bridge itself operates as an entity and such deficits as are incurred in the tripartite agreement must be split three ways between the province of Quebec, the National Harbours Board and the city of Montreal, for the first $450,000.

Mr. VALADE (*Interpretation*): The legal position is therefore this: you are responsible for the collection of charges on Jacques Cartier bridge?

Mr. ARCHER (*Interpretation*): The harbour authority has been vested with the administration of Jacques Cartier bridge.

Mr. VALADE (*Interpretation*): Do you feel that the installation of an automatic toll collection system on the bridge would have opened the harbours board to legal action by the city of Montreal or the province of Qubec in respect to the recovery of such loss of income as could have taken place before the installation of such a system?

Mr. ARCHER (*Interpretation*): This being a legal matter, I would prefer to have it answered by our legal adviser.

Mr. J. F. FINLAY (*Legal Adviser, National Harbours Board*): As I understood the question, it was this: would the installation of the automatic equipment render the board liable to a claim by the city of Montreal or the province of Quebec in respect to the contract between the three parties.

Mr. VALADE: In respect to the loss which both parties suffered before the automatic installation.

Mr. FINLAY: In other words, would the loss suffered before this—

Mr. VALADE: That is right.

Mr. FINLAY: —provide a defence to the province of Quebec or the city of Montreal in respect to their contributions?

Mr. VALADE: Yes—would it render the board responsible to reimburse the city and the province for the loss?

Mr. FINLAY: Of course, you are making an assumption of fact.

Mr. VALADE: Let us say this, then, Mr. Finlay. It has been proven that the first two months after the automatic collection booths were installed there was a considerable increase in revenues—which is in the record. Would you consider that the city of Montreal and the province of Quebec could have a legal procedure taken against Montreal harbour, in view of this increase, if, as it has been stated, a continuing increase of revenues should be expected due to this automatic installation?

Mr. FINLAY: Let us be precise on this question. As I understand it, you are asking me whether the province or the city would have a right of action against the National Harbours Board?

Mr. VALADE: That is right.

Mr. FINLAY: In my opinion, no. As I say, on the question as I understand it, no.

Mr. VALADE: If it is proven that there was malfeasance, would then the responsibility of the harbour be involved?

Mr. FINLAY: With all deference, I suggest I should not be asked that. I can only give a legal opinion on that; I cannot give evidence of fact.

Mr. VALADE: Then the question, to resume, please: the Montreal harbour has the entire legal responsibility, both financially and administratively towards the city of Montreal and the province of Quebec?

Mr. FINLAY: No, I would not put it that way. I would say the responsibility of the National Harbours Board is to the government of Canada.

Mr. VALADE: Thank you very much.

Mr. FISHER: I am interested in the original agreement, as I read it, fixing the obligation, in so far as the province and the city is concerned, in that they were going to pay a share if this was not, say, a profitable job—is that correct; they were going to pay their share?

Was this share to be based in any way upon the capital cost, or was it strictly in relation to the operating expenses?

Mr. ARCHER: It was based on interest and depreciation, if I remember well.

Mr. FISHER: In other words, there was a tripartite responsibility in so far as this capital cost is concerned?

Mr. FINLAY: Yes.

Mr. FISHER: You changed the set-up in 1949, after 19 years, and let us assume that you decided to reduce this interest debt. Would the action of the city of Montreal, of not contributing its share, and the province of Quebec, in not contributing its share, be a factor in this renegotiation of the debt?

Mr. FINLAY: Is that question directed to me?

Mr. FISHER: I thought Mr. Archer could answer it.

Mr. ARCHER: I will answer as best I can. As far as I know, there was an opportunity for refinancing that had some advantage; you could reduce the interest from 5 per cent to $2\frac{3}{4}$ per cent.

Mr. FISHER: My question is this. Here is the tripartite agreement. Did the city of Montreal and the province of Quebec agree to this renegotiation, or were they no longer involved in the capital cost picture since they had reneged on their payments?

Mr. ARCHER: When they reneged we went to court, and the National Harbours Board won its case in every court, I understand unanimously, up to the Supreme Court of Canada, that the City was obligated to pay that amount for which they had stopped payment, I think in 1943.

Mr. FISHER: I am sorry if I am obtuse, but I want to know whether, in relation to this capital cost, they still have the debt. Is there any responsibility left upon the city of Montreal or upon the province of Quebec, in so far as that is concerned?

Mr. ARCHER: I understand that if there were a deficit in future years they would still be responsible for that deficit, as they were in the past.

Mr. FISHER: The fact that the province of Quebec and the city of Montreal—certainly the province of Quebec: the city of Montreal may be questionable, because they were forced to pay a figure as a result of a court case; but was the fact that the province of Quebec was not paying its share a factor in this renegotiation?

Mr. ARCHER: I do not think so, at all.

Mr. FISHER: My last question is: since this was a beneficial thing in so far as the debt is concerned, and lowering the expenses, why was not this negotiated much sooner, because it was apparent within a few years of the inauguration of the bridge that the financial picture was not as attractive as had originally been conceived at the time of the origin of the bridge?

Mr. ARCHER: I am not too familiar with these negotiations because I was not there, but my understanding was that the debt could be redeemed, or the bonds could be redeemed, only in 1949. There was an opportunity in 1949, but you could not have done it sooner.

Mr. FISHER: And the reneging, I repeat, was no factor at all in this?

Mr. ARCHER: I think you would have to ask the province about that—but I do not think so.

Mr. FISHER: Could you tell us what the status is at the present time in so far as the debt that the province—I gather it has been supported in court—still officially owes is concerned?

Mr. ARCHER: As far as the province is concerned and the status of the debt not paid, I have meetings with the Premier next week to discuss this point.

Mr. FISHER: Is this part of a larger discussion in so far as the bridge is concerned, or is it specifically on this point?

Mr. ARCHER: It may be enlarged to another point with respect to their responsibilities.

Mr. BALDWIN: This is probably a question which Mr. Finlay might be interested in. In the tripartite agreement I notice in clause (1) the corporation of the harbour commissioners—which has been succeeded by the National Harbours Board—undertook to operate the bridge; the responsibility of the city and of the provincial government was limited to the payment of a sum not to be greater than $150,000 a year, which could be lessened subject to the amount of the deficit, if any; is that right?

Mr. FINLAY: Yes.

Mr. BALDWIN: Have you considered—and I am following up the question by Mr. Valade—the legal implications of the responsibility of the National Harbours Board, if it should be established that there was negligence in the operation of the bridge so that the full amount of the tolls that should have been collected were not collected?

Mr. FINLAY: I beg your pardon?

The CHAIRMAN: I think you should repeat the last part of your question.

Mr. BALDWIN: Have you considered the possibility of the liability of the harbours board, if it should appear that the harbours board was negligent in not collecting the full amount of the tolls which they should have been able to collect?

Mr. FINLAY: If you are simply inquiring as to whether I have given any study to the subject, the answer is no.

Mr. BALDWIN: But having it pointed out, do you think it is a question which merits study?

Mr. FINLAY: With all deference, again, I suggest this is not a question of fact.

Mr. BALDWIN: I will not pursue it.

The CHAIRMAN: I do not think it should be asked.

Mr. CHEVRIER: This is not a court of law.

Mr. BALDWIN: I am simply looking at the question from the implications of any negligence.

Mr. PAYNE: Surely, Mr. Chairman, it is not the place of witnesses here to rule whether something is in order or not. That is up to the chair, and I think that practice, frankly, should be followed.

The CHAIRMAN: The chair just said that question was not in order.

Mr. PAYNE: So did the witness, and I think the witness should be reminded that he is here to testify; he is not conducting this committee hearing at this time.

Mr. FINLAY: May I point out that my terminology was, "with deference, I suggest".

Mr. BALDWIN: I will not pursue that, Mr. Chairman; I think I have made my point—at least, I trust I have. I have one more question at this stage.

With regard to this question of the deficit debt, I observe from the figures on page 28 that there is a deficit debt of $6,489,605.23, on which it appears there is interest of $7,020,691.13. Is it possible to secure a rationalization of those figures—to what extent and for how many years has this interest been payable?

Mr. ARCHER: I think that on the statement we have submitted you will find a breakdown. If that is not complete enough, we can submit a further report. I am talking of the statement we tabled just about 15 minutes ago.

Mr. BALDWIN: I see. I have not looked at that yet. That is fine.

Mr. ASSELIN (*Interpretation*): I would like to know, Mr. Chairman, who has prepared the financial report that we have in our hands.

Mr. ARCHER (*Interpretation*): A treasury officer.

Mr. ASSELIN (*Interpretation*): Did your board use every year the services of an audit firm to audit the financial reports?

Mr. ARCHER: Not a firm of private auditors, but the Auditor General.

Mr. ASSELIN (*Interpretation*): Did the Auditor General ever make any observations to you with regard to the administration of the bridge and, more particularly, with regard to the deficits you were accumulating?

Mr. ARCHER (*Interpretation*): Not as far as I know.

Mr. ASSELIN (*Interpretation*): Did you have in your administration a special bureau of directors whose particular concern was to look after the financial administration of the bridge?

Mr. ARCHER (*Interpretation*): As far as our own accounting procedures are concerned, we use the comptroller of the treasury.

Mr. ASSELIN (*Interpretation*): And the comptroller of the treasury is the person who looks after financial matters?

Mr. ARCHER (*Interpretation*): Accounting.

Mr. ASSELIN (*Interpretation*): What time of the year was your financial report audited by the Auditor General?

Mr. PHAIR: The Auditor General, I believe, carries on a continuous audit, but his report is made at the close of the fiscal year.

Mr. CHEVRIER: Mr. Chairman—

The CHAIRMAN: Just a minute; Mr. Deschatelets is next.

Mr. DESCHATELETS: There are just two questions on which I should like to have an answer. Since this a tripartite agreement, at the end of every year was the National Harbours Board sending a copy of the financial state of affairs during the year to the province of Quebec and to the city of Montreal?

Mr. ARCHER: Yes.

Mr. DESCHATELETS: All along these years since the construction of this bridge, would you be kind enough to say if the National Harbours Board has ever received from the city of Montreal or the province of Quebec any representations expressing their concern, first as to the deficits, and then as to the way the toll collection was done?

Mr. ARCHER: As far as the deficit is concerned, we know the city of Montreal and the province of Quebec stopped payments in 1943, if that is what you mean. As far as the administration is concerned, no.

Mr. DESCHATELETS: I mean, Mr. Archer, since the city of Montreal and the province of Quebec were receiving these annual reports of your administration, did they ever, since the beginning of the bridge, express any concern as to the deficits up to 1949; and then as to the way the toll collection was done?

Mr. ARCHER: Not to my knowledge.

The CHAIRMAN: Mr. Johnson?

Mr. JOHNSON: My question was answered by Mr. Baldwin.

I want to make sure about this: I am coming on to this contract between the province and the National Harbours Board this afternoon.

The CHAIRMAN: Mr. Chown, Mr. Drysdale, and then Mr. Chevrier.

Mr. CHOWN: I will give the floor to Mr. Chevrier.

Mr. CHEVRIER: I just had a supplementary question arising out of the question asked by Mr. Asselin.

Is it not a fact, in the National Harbours Board you have an auditor, as you have already explained to the committee, some time ago? Is not there an auditor within the jurisdiction of the National Harbours Board?

Mr. ARCHER: The treasury officer could answer about the responsibility of the department in that respect.

Mr. PHAIR: We do the accounting for the National Harbours Board only.

Mr. CHEVRIER: You are an officer of the treasury?

Mr. PHAIR: Yes, a civil servant.

Mr. CHEVRIER: Stationed in the National Harbours Board office?

Mr. PHAIR: I am in Ottawa, but I have representatives in the various ports. On our staff we have one man who does a certain amount of checking in connection with the treasury's own work.

Mr. CHEVRIER: Does anyone from treasury do any checking in Montreal?

Mr. PHAIR: Yes.

Mr. CHEVRIER: Do you do that?

Mr. PHAIR: No, I do not.

Mr. CHEVRIER: But there is an officer, one or more?

Mr. PHAIR: Yes.

Mr. CHEVRIER: And over and above that, there is the Auditor General, as you have replied to Mr. Asselin?

Mr. PHAIR: Yes.

The CHAIRMAN: Mr. Drysdale?

Mr. JOHNSON: Supplementary to Mr. Chevrier's question.

The CHAIRMAN: Any supplementaries?

Mr. JOHNSON: I have a supplementary.

Mr. Phair, I would like to find out the name of the person in charge in Montreal in doing this accounting for the National Harbours Board. You referred a moment ago to a person doing the accounting in Montreal, under your jurisdiction. Would you disclose the name of that person?

Mr. PHAIR: Yes, Mr. F. G. Feron.

Mr. JOHNSON: In Montreal?

Mr. PHAIR: Yes, in Montreal.

Mr. JOHNSON: Since when has he worked on this particular job?

Mr. PHAIR: He was appointed treasury officer, I believe, in 1954.

Mr. JOHNSON: Before him, could you find out the name of the person in charge of the accounting?

Mr. PHAIR: Mr. Oliver.

Mr. JOHNSON: Since when was he appointed? Would you find that out, please, and maybe give the answer this afternoon?

Mr. PHAIR: Yes.

Mr. VALADE: Can the treasurer tell me if he is aware of the way the auditing of the collection on the Jacques Cartier bridge was done? Are you aware of the way?

Mr. PHAIR: The auditing?

Mr. VALADE: Or the accounting?

Mr. PHAIR: I am aware of it.

Mr. VALADE: Can you tell us which way it was done, how it was done from the collector to the treasury department?

Mr. PHAIR: Treasury had control of the tickets at the time.

Mr. VALADE: Were those tickets numbered?

Mr. PHAIR: Yes.

Mr. VALADE: They were counted before and afterwards?

Mr. PHAIR: We had the stock of tickets, knowing what the numbers were.

Mr. VALADE: Who was the person in charge of that?

Mr. PHAIR: The bridge accountant at one time was Mr. McKay, who has died—not "McKay" but Mr. Kelly.

Mr. VALADE: Until what date?

Mr. PHAIR: Until 1959.

Mr. VALADE: He was in office from what date to what date? Would you please try to answer this way?

Mr. PHAIR: I am not sure of the dates, but I will get the information you require.

The CHAIRMAN: He could give you that this afternoon.

Mr. VALADE: I would like to have the information. How was the system established for collection of the tolls on Jacques Cartier bridge, the financial side only. Would you explain that?

Mr. ARCHER: I will ask Mr. Beaudet to answer that.

Mr. BEAUDET: I think your question is, on the matter of tickets; how the tickets were handled and how they were distributed to toll collectors; how they got into the hands of users of the bridge; and what happened to them afterwards.

Mr. VALADE: What happened to the money, how the money was accounted for by you, and who was responsible to make a report?

Mr. BEAUDET: I suggest, Mr. Chairman, this is not directly under finance.

We have considered this, and are quite prepared to answer it now, but it is a matter of administration about which I will be prepared to answer in due course.

Mr. VALADE: I am sorry. On that point, this is revenues, we are discussing financing, which includes revenues, and I think we should have the answer

on it.

Mr. JOHNSON: We are overlapping finance and administration.

The CHAIRMAN: If it is the opinion of the committee—

Mr. VALADE: I can come back to this later.

The CHAIRMAN: Perhaps it could be answered now.

Mr. JOHNSON: It will save time.

Mr. BEAUDET: I would like to ask Mr. Clément if I may, about some of the details.

First of all, there were various types of tickets for the various types of vehicles crossing the bridge, in accordance with the tariff. Each toll collector was issued rolls of tickets. These rolls of tickets were issued by the representative of the treasury officer.

Mr. VALADE: Is that every day or every week?

Mr. J. A. CLÉMENT (*Superintendent of Bridges, Montreal Harbour*): The stock of tickets was issued to the supervisor of toll collectors, I would say approximately once a month. He would make a requisition to the bridge accountant to replenish his stock and, in turn, he would issue to the collectors, I would say, about once a week, a stock of tickets for more than a week, so the collectors every week would replenish their stock of tickets from the supervisor of toll collectors, upon a requisition to him.

Mr. BEAUDET: The toll collector, before going on his shift, would place his tickets in a specially designed box, and register on a report the commencing number of each one of those tickets in each series. Then he would proceed, on the stand, to collect tolls. As tolls were collected he was required under the regulations to issue a receipt to the man who had paid the toll; or, if the man failed to take up the receipt, did not insist on getting it, or did not wait for it, under the regulations the toll collectors were required to throw that receipt into the mutilating box.

Upon completion of his shift, the toll collector would come into the office and write in another report indicating the ending number of each type of receipt. Those two reports would be filed for the treasury—no I am sorry, these two reports would be filed with the bridge clerk.

The clerk would then prepare what was called a sales report—in other words, subtracting the ending number from the commencing number, to arrive at the number of tickets in each category which had been sold; multiply that number by the proper rate, and arrive at a total of what the collector was supposed to have collected.

After having completed his tickets report on the ticket numbers, the toll collector would count the money and make another report called a denominations report—in other words, so many bills of $20.00, so many bills of $10.00, and so on, and add them up.

When he was ready and his money count was made, he would then ask the supervisor of the toll collector, or assistant supervisor of the toll collector, if it was at night, to verify the money.

After verification the money was deposited in a bag. That bag was sealed in the presence of the toll collector and deposited in his strong box through a slot. This box was sealed and locked, and there was no means of getting out the bags after they had reached the box.

From then on it became the responsibility of the treasury officer. In other words, Brinks Express, in accordance with a contract, came to the bridge, open the strong box, pick up the bags, and take them to the treasury officer in Montreal.

The treasury officer, at the same time, would receive from the clerk the sales report and compare the two to see if there were any discrepancies; that is, any shortages or overages.

Mr. VALADE: That was the treasury officer?

Mr. BEAUDET: That is correct.

Mr. VALADE: Who was the treasury officer in charge?

Mr. BEAUDET: From 1955 on, Mr. F. Feron.

The CHAIRMAN: Gentlemen, it is half-past twelve, and we will adjourn until immediately after the orders of the day, in the same room.

Before we adjourn, I understand there are some papers that some of the members wish to have tabled.

Mr. JOHNSON: We might as well do that this afternoon.

The CHAIRMAN: All right.

AFTERNOON SITTING

THURSDAY, March 24, 1960.
3:18 p.m.

The CHAIRMAN: Gentlemen, we have a quorum. Before we start this afternoon, Mr. Phair has information regarding treasury officers in Montreal. He was asked the question this morning. Would you mind giving that, please, Mr. Phair?

Mr. PHAIR: I believe, Mr. Chairman, the question was asked: who were the treasury officers in Montreal? For the period May 1, 1937, to March 31, 1954, Mr. D. W. G. Oliver; from April 1, 1954, to date, Mr. F. G. Feron.

Mr. MCPHILLIPS: Mr. Chairman, before we go any further: you made reference this morning to putting something on the record with regard to a wire received from Mr. Lande, but then there was an interruption and we did not do anything about it.

The CHAIRMAN: We did not need to; I tabled the wire. The steering committee saw the wire. It will be printed in today's proceedings. It is merely an advice from Mr. Lande that, if he is to be called, he will be available after a certain date.

There is another question that Mr. Phair was asked this morning. Would you like to explain, Mr. Phair?

Mr. PHAIR: I believe I was asked how the figure of savings of $445,000 was arrived at. This figure was taken from the 1949 annual report, which was not prepared by me, but it says:

> Owing to this favourable refinancing of the capital debt of the bridge, annual debt charges will be decreased by about $445,000, taking into consideration interest, exchange at current rate and amortization of redemption expenses.

I might add that recently I prepared a statement for the board on the savings for the past 10 years, the savings of interest, and it works out to an average of $425,000 a year, approximately. For the year 1959 the savings were $487,000, made up as follows: the interest that would have to be paid under the old bonds for that year would have been $950,000; the interest paid by the board in 1959 was $410,465, a difference of $539,535. But when you deduct from that the amortization expenses for that year of $52,488, it leaves a net savings for 1959 of $487,047.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, I wonder if I might just comment on that. There certainly has, in my opinion, been no substantiation offered of how the $445,000 has been arrived at. Secondly, it is not borne out in any figures that we have before us.

We have been given financial statements of the operations of the bridge, and I do not think the committee should be expected to accept statements of that nature if they are not going to be substantiated if we question them. I think the committee should have a proper report as to how that $445,000 is actually arrived at, as taken from the statistics that have been given to us, to judge how the financial operations of this bridge have been carried out. I think we should get a more detailed statement than that, because that is only reiterating what has already been said.

The CHAIRMAN: Mr. Phair has just said that he would be very pleased to get that for the next meeting.

Mr. BROWNE (*Vancouver-Kingsway*): Secondly, there is another point that might also be taken up. That is, that on the deficit debt I inquired, and was told, that the rate of interest was 5 per cent. I wonder if there was any particular reason why that portion of the debt was not refinanced before the other part was, and why advantage was not taken of the lower rate of interest in that case.

Mr. ARCHER: Mr. Chairman, I was not with the board at that time and I cannot give you that answer. I understand that you are bringing other officials here who were with the board at that time. They might be in a much better position to give you a first-hand answer on this question as to why it was 5 per cent and why it was not refinanced at that time.

The CHAIRMAN: Could you ask that question when we have a witness present who can answer it, Mr. Browne?

Mr. BROWNE (*Vancouver-Kingsway*): Thank you.

The CHAIRMAN: Mr. Drysdale is next. He is not here, so Mr. Pigeon—

Mr. DRYSDALE: I am here, Mr. Chairman.

Mr. FISHER: Mr. Chairman, may I raise a point of order? It is in relation to my own position vis-a-vis the committee. I want to know whether the fact that it was moved in the house today that I be substituted on the committee takes effect tomorrow, or is it in effect now?

The CHAIRMAN: It takes effect as soon as it is in the house.

Some hon. MEMBERS: Good-bye!

Mr. FISHER: That being the case—and you know the reason why this particular shift has been made, as there has been another shift in the committee—it is the practice, and has been in other committees, to allow members of parliament to remain—

The CHAIRMAN: That is right.

Mr. FISHER: I just wondered whether I could have that permission, Mr. Chairman.

Mr. DRYSDALE: I move that we invite Mr. Fisher to stay as a guest of the committee.

The CHAIRMAN: I feel the committee will agree to allow Mr. Fisher to act in his capacity here today. Mr. Drysdale has a question, and then Mr. Pigeon.

Mr. DRYSDALE: Mr. Archer, I do not know whether you will be able to help me too much with this information, but I have some questions on the tripartite agreement. At page 27 you started out with the fact that when the bridge was going to be constructed the objective was that it was going

to be a self-supporting venture, and that was why the National Harbours Board consented to be involved.

There was an estimate on July 25, 1925, in the Quebec statute, saying that the bridge would cost approximately $10 million to build. The bridge was started in 1925. Then the agreement was signed some three years later, on May 5, 1928; and finally the bridge was opened on May 14, 1930.

What I am interested in finding out is, do you have any information as to what the background information was, or under what basis these three parties agreed to enter into the bridge, assuming it was going to be on a self-supporting basis? What was the basis of that information? Have you anything to say on that?

Mr. ARCHER: I have nothing that goes that far back. I am sorry; I know nothing about it. I will try and dig up the files. First of all, it was not the National Harbours Board.

Mr. DRYSDALE: Well, the Montreal harbour board and the successor.

Mr. ARCHER: Yes. We will look up the files and see if we have something on it. I certainly cannot answer that question now.

The CHAIRMAN: Have you anything further to say, Mr. Archer?

Mr. ARCHER: I have nothing to add, Mr. Chairman, except that we will see if we can find the information.

Mr. DRYSDALE: I wonder if you could assist me, Mr. Archer, a little bit further. Apparently, where the original estimate of capital cost is shown on page 27, the cost of the bridge was slightly over $12 million. Then it is said there was an apparent increase of $6,300,000 over the estimates submitted.

You mention details (a), (b) and (c). I wonder if it would be possible, first of all to amplify as to how much the interest was during the construction period. And under (b) there was an increase in the cost of the substructure due to the necessity of constructing it to a much lower elevation than originally estimated and to other engineering contingencies.

Thirdly, I would like some details on (c) and, if it is possible to get this information, if you could relate it, again, to this time sequence, because the agreement was signed some three years approximately after the construction of the bridge was started and I was wondering if at that time the people entering into the agreement—as to how much of the $6 million increase they were perhaps aware of?

Mr. ARCHER: I will see that you get that information. I know that the interest was roughly $2 million, or $2,100,000. From conversations only, I understand that there was an understanding before the agreement was signed, when they started the bridge, but they signed the agreement three years later—or after the original steps were taken to build the bridge. I will attempt to get the other details for you from the file.

Mr. DRYSDALE: I wonder, Mr. Archer, if it would be possible to have put in, for the convenience of some of the members, the Quebec statute, and if an interpretation is required, that it be interpreted, regarding the $10 million?

Mr. ARCHER: I understand that Mr. Finlay can answer some of the questions you have asked me about the tripartite agreement.

Mr. DRYSDALE: Perhaps I could just ask Mr. Finlay the general question. Have you had cause at any time to try and interpret the tripartite agreement?

Mr. FINLAY: Yes.

Mr. DRYSDALE: I wonder if you could give me the benefit of that interpretation.

Mr. FINLAY: On what point?

Mr. DRYSDALE: Generally as to what you understand is the meaning of the document. For example, I assumed that the capital cost was to be shared equally among the three parties.

Mr. FINLAY: No, that is not it exactly. The capital cost was to be shared equally; that is to say, not the capital cost but the annual deficit arising from the capital cost—that is, the amortization of the capital cost. That was one of the factors that created the annual deficit. It is an annual—

Mr. DRYSDALE: Excuse me. It says in the preamble that they would contribute one-third each towards the cost of the same.

Mr. FINLAY: That was the original understanding, but that was later qualified by the agreement; that is, it was restricted to a contribution of a maximum of $150,000 each from the city and the province.

Mr. DRYSDALE: Only in the event that there is a deficit?

Mr. FINLAY: Only in the event that there is a deficit.

Mr. DRYSDALE: On a yearly basis?

Mr. FINLAY: Yes.

Mr. DRYSDALE: So in effect the federal government, through the Montreal harbours board, was putting up the whole capital amount of the bridge, the theory being then that it was going to be self-supporting and the toll revenues would be used to liquidate the capital amount; is that the idea?

Mr. FINLAY: Yes, but it was not expected to be immediately self-supporting, hence the contribution from the city and the province.

Mr. DRYSDALE: What is the significance of the period of 40 years mentioned in the tripartite agreement?

Mr. FINLAY: That was because the original bond issues were 40 years.

Mr. DRYSDALE: What happens at the end of 40 years, according to your interpretation of this agreement?

Mr. FINLAY: The agreement expires.

Mr. DRYSDALE: During that period could it be converted from a toll bridge to a non-toll bridge?

Mr. FINLAY: Not without the consent of the lieutenant governor in council.

Mr. DRYSDALE: So the bridge would be a toll bridge until 19—

Mr. FINLAY: 1970, I think it is.

Mr. DRYSDALE: Was there any significance in this period of 40 years? Did that period represent the period when the bridge would be self-liquidated, according to the original terms?

Mr. FINLAY: This is only an assumption on my part, but I imagine it was based on the fact that the bonds were issued for a period of 40 years, and as long as you had the annual charges on the bonds it might be anticipated that the bridge might not be self-supporting. That is only a guess on my part.

Mr. DRYSDALE: You have no idea at all as to how long a period of time—on the basis that the Montreal harbour commission entered into this agreement—it would be self-liquidating? There was no estimate, at that time, of when the bridge cost would be liquidated?

Mr. FINLAY: Not to my knowledge.

Mr. DRYSDALE: Would you see if you could ascertain some of that background information for me?

Mr. FINLAY: Yes, but I might say that I have had occasion, for other reasons, to go through these files on several occasions, and I do not recall anything of that kind.

Mr. DRYSDALE: You do not know, then, whether or not there was any attempt at making an estimate? I think it was stated by somebody that originally there was a loss of, a deficit, of some $2 million within about the first three or four years, which would indicate it was not, perhaps, self-liquidating, as they had intended.

I think Mr. Archer has something to say.

Mr. ARCHER: When the National Harbours Board took over from the Montreal harbour commissioners, the deficit was $2,900,000 and some odd dollars. I think that is given in the statement produced this morning.

Mr. DRYSDALE: Again, on the premise that this was to be a self-liquidating venture, do you know if any steps were taken at that time, perhaps, to bring the tolls in line so that it would become self-liquidating?

Mr. ARCHER: I do not know of any steps, not to my knowledge.

Mr. DRYSDALE: You have no idea, of your own knowledge, as to when the venture became a non-self-liquidating venture, then?

Mr. ARCHER: What is that?

Mr. DRYSDALE: Did you want to make a comment Mr. Finlay?

Mr. FINLAY: That was always the situation, until 1949. That is to say, it was not self-liquidating.

Mr. DRYSDALE: I realize that, but the statement was made by Mr. Archer, and my difficulty is they went into this agreement, and the only reason the Montreal harbour board did that was on the understanding that it would be a self-supporting venture, so that I assume there would be certain facts put before the three bodies to indicate it would be self-supporting, in the sense you would have to have an adequate tolls structure to bring in enough money to liquidate the amount of the capital you were putting up.

What I was trying to ascertain was as to what the cause was, or as to what stage it became aware it was not self-liquidating; and if at that particular stage anything was done to try to make it self-liquidating.

Mr. FINLAY: It was anticipated at the very beginning it would not be a self-supporting venture for quite a number of years to come. Therefore, the parties were not at all surprised with the fact that they had an annual deficit. That was anticipated in the beginning.

Mr. DRYSDALE: What is your basis for saying that the parties knew it would not be self-supporting for some years?

Mr. FINLAY: The fact the agreement itself provides there are to be annual contributions by the province and the city. As a matter of fact, I think the preamble to the agreement itself refers to the fact a deficit is anticipated. If not, it appears in the provincial statute.

Mr. DRYSDALE: Perhaps it does. Possibly I have not seen it in the particular agreement. I would appreciate your tabling that information, because of the view I have expressed, if it were possible to ascertain that background information.

I would like to refer to one more statement on page 27, that

> No payments have been made on account of the deficit debt or interest thereon.

I was wondering what, if any, provision was being made to liquidate that deficit debt, which seems to be increasing very rapidly.

It is shown on page 28 as $6,489,605, and the interest on that deficit debt —do I assume that is 5 per cent?

Mr. ARCHER: That is right.

Mr. DRYSDALE: The interest is $7,020,691. I was wondering what provision, if any, has been made to liquidate that particular debt.

Mr. FINLAY: That question I could not answer.

Mr. ARCHER: There is no provision made at this time to liquidate that debt, no special provision. If you mean an increase of tolls, or something of that nature—

Mr. DRYSDALE: Or are there any provisions to set aside money, because it would seem it is increasing rather rapidly.

Mr. ARCHER: We are trying to pay the capital debt just now, and we still owe approximately $12 million on the capital debt.

Mr. DRYSDALE: What is your understanding of the situation—perhaps I should ask the solicitor as to this. At the end of forty years, when this agreement expires—which will be some time in 1969—is the federal government or the National Harbours Board just left with the responsibility of trying to, shall we say, recoup the loss over the years?

Mr. FINLAY: Yes.

Mr. DRYSDALE: It will be entirely in control of the situation?

Mr. FINLAY: Yes.

Mr. DRYSDALE: It would be up to the government of that time to say whether or not they want to write off the deficit?

Mr. ARCHER: That is a matter of government policy.

Mr. JOHNSON: On a point of order, Mr. Chairman: this morning, when we adjourned, we were at the point where Mr. Beaudet was explaining how the toll system worked before the automatic toll system. Should not we go back to this?

The CHAIRMAN: We really should; and I thought Mr. Drysdale and Mr. Pigeon were going to deal with that.

Mr. VALADE: On that point of order, I was questioning on these lines this morning.

The CHAIRMAN: That is right.

Mr. VALADE: I would like to have the complete answer on this question before we go into something else.

The CHAIRMAN: We will, before Mr. Pigeon goes on. All right, you finish your question, and then Mr. Pigeon will go on.

Mr. VALADE: My question was that we should go back to my original questioning of this morning, as to how exactly was the toll collection operated on the bridge—what was the operation itself?

The CHAIRMAN: Mr. Beaudet was answering; you are quite right, and it is my mistake; thank you.

Mr. VALADE: Perhaps Mr. Pigeon can ask his question first, if it is short.

Mr. PIGEON: It is very short.

The CHAIRMAN: All right, ask your question, Mr. Pigeon, and then we will go back to the other.

Mr. PIGEON (*Interpretation*): This morning it was stated that your commission gave a report to the city of Montreal and to the National Harbours Board.

Mr. ARCHER (*Interpretation*): No.

Mr. PIGEON (*Interpretation*): Did the province of Quebec and the city of Montreal have representatives, or do they participate in the administration of the Jacques Cartier bridge, in its administration and in the operation of the bridge?

Mr. ARCHER (*Interpretation*): No.

Mr. PIGEON (*Interpretation*): Why?

Mr. ARCHER (*Interpretation*): According to the agreement, the administration and operation were turned over to the National Harbours Board and, before that, to the Montreal Harbour Commission.

Mr. PIGEON (*Interpretation*): Does this agreement go back very far?

Mr. ARCHER (*Interpretation*): It is the tripartite agreement, dated 1928, to which we are referring at the present time—the tripartite agreement of 1928.

The CHAIRMAN: Is that all, Mr. Pigeon?

Mr. PIGEON: Yes.

Mr. VALADE: Mr. Beaudet, will you continue?

The CHAIRMAN: Mr. Beaudet, you were answering this morning regarding tolls and how they had been collected.

Mr. JOHNSON: We had bought the tickets, and now we want to see what happens with them.

Mr. BEAUDET: I think I had explained this morning how the clerk at the bridge office, prepared the report, on the basis of the ending number of the tickets and the starting number. Also I had explained the depositing of the money in a sealed bag, which was deposited in a strong box.

The money was picked up by Brinks Express, under contract with us, at the bridge and delivered at the treasury office in Montreal, 357 Common Street.

The treasury officer was then comparing the count from the bag with the report from the bridge clerk, and was determining whether there were any shortages or overages.

As far as the money and the accounting of the money went, from there on, it was considered the responsibility of the treasury department—an officer of the comptroller of the treasury. If, however, any large overage or shortage of over $5 was discovered it was put in a written report immediately and reported to the port manager. The port manager would then request the supervisor of toll collectors to make an investigation on that shortage or overage, and submit a report on the matter. If the explanation was a plausible one the port manager would recommend that the shortage or overage be either written off or entered in the book. In the case of a shortage, if there was no good explanation, the toll collectors were required to make it good immediately.

Mr. VALADE: How many persons were connected directly with the handling of money or tickets? Would the clerk bridge officer be one?

Mr. BEAUDET: I cannot hear you.

Mr. VALADE: How many persons were there who were responsible for the handling of tickets or money? Was it the clerk bridge officer's responsibility to check the tickets? Is that your answer?

Mr. BEAUDET: No. I think I said this morning that the bulk of the tickets were in the hands of the treasury officer. Those tickets in bulk would go to the supervisor of the toll collectors, who was personally responsible for them. From the supervisor of the toll collectors it would go down to the toll collector.

Mr. VALADE: Would you give this committee the names of the persons who were connected directly with the handling of tickets or money, just for the information of this committee.

Mr. BEAUDET: The man in the treasury office in charge of the accounting for the tickets and the money was the bridge accountant, and the names were Hurtubise, F. from May 6, 1930 to September 12, 1945; Kelley, H.W., from October 1, 1945 to March 2, 1959; and Gagnon, P.E., from July 31, 1959 to date.

Mr. DRYSDALE: From what are you reading?

Mr. BEAUDET: From appendix F of No. 3 proceedings of Railways, Canals and Telegraph Lines Committee. Appendix F starts at page 95, but I am reading from page 96, at the bottom of the appendix—employees of the comptroller of the treasury.

Mr. VALADE: Are there any other names which you have for the bridge?

Mr. BEAUDET: For the employees of the comptroller of the treasury, that is all.

Do you want to know who the bridge supervisors were? I am reading from appendix G of proceedings No. 3 of Wednesday, March 16, 1960 at page 96.

The CHAIRMAN: I do not think they should be read, as they are already in the proceedings.

Mr. VALADE: I just wanted to know who are the people directly concerned with this.

The CHAIRMAN: Have you page 96 there?

Mr. VALADE: We want to know who handled the tickets and the money.

Mr. BEAUDET: I will not give any names but it is the supervisor of toll collectors and the assistant supervisor of toll collectors.

Mr. VALADE: You mentioned that whenever there was a shortage or overage of money there was a report; does this happen very often?

Mr. BEAUDET: Yes.

Mr. VALADE: Those are all the questions I have to ask of Mr. Beaudet in regard to the operation of the collection system. However, I would like to go back and ask the treasurer a question. My question is this: to what does he attribute the surplus of revenue which occurred after the automatic installation of toll collectors on the Jacques Cartier bridge? What was the main reason for the increase of revenue? As treasurer you must have your opinion.

Mr. PHAIR: We do the accounting; we are not responsible for the collection of revenue.

Mr. VALADE (*Interpretation*): What is your name?

Mr. PHAIR: Mr. Phair.

Mr. VALADE: Do you understand French?

Mr. PHAIR: No.

Mr. VALADE: Well, to expedite matters I will speak in English. You just mentioned that you have no perception or idea, and you do not consider that the surplus of revenue attracted your attention in a special manner in the department. You just found that naturally there was a big increase of revenue after the automatic toll installation.

Mr. PHAIR: I would repeat; we just do the accounting for the board, and the responsibility for the collection of revenue is with the administration.

Mr. VALADE: Who would be responsible for that?

Mr. PHAIR: For the administration?

Mr. VALADE: For the administration of the treasury board in Montreal? Would the treasurer in Montreal be responsible?

Mr. PHAIR: The treasury officer is Mr. Feron.

Mr. ARCHER: May I say a word on this. I think, in my opinion, that it would be entirely unrealistic to assume that the total increase in revenue on the bridge since the installation of the automatic equipment was due to dishonesty of toll collection. I think that would ignore some of the facts—the improvements that were made to the bridge and to the approaches to the bridge, and also the matter of the normal increase in traffic to the bridge.

Mr. LESSARD: On a point of order, (*Interpretation*) Mr. Chairman, I would simply like to point out that it is not up to Mr. Archer to draw any conclusions. He is here as a witness, and he has drawn conclusions.

Mr. DESCHATELETS: Now, on that same point of order, the member for Sainte-Marie has precisely asked this question: were you struck by the increase in the revenue after the installation of the automatic toll system. Now, that was the question. Now, he probably asked the question to the wrong party, and Mr. Archer answered this question. In those circumstances, I think it was fair to answer it.

Mr. VALADE: I do not think that is in accordance with the facts, Mr. Chairman. As Mr. Archer was responsible for the whole administration of the harbour, I think his answer in this matter was giving a judgment on the work of this committee, and I think that should not be tolerated. Even if I asked the wrong question to the wrong man, the man to whom I asked the question should tell me that the question should be asked of so and so.

The CHAIRMAN: Gentlemen, I mentioned the fact this morning that the steering committee said that we should go heading by heading. On page 29 of No. 2 issue we have Purchases and Installation of Automatic Toll Collection Equipment. Could we put that separately?

Mr. VALADE: I have one more question on the financing, and I think it is pertinent to this. I do not know if we have the right party here but I think, as treasurer in the Department of Transport, he could give me his opinion on this question. Does he feel that due to the present automatic installation on the bridge that the debt of the bridge and the financing of that debt would have been paid if this installation had been made twenty years ago?

The CHAIRMAN: This is not a fair question, because he would have to make a guess at it.

Are there any other questions in connection with the tolls?

Mr. BROWNE (*Vancouver-Kingsway*): I understood that we were dealing with the financing of the bridge.

The CHAIRMAN: That is right.

Mr. BROWNE (*Vancouver-Kingsway*): Well, Mr. Chairman, I feel that the whole discussion of tolls—

Mr. JOHNSON: Just a minute please. On this point of order. We had asked Mr. Beaudet to give this explanation before noon, and we were supposed to carry on this afternoon and then go back to financing. I think that instead of fighting points of order that it would be better to finish the toll collection now and then go back to finance. We have only a few questions on this.

The CHAIRMAN: I would prefer that you continue on one subject. We got off on the toll collections.

Mr. MCPHILLIPS: You ruled that revenue was part of the finances of the bridge.

The CHAIRMAN: It definitely is.

I am going to ask now if there are any more questions on the question of tolls.

Mr. HORNER (*Acadia*): Revenue is one thing and collection of tolls definitely comes under the heading traffic control and not toll collection.

The CHAIRMAN: This was the method of the collection, not the rates they were charging.

Mr. PRATT: Collection of tolls and revenue on this bridge were apparently an entirely different thing.

Mr. JOHNSON: Do we carry on with tolls?

The CHAIRMAN: No. We will go on with financing.

Mr. MCPHILLIPS: I would like to know why Mr. Archer did not put in his report, which was rendered at a late date in January, the facts found in respect of revenues when the automatic system was put in?

Mr. ARCHER: Why I did not put it in the report?

Mr. MCPHILLIPS: What you found on your check after the automatic machines were put in.

Mr. ARCHER: I think it was published in every paper before that.

Mr. MCPHILLIPS: I am not speaking of newspapers. I want to know why you did not put it in your report.

Mr. ARCHER: I have reported to the minister the increase in revenue every month.

Mr. MCPHILLIPS: I understand that, but you are not answering my question. I want to know why you did not put it in your report which is now forming the basis of our deliberations.

Mr. ARCHER: I cannot give you an answer. We always kept that.

Mr. MCPHILLIPS: Is it not a fact that it is the most important thing which has come to light since this automatic machinery was put in.

Mr. ARCHER: I thought everybody knew it.

Mr. PRATT: Everybody except the harbour commissioners.

The CHAIRMAN: It has been published in every paper across the country.

Mr. CHEVRIER: It is in the evidence.

The CHAIRMAN: Yes.

Mr. MCPHILLIPS: It most definitely is not in the evidence.

Mr. CHEVRIER: Yes. A press release was tabled here the other day at my request. The press release is now an appendix to one of the volumes of the minutes and proceedings. (*See Appendix "O" to Issue No. 5.*)

Mr. MCPHILLIPS: It may have been, but that does not mean it is evidence. It is not evidence in any sense.

Mr. CHEVRIER: He answered the question I put to him on it. Surely that is evidence.

Mr. MCPHILLIPS: I do not want it to go on the record that I am agreeing to that because I know in the courts lots of material goes in which the judge subsequently rules as not being evidence. The fact that a newspaper clipping went in is not evidence. Mr. Archer did not put it in his report and he is not giving it viva voce.

Mr. CHEVRIER: I am speaking about a press release issued by the Department of Transport which is now an appendix to one of the printings.

Mr. MCPHILLIPS: Why can we not get the evidence?

Mr. PAYNE: On a point of order, I would like to say in view of the fact that this statement has been put in before this committee and in view of the fact that the witnesses are here to provide the committee the information they request, if Mr. McPhillips wishes to move a motion that we have a statement on the matter now by the chairman of the board I would be pleased to second it.

Mr. CHEVRIER: All he has to do is ask the question.

Mr. MCPHILLIPS: I did ask a question.

The CHAIRMAN: Mr. Archer will give you any information you require.

Mr. MCPHILLIPS: First of all, when did you make this check after the automatic machine was installed?

Mr. ARCHER: Each month we reported the increase in revenue to the minister's office.

Mr. MCPHILLIPS: You reported the increase to the minister's office. What was the first increase?

Mr. ARCHER: I do not recall off hand. I think it was around $60,000 over the same month the previous year. I am quite prepared to table that. We have tabled many documents here and will table all the documents you ask for.

Mr. SMITH (*Simcoe North*): I have a document in my hand here which was tabled at the first day's hearings of the committee. Is this not a statement of revenues month by month and class by class from 1953 to 1959, the end of December? Was that not tabled by Mr. Archer and put in evidence?

The CHAIRMAN: Yes.

Mr. MCPHILLIPS: It comes back to the same point. In my view this is the most significant point of evidence so far, it we had it in figures. It is a little confusing to the committee to be handed a large sheet with a lot of figures. What we want to know is the discrepancy as found on these checks and how it compares.

Mr. ARCHER: I would be glad to provide that.

The CHAIRMAN: We will have it at the next meeting as evidence.

Mr. KEAYS: Mr. Chairman, on page 26 of proceedings No. 2 there is a memorandum respecting the Jacques Cartier bridge and this morning we were handed a statement of the financial structure, capital and deficit debt. I would like to know first of all what was the nature of the bonds purchased since 1955.

Mr. ARCHER: I have that here. Are you speaking about the $2½ million?

Mr. KEAYS: I am speaking about the investment in bonds in 1955, 1956, 1957 and 1958.

Mr. ARCHER: I do not have them all the way back to 1955. I can tell you those we have on hand now. If you want me to produce them back to 1955 I will have to table them at the next meeting.

Mr. KEAYS: Could you tell me the nature of the bonds you told now.

Mr. ARCHER: Canada bonds and treasury bills.

Mr. KEAYS: Are they all short term?

Mr. ARCHER: All short term. The latest term is May, 1961, then March 25, 1960, April 1, 1960, October 1, 1960.

Mr. KEAYS: What is the rate of interest?

Mr. ARCHER: The yield is 5.03 on the March 25, 1960 ones. It is 2.96 on those for April 1, 1960, 6.55 on Canada bonds of October 1, 1960, and 6.61 on Canada bonds of May 1, 1961.

Mr. KEAYS: On whose suggestion were they purchased?

Mr. ARCHER: We usually consult with the Bank of Canada when we have investments to make.

Mr. KEAYS: From whom were they purchased?

Mr. ARCHER: From the Bank of Canada.

Mr. KEAYS: Who did the purchasing?

Mr. ARCHER: The board does it itself through our treasury office.

Mr. KEAYS: Were any bonds purchased before 1955?

Mr. PHAIR: Not for these investments, but there were certain bonds bought for our special maintenance reserve funds.

Mr. KEAYS: Am I to understand that the amounts mentioned in the statement which was handed us this morning—investments in bonds—are the market values as shown?

Mr. PHAIR: No. They would be the book value at the time they were purchased.

Mr. KEAYS: Do you know the book value of those bonds today?

Mr. PHAIR: I can get it for you.

Mr. KEAYS: I would like to have that please.

Mr. CHEVRIER: They have gone down because of government policy.

Mr. KEAYS: I would not like to get into any political question on this. I would like the market value as of today. I was under the impression that the amounts given there were the market value, and the maturity par value would be $2,550,000 which would have shown a capital loss of roughly $60,000.

Mr. PHAIR: I do not know what it is you are referring to.

Mr. KEAYS: You have a table on page 109.

Mr. PHAIR: It would be included in income received from reserve funds.

Mr. KEAYS: Can you tell me what is the meaning of the heading "miscellaneous income credits"?

Mr. PHAIR: They consist mainly of fines for speeding and other infractions, and commissions on Bell Telephone pay phones.

Mr. KEAYS: Might I now ask Mr. Archer if the board has ever been approached with a view to selling the bridge to private interests?

Mr. ARCHER: No not to my knowledge.

Mr. KEAYS: Does the board hold the view that under the present revenue setup it would be advisable to sell the bridge at possibly a reasonably profitable capital gain?

The CHAIRMAN: I do not think that is a question which Mr. Archer could answer.

Mr. KEAYS: Well, I kept it for the last, Mr. Chairman.

The CHAIRMAN: Now, Mr. Asselin is next.

Mr. ASSELIN: My question has already been covered, Mr. Chairman.

Mr. CHOWN: I have a question on toll collection methods. It arose out of Mr. Beaudet's evidence. It is simply that he, in his evidence, stated or implied that there were discrepancies at one time in the accounting of these tolls, and that a written report was made with respect to them. I was going to ask him if he would be good enough to table such report indicating the amount of the discrepancies found, over or under, and any other details that might be incorporated.

Mr. SMITH (*Calgary South*): Mr. Chairman, what page of the report are we on?

The CHAIRMAN: We are on finance. Are there any other questions?

Mr. CAMPBELL (*Stormont*): I have a question on financing of the bridge.

Mr. DRYSDALE: And I have a question on the financing of the bridge.

Mr. CHOWN: Mr. Beaudet has not answered my question yet.

The CHAIRMAN: Can you answer it, Mr. Beaudet?

Mr. BEAUDET: I am quite prepared to file these documents, but I might explain that we have reports from every collector on every shift with either overages or shortages which would run anywhere from 15 cents to, it may be, $10. The filing of these documents since 1930 would be quite a substantial task, but we are prepared to do it if you so wish. However it would means some 30 reports per day, for 365 days a year, and for 30 years.

Now, if you wish to have some specific ones as an example, where we could show that the discrepancy is, let us say, over $5 or $10, I could file a dozen or two as an indication, picking up any of them of various types and description. Would that satisfy you?

Mr. CHOWN: What you have just said indicates that this was quite a prevalent disease. Surely there would be some sort of consolidated tabulation of losses or excesses made over the course of a year.

Mr. BEAUDET: Yes, there were daily reports made to me and filed with the board, showing the total discrepancies—that is, the total shortages and overages for each collector, for each year; but there were no explanations shown thereon. You must understand that when a person is making change for money over a period of eight hours, and with sums running from $1 to as much as $500, you have to expect certain shortages or overages. It is only natural.

I do not believe that any person handling that much money would not come out with some shortages or overages except, perhaps, a bank, where the cashier is behind a counter and he can take as much time as he wants to change the cheques or to change the money.

But in all types of business, such as drug stores and so on, some shortages or overages will certainly appear in the cash registers. You must understand for instance that a barman selling drinks, when he comes to balance his cash at the end of the day, is not likely to come out even. There will be a few cents—maybe up to $1—of overages or shortages.

Mr. BELL (*Saint John-Albert*): And would there not be evaporation too?

Mr. BEAUDET: Now I would like, if I may, to know exactly what I have to file.

Mr. CHOWN: That is what I am coming to. I did not know what you had filed until you told me. This annual report of shortages and surpluses—you could file it. That would not be a problem for you, would it?

Mr. BEAUDET: No.

Mr. CHOWN: Would you be good enough to file these as far back as you have them?

Mr. BEAUDET: Certainly.

Mr. CHOWN: You might also file the daily tabulations where the losses were excessive in your opinion, such as those of $50 or more.

Mr. BEAUDET: Yes.

Mr. CHOWN: And would you please tell the committee what steps were taken to pursue administratively these discrepancies or surpluses where they were seen, in your eyes, to be extreme?

Mr. BEAUDET: In the case of an employee being consistently short or over, that would be plain indication of negligence on his part. Now, I cannot speak of what happened before I had anything to do with the bridge, but since I have had something to do with the bridge, on many occasions employees have been disciplined, such as placed on night work, or suspended for seven days, or a month, or maybe more, for such offences. And if it was found that the man did not correct the situation, perhaps recommendations might have been made for his dismissal.

Mr. CHOWN: Could you also table these reports with respect to employees who were disciplined in any way as a result of excesses or overages?

Mr. BEAUDET: Right.

The CHAIRMAN: Mr. McPhillips, Mr. Archer now has the information which you wished to have put in as evidence.

Mr. ARCHER: I can table this now. I have it.

Mr. MCPHILLIPS: That statement is for what period of time?

Mr. ARCHER: For September, October, November, and December, 1959, and for January, 1960.

Mr. MCPHILLIPS: You should put that in as your own evidence with respect to the checks that were made and the monies received.

Mr. ARCHER: The figures were supplied to me by our treasury office, with the comparisons.

Mr. MCPHILLIPS: Yes, that would be satisfactory.

Mr. ARCHER: The tabled information reads as follows:

Collection of tolls—Jacques Cartier bridge

Hereunder, for your information, is statement showing toll collections on the Jacques Cartier bridge during the months of September to December, 1959, and January, 1960, with comparison for the previous year.

	Revenues from tolls	
September 1959	$254,192	
September 1958	190,312	
Increase	$ 63,880	or $2,140 per day.
October 1959	284,548	
October 1958	190,338	
Increase	$ 94,210	or $3,040 per day.
November 1959	244,391	
November 1958	166,138	
Increase	$ 78,253	or $2,600 per day.
December 1959	236,536	
December 1958	139,782	
Increase	$ 86,754	or $2,790 per day.
January 1960	206,122	
January 1959	130,309	
Increase	$ 75,813	or $2,440 per day.

Mr. BROWNE (*Vancouver-Kingsway*): I would like to go back now with Mr. Phair to where I started this morning, page 109 of proceedings No. 3. The whole thing seemed quite clear up until 1949 where we have two headings, "interest on public debt" and "other income requirements". From there on it was all lumped into one column. I ask once again what are the items covered under "other income requirements"?

Mr. PHAIR: Interest and provision for depreciation.

Mr. BROWNE (*Vancouver-Kingsway*): That is, interest on the capital debt, interest on the deficit debt, and depreciation. Is there anything else?

Mr. PHAIR: No, I believe that is all.

Mr. BROWNE (*Vancouver-Kingsway*): There would appear to be some discrepancy in these figures, and I now call your attention to the statement of financial structure, capital debt, and deficit debt, which has been tabled today, and which is not in any committee report as yet. That document lists the capital debt as of December 31, 1959, as $14,926,000; and that I believe is carried at 2¾ per cent interest.

Mr. PHAIR: That is right.

Mr. BROWNE (*Vancouver-Kingsway*): Speaking in rough figures, that would appear to amount to $410,465. Then we have a deficit debt of $13,510,296, which is being carried at 5 per cent interest, and which, according to my calculation, would amount to $675,514.80 interest on that item. And adding these two figures together, I have a total of $1,085,000. In any event, I would not want to give the exact amount, but it seems to be greater; that is, the total amount shown in that column which appears to cover the other items as well as these two, is not big enough to cover these two items.

Mr. PHAIR: Are you referring to any particular year?

Mr. BROWNE (*Vancouver-Kingsway*): Yes, in 1950 that would be so, or in any year from there on; the interest on these two amounts would appear to be bigger than anything that is shown in that column. The debt would actually have been bigger still back in 1950 than it is now; and even taking the debt of 1959, it is shown that the interest would not be covered by that amount.

Mr. PHAIR: For 1950, Mr. Browne, the interest on the deficit debt was $361,701.54; on the capital debt, $547,070.59; and the provision for reserve for depreciation, $166,154.63—which I believe totals $1,074,926.76.

Mr. BROWNE (*Vancouver-Kingsway*): Yes, I appear to have been wrong in referring to 1950; it was 1959 that these figures would compare with. In other words, the two debts are as I have stated, and the amount you show there of $911,000 to meet those two amounts of interest that would be required, the interest on the debt would seem to exceed that.

Mr. PHAIR: I have not the two broken down for 1959. I can get that. But the total interest on the capital debt and on the deficit debt is $734,945; and provision for replacement of capital assets, $176,776.

Mr. BROWNE (*Vancouver-Kingsway*): That would not appear to be in line with the amount of debt and the rates of interest that have been given in these figures. I wonder if we could have a statement showing the amount owing as at December 31, 1959—the rate of interest and the amount—for both the capital debt and the deficit debt?

Mr. PHAIR: For 1959?

Mr. BROWNE (*Vancouver-Kingsway*): Yes. There is one other question that comes to mind. I would like to ask Mr. Archer if he can perhaps explain to us why some of the capital debt has been paid off by repayment. My understanding now is that the capital debt is carrying a rate of interest of 2¾ per cent, and the deficit debt is carrying a rate of 5 per cent.

Mr. ARCHER: Yes.

Mr. BROWNE (*Vancouver-Kingsway*): I was just wondering what the reason would be that you would not pay off the debt that was carrying the 5 per cent interest rate, rather than the one that was carrying 2¾ per cent. It would appear on the surface to be more economical, as far as the bridge is concerned.

Mr. ARCHER: I would say that at the present we are paying off the capital debt, and when it comes to the time—this is my personal opinion—to pay the deficit debt and the interest, I would certainly like to discuss that with the minister and treasury board.

Mr. BROWNE (*Vancouver-Kingsway*): But it would appear to be more economical to pay off the debt carrying the rate of 5 per cent, rather than—

Mr. ARCHER: When we come to that point—it is again an opinion and I do not know whether I should mention it here—I would certainly like to discuss with treasury board whether we can do anything about the 5 per cent, or at the time if we can apply the interest the way you are suggesting it should be applied now.

Mr. BROWNE (*Vancouver-Kingsway*): These payments have been going on for sometime now. In other words, this policy was decided, apparently, in 1949; the repayment on the capital debt started in 1949. The board had a deficit debt outstanding at that time. They had two distinct debts which had to be repaid; one was carrying an interest rate of 5 per cent and the other was carrying an interest rate of 2¾ per cent.

I think that in prudence you would pay off the debt that was carrying 5 per cent. It seems ridiculous to me to be borrowing money at 5 per cent when you could have it at 2¾ per cent. Could you look through the board's records to find out why that decision was taken to repay the capital debt rather than the deficit debt?

Mr. ARCHER: I will look that information; but I might say that the capital debt was money borrowed from the government, to be repaid by 1969, with nine years to pay off the capital debt. The other was borrowed without any maturity on it. But I am certainly prepared to discuss that with treasury board, as to how we settle this capital debt and this deficit on capital debt.

An hon. MEMBER: Why did you not discuss it before?

Mr. JOHNSON (*Interpretation*): Do you mean by that, that the federal government provided all the money to pay for the original debt, in the tripartite agreement?

Mr. ARCHER (*Interpretation*): You will recall that the original amount of the debentures was $19 million, and when we refinanced, the board borrowed $20 million from the government.

Mr. JOHNSON (*Interpretation*): In both cases you borrowed from the federal government? That is, in 1928 you borrowed the 19 million from the federal government?

Mr. ARCHER (*Interpretation*): In 1928 it was debentures on the market; in 1949 it was money borrowed from the federal government.

Mr. JOHNSON (*Interpretation*): And what amount of interest was paid on the money borrowed from the federal government?

Mr. ARCHER (*Interpretation*): 2¾ per cent?

Mr. JOHNSON (*Interpretation*): Were there any talks with the government at that time—between the National Harbours Board and the federal government?

Mr. ARCHER (*Interpretation*): My predecessor discussed that, with treasury board.

Mr. JOHNSON (*Interpretation*): Did the Minister of Transport take part in the discussion?

Mr. ARCHER (*Interpretation*): I do not know.

Mr. DESCHATELETS: We are dealing with a matter which does not concern Mr. Archer or the present Minister of Transport. I think we should wait until the right witnesses are present.

Mr. JOHNSON (*Interpretation*): Please remind me when the right witness comes, and I will ask my question again.

The CHAIRMAN: Gentlemen, I have been told—and I know it is true—that in order to get out the transcript for the meeting of this afternoon it will take

until 9:30, 10:00 or 11:00 o'clock tonight. Therefore it has been requested that we close off our meeting at 4:30.

Mr. DRYSDALE: We are not sitting again for a week.

The CHAIRMAN: We are not sitting again for a week, but it means that the clerk has to work until after midnight. And it is not only the clerk, but it is our reporters, Mr. Archer and his officials here. For that reason it has been requested that we close off at 4:30.

Some hon. MEMBERS: Hear, hear.

Mr. JOHNSON: I agree with this, Mr. Chairman; we are all fed up with the inquiry anyway.

Mr. SMITH (*Simcoe North*): May I ask a question, Mr. Chairman?

The CHAIRMAN: That will be the last question, then.

Mr. HORNER (*Acadia*): I had a supplementary question that I tried to raise a little while ago.

Mr. DRYSDALE: Give us a little advance notice, if you are going to cut us off at 4:30. It is two minutes to 4:30 now.

Mr. SMITH (*Simcoe North*): Mr. Archer, having regard to the prime functions of the National Harbours Board as elevator operators and dock operators, do you think that your board is the best authority to administer this particular toll bridge or, for that matter, any toll bridge?

Mr. ARCHER: If I have to render judgment on ourselves, I think we are the best authority now; but there is a motion on this, I understand, in the house. I do not know whether I should discuss it here.

The CHAIRMAN: I do not think, Mr. Smith, that Mr. Archer should answer that question. He either has to praise himself or condemn the board, and I do not think he should have to do that.

Mr. SMITH (*Simcoe North*): I was not asking for a personal opinion, Mr. Chairman. I said, "Having regard to the prime functions of the National Harbours Board being those of a port manager, elevator manager, and so on"—I was not asking for any personal condemnation or praise of the board.

Mr. DRYSDALE: Put me on the list for the week after next, then.

The CHAIRMAN: Yes. The steering committee thought it would be wise if, at the end of each meeting, if a member had in mind any documents that he would like to have tabled, that he should ask those documents be tabled, but he should not make a speech, but just say, "Mr. Archer"—or—"Mr. Beaudet, will you kindly table such-and-such a thing", and let it go at that.

Mr. Johnson, you had something to say? You are not going to make a speech?

Mr. JOHNSON: No, I wanted documents on the reconversion loan, from the point of view of information. I understand the money was loaned by the federal government of that time, in 1949, so would you table the documents—

(*Interpretation*):

The documents relative to the reconversion loan; whether or not there was an agreement to this effect; or were they notarized?

Mr. ARCHER: They were not notarized; it was with the government of Canada.

Mr. JOHNSON: You have documents, anway, showing this?

Mr. ARCHER: Yes.

Mr. BALDWIN: I would like to have, if there is in existence, a copy of any memorandum or letter from the board to the minister following the approval by the board, in principle, of the port manager's request for information on automatic machines.

Was there any memorandum or letter from the board to the minister in that regard, and any reply from the minister?

Mr. JOHNSON: I was not through. Since this reconversion loan—

The CHAIRMAN: Just a minute, Mr. Johnson, let Mr. Archer answer Mr. Baldwin.

Mr. ARCHER: I am not sure these are not privileged documents—correspondence between the board and the minister.

The CHAIRMAN: Mr. Archer can check into that, Mr. Baldwin, and if it is not privileged then he will see what he can do.

Mr. Hees wishes to add something.

The MINISTER: Mr. Chairman, it has always been my understanding that reports from departmental officials, heads of crown corporation boards, or members of crown corporation boards to the minister are privileged documents in that they are considered inter-departmental correspondence.

Mr. BALDWIN: If that is the case, the board simply recommended that the port manager's recommendation of the installation should be approved; and, I judge, from what has been said already, that would automatically go to the minister for his consideration.

I just wanted to know if there was a letter and what was its contents. Possibly a letter from the minister might not be permissible, though I think it would be in the same category. There may be nothing in it that is privileged. At any rate, I make the request for consideration.

The CHAIRMAN: If possible, you will have it. Mr. Johnson, you wanted something else?

Mr. JOHNSON: I want all the papers relating to this conversion loan in 1949—that is, the minutes of the board agreeing with the offer from the government, and the letters from the government offering it to the National Harbours Board. I do not think it is inter-departmental correspondence, but I make that request subject to the reservations Mr. Hees made a few minutes ago.

You understand: all documents pertaining to this, as long as there is not a whole box car of them.

Still on finance: I would like the reports that were sent to the premier of the province of Quebec in relation to the deficit. I mean, the reports showing the revenues and deficits of the port authority, the National Harbours Board, in relation to the bridge—if any of these reports were asked for by the premier of the province of Quebec. Would that be available for the next meeting on the bridge?

Mr. ARCHER: We could have that available.

Mr. JOHNSON: The reports to the premier of the province of Quebec.

Mr. ARCHER: That was done by the Harbour office in Montreal.

Mr. BEAUDET: If I understand it, your question, Mr. Johnson, is that you want us to table the financial report to the province and the city when a request was made to them to pay their obligation?

Mr. JOHNSON: yes.

The CHAIRMAN: Now, gentlemen, tomorrow we shall be on the B.C. Telephone bill. Mr. Howe, our vice-chairman, cannot be here, and there is a doubt as to whether I shall be. I would like you to name an acting chairman for tomorrow.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, I move, seconded by Mr. Bourbonnais, that Mr. James McBain be acting chairman of the meeting or meetings of the committee on the British Columbia Telephone Company bill tomorrow, March 25th.

—Motion agreed to.

The CHAIRMAN: Mr. McBain, then, will be your chairman tomorrow.

I have a motion for adjournment, but before we adjourn, I want to say that next week a committee will sit on the Canadian National Railways and Trans Canada Airlines, and will meet on the 29th, 30th and 31st March. It will sit in Room 356-S of the Senate. Those meetings will commence at 9.30, and will be held three times a day, except of course, on the Wednesday. On Wednesday the meetings will be limited; and you will be told what the hours are then.

Mr. DRYSDALE: We will be "told"?

The CHAIRMAN: We will go on with the Jacques Cartier bridge again on Monday afternoon, April 4, at 3 o'clock, or right after the orders of the day.

THE FOLLOWING IS THE TEXT OF THAT PART OF THE COMMITTEE'S PROCEEDINGS CONDUCTED IN THE FRENCH LANGUAGE

ON TROUVERA CI-DESSOUS LE TEXTE DE LA PARTIE DES DÉLIBÉRATIONS DU COMITÉ QUI S'EST DÉROULÉE EN FRANÇAIS

COMITÉ DES CHEMINS DE FER, CANAUX ET LIGNES TÉLÉGRAPHIQUES

(*Page 280*)

M. PIGEON: Monsieur le président, pour faire suite à la question que j'avais posée à la dernière séance, et après réflexion, je considère qu'il serait préférable de ne pas émettre ces lettres personnelles et confidentielles.

* * *

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M. VALADE: Ma question, monsieur Archer, est celle-ci: Est-ce que vous considérez comme confidentielle une lettre de recommandation pour un employé, lorsqu'elle ne porte pas la mention "confidentielle"?

M. ARCHER: Non.

* * *

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M. JOHNSON: Monsieur Archer, je vous entendais dire tout à l'heure que vous ne considériez pas comme confidentielle une lettre qui vous était adressée sans la mention "personnelle et confidentielle"; est-ce que c'est exact?

M. ARCHER: Oui, nous la mettons sur le dossier.

M. JOHNSON: Considérez-vous un dossier comme personnel et confidentiel?

M. ARCHER: Oui.

M. JOHNSON: Alors, pourquoi ne pas considérer une lettre qui concerne cet employé comme confidentielle?

M. ARCHER: Je parlais surtout des occasions où nous répondons à une lettre "marquée" "personnelle et fonfidentielle"; alors, nous répondons par une lettre, elle aussi "marquée" "personnelle et confidentielle". Si, sur un dossier d'un des employés, il y a une infraction ou quelque chose de semblable, habituellement je traite avec son "officier" supérieur de façon confidentielle et nous traitons comme confidentielles les questions qui ont rapport à un dossier d'employé.

M. JOHNSON: Là, monsieur Archer, ne considéreriez-vous pas tout le dossier d'un employé comme un tout qui est confidentiel?

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M. ARCHER: D'une façon générale, oui.

* * *

(*Page 288*)

M. PIGEON: La dette du pont Jacques-Cartier est présentement de 28 millions et demi de dollars.

Depuis l'installation du système de perception automatique, les revenus, par mois, ont augmenté de $60,000 à $80,000.

Peut-on dire que le pont pourra être payé en sept ans?

A la suite de l'augmentation, cela prendra sept autres années pour éteindre complètement la dette?

M. ARCHER: Approximativement, oui; sept ans pour la dette capitale et à peu près sept ans pour l'autre dette, au taux des revenus actuels.

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M. PIGEON: En tenant compte de l'augmentation des revenus à la suite de l'installation du nouveau système... donc, ça prendrait quatorze ans pour "effacer" complètement la dette?

M. ARCHER: Approximativement, oui.

M. PIGEON: Approximativement. Est-ce qu'il serait possible, d'après vous, de diminuer de moitié le coût de ce que doit payer l'automobiliste et le camionneur pour passer sur le pont, et que la dette soit "payée" en vingt-huit ans?

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M. ARCHER: Mathématiquement, oui.

M. PIGEON: C'est ce que je veux savoir.

M. VALADE: Monsieur Archer, est-ce que je puis vous poser une question qui a trait au refinancement du pont? Croyez-vous que lorsque le pont Champlain sera terminé, les revenus du pont Jacques-Cartier diminueront sensiblement?

M. ARCHER: Non. Je crois qu'il y aura une diminution, toutefois.

M. VALADE: En revenant au refinancement, monsieur Archer, est-ce que vous auriez objection à nous dire, en quelques mots, quels sont les engagements du "port de Montréal" envers la cité de Montréal et la province de Québec au point de vue financier?

M. ARCHER: Le "port de Montréal", en lui-même, a une comptabilité séparée. Le pont Jacques-Cartier est une entité absolument individuelle. Les engagements sont résumés, ou plutôt ils ne sont pas résumés, mais ils sont d'après l'entente tripartite que nous avons soumise au comité, et les premiers $450,000 de déficit devraient être partagés également entre les trois parties.

M. VALADE: Légalement, vous êtes donc responsable de la collection du péage sur le pont Jacques-Cartier?

M. ARCHER: On a confié aux autorités du port l'administration du pont Jacques-Cartier.

M. VALADE: Croyez-vous que l'augmentation des revenus sur le pont Jacques-Cartier, à la suite de l'installation des postes de collection automatiques, pourrait exposer le "port de Montréal" à une revendication légale de la part de la cité de Montréal et de la province de Québec en rapport avec la perte de revenus qu'elles auraient subie durant, les années où la collection était faite par des employés?

M. ARCHER: En matière légale, je préférerais que notre "aviseur" légal réponde à cette question.

* * *

(*Page 292*)

M. ASSELIN: Je voudrais savoir, monsieur le président, qui a préparé le rapport financier que nous avons entre les mains?

M. ARCHER: Le fonctionnaire du Trésor.

M. ASSELIN: Est-ce que le bureau d'administration avait recours, tous les ans, à un vérificateur reconnu pour reviser ses rapports financiers?

* * *

(*Page 292*)

M. ASSELIN: L'Auditeur général; est-ce que l'Auditeur général vous a fait, de temps à autre, des remarques sur l'administration financière du pont, surtout en ce qui concerne les déficits que vous avez accumulés?

M. ARCHER: Pas à ma connaissance.

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M. ASSELIN: Est-ce que vous avez, au sein de votre administration, une section spéciale ou un directeur qui s'occupait spécialement "de la finance" du pont?

M. ARCHER: Nous avons pour notre comptabilité, nous avons le contrôleur du Trésor.

M. ASSELIN: Et le contrôleur du Trésor, c'est le personnage qui s'occupe "de la finance"?

M. ARCHER: La comptabilité.

M. ASSELIN: La comptabilité. A quelle date de l'année votre rapport financier est-il revisé par l'Auditeur général?

* * *

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M. PIGEON: Ce matin, on a dit au comité que votre commission remettait, chaque année, un rapport financier des opérations du pont Jacques-Cartier à la cité de Montréal et au gouvernement de la province de Québec.

M. ARCHER: Non.

M. PIGEON: Est-ce que le gouvernement de la province de Québec, ainsi que la cité de Montréal, ont un représentant ou s'ils participent à la surveillance ou à l'administration des opérations du pont Jacques-Cartier?

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M. ARCHER: Non.

M. PIGEON: Pourquoi?

M. ARCHER: D'après l'entente, je comprends...

M. PIGEON: Je voudrais savoir quelles étaient les raisons.

M. ARCHER: D'après l'entente, on a confié l'administration et l'exploitation du pont Jacques-Cartier au Conseil des ports nationaux, ou à ses prédécesseurs, les commissaires du havre de Montréal.

M. PIGEON: Est-ce que cette entente date de plusieurs années?

M. ARCHER: C'est l'entente tripartite dont on parle actuellement; 1928. L'entente tripartite de 1928.

* * *

(Page 303)

M. VALADE: Quel est votre nom, monsieur le trésorier?

* * *

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M. LESSARD: On a point of order. Je voudrais simplement signaler, monsieur le président, que ce n'est pas à M. Archer de tirer les conclusions de l'enquête. Il vient actuellement de nous donner les conclusions sur le travail qui s'est fait et sur les conséquences de cette augmentation de revenu. Ce n'est pas à M. Archer de décider.

* * *

(Page 311)

M. JOHNSON: Est-ce que vous voulez dire par cela, monsieur Archer, que le gouvernement fédéral a prêté au groupe de l'entente tripartite tout le montant original pour payer le pont?

M. ARCHER: Elle a emprunté...

Vous vous rappellerez que le montant des "débentures" était de 19 millions.

Et quand nous avons racheté ces "débentures", nous avons emprunté 20 millions, emprunté du gouvernement.

(Page 311)

M. JOHNSON: Dans les deux cas, vous avez emprunté du gouvernement fédéral?

C'est-à-dire que, en 1928, vous avez emprunté 17 millions du gouvernement fédéral?

M. ARCHER: En 1928, c'étaient des "débentures" sur le marché.

En 1949, c'était un montant emprunté du gouvernement fédéral.

M. JOHNSON: Et quel intérêt a été payé au gouvernement fédéral sur l'emprunt de 1949?

M. ARCHER: 2¾ p. 100.

M. JOHNSON: Est-ce qu'il y a eu des discussions avec le gouvernement fédéral, c'est-à-dire entre le Conseil des ports nationaux et le gouvernement fédéral?

M. ARCHER: Mon prédécesseur a discuté de cela avec le conseil du Trésor.

M. JOHNSON: Est-ce que le ministre des Transports d'alors a pris part à la discussion?

M. ARCHER: Je l'ignore.

* * *

M. JOHNSON: Alors, vous me rappellerez quand viendra le "right witness" et je reposerai ma question.

* * *

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M. JOHNSON: En somme, les documents constatant cette entente, monsieur Archer, pourriez-vous nous dire s'il y a eu un contrat notarié ou simplement une entente entre le gouvernement fédéral et le gouvernement provincial?

LIST OF APPENDICES

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APPENDIX "A"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Regulations Governing Toll Officers

1. A Toll Officer shall fully familiarize himself with the Tariff of Bridge Tolls and the operation of the bridge toll collection equipment.

2. A Toll Officer shall at all times while on duty be clean-shaven and properly uniformed.

3. A Toll Officer shall not at any time smoke in the toll booth, on the toll plaza or in the public rooms in the Administration Building. He shall be allowed to smoke ONLY in the Toll Officers' room. He shall not at any time carry or have soft drinks, bottles, etc. in the toll booth.

4. A Toll Officer, before proceeding on duty to the toll both shall—
   (*a*) leave all his personal belongings, including personal cash, in his locker;
   (*b*) obtain from the appropriate Board official the necessary cash advance, token advance and all necessary equipment to work his toll lane;
   (*c*) report to the Bridge Captain for inspection and instruction as to the number of the toll booth in which he is to work;
   (*d*) obtain from the Bridge Captain a statement of the last reading of the counters of the booth in which he is to work, if the booth he is to work in is closed.

5. A Toll Officer, upon arriving for duty at a toll booth closed to traffic, shall—
   (*a*) inspect the toll booth and toll lane area to ensure that no unsafe conditions exist which might cause injury to persons or damage to equipment and shall ensure that the toll booth is clean and tidy and that nothing has been left in the booth by the previous toll officer;
   (*b*) read all counters of the toll collecting equipment and record them on his Shift Operation Report form;
   (*c*) report to the Bridge Captain, through the intercommunication system, the condition of the toll booth and lane, open the gate of the lane, and request the Bridge Captain to change the lane traffic lights from red to green in order to start operations.

6. A Toll Officer, upon arriving at a toll booth to relieve an officer on duty, shall—
   (*a*) request the Toll Officer on duty to ask the Bridge Captain to change the lane traffic lights from green to red, in order to close the lane;
   (*b*) close the gate of the lane after the traffic lights have been changed from green to red;
   (*c*) read all counters on the toll collecting machine to the Toll Officer going off duty, who shall record same on his Shift Operation form. The Toll Officer coming on duty shall then read to the Toll Officer going off duty the figures recorded on the report, so that the Toll Officer going off duty may check same on the counters. The Toll Officer coming on duty shall then record on his own Shift Operation Report the figures shown on the form of the Toll Officer going off duty; the two reports shall then be signed by both Toll Officers, attesting that the readings at the change of shift are correct;
   (*d*) inspect the toll booth and the toll lane area to ensure that no unsafe conditions exist which might cause injury to persons or damage to equipment, and ensure that the toll booth is clean and tidy and that nothing has been left in the booth by the previous Toll Officer;
   (*e*) report to the Bridge Captain the condition of the toll booth and lane; open the gate of the lane and request him to change the traffic lights from red to green in order to start operations.

7. A Toll Officer, while on duty in the toll booth, shall—
   (*a*) make sure that the driver drops the toll in the hopper of the toll collecting machine and proceeds only when the light turns green;
   (*b*) order a driver proceeding on a red light to stop his vehicle immediately, either by a shouted order or with his constable's whistle, and take particulars of both the driver and the vehicle, i.e., name, license number, etc. Should the driver not obey a stop signal, the toll officer shall immediately record the license number of the vehicle and report this information immediately to the Bridge Captain, through the intercommunication system;

(*c*) call the denominations of the bills handed out to a driver when change is made, in order to eliminate any possibility of short or over change, and shall give the exact number of 25c. pieces required for the payment of the toll, the balance of the change being made in the largest possible denominations;

(*d*) refer to the Bridge Captain any driver presenting for change, in payment of the toll, a bill of a denomination higher than $10.00;

(*e*) make every effort to detect counterfeit money and refuse to accept same or to accept mutilated or foreign (other than United States) paper money;

(*f*) report to the Bridge Captain all cases of counterfeit, mutilated or foreign (other than United States) paper money tendered by a driver and order the driver to report to the Bridge Captain;

(*g*) collect from a driver tendering United States currency the amount of discount applicable, if any. Instructions regarding the amount of discount will be posted from time to time by the Bridge Supervisor.

(*h*) make change always in Canadian paper currency even when U.S. paper currency is tendered;

(*i*) exchange for acceptable currency, any currency which has been tendered to a driver in change, when the latter claims that such currency is mutilated or counterfeit and keep such currency separate to be reported to the Bridge Captain;

(*j*) report to the Bridge Captain any case of a claim by a driver that he has been short-changed by another Toll Officer at some other time of the day or on a previous day;

(*k*) issue a proper receipt upon payment of toll when specifically requested to do so. When a receipt is issued such receipt shall be properly punched to the correct amount paid by the driver;

(*l*) record on the Exception and Violation Report from the following:

(i) Any violation of Section 4 or 5 of the Tariff of Bridge Tolls or disobedience by a driver of any traffic signal;

(ii) The passage of any unusual or exceptional vehicle;

(iii) The passage of any vehicle on any improper classification and the recall and reclassification of such vehicle;

(iv) The passage in an emergency of any ambulance or other vehicle without paying a toll;

(v) The non-passage of any vehicle after being classified;

(vi) The free passage of any Motorcade approved by the Superintendent of Bridges and passed under the supervision of the Bridge Supervisor or the Captain on duty;

(vii) The passage of any vehicle with axles suspended;

(viii) The particulars of any vehicle on which the payment of the toll is avoided;

(ix) The particulars of any vehicle whose driver has tendered money which appeared to be counterfeit;

(x) The particulars of any counterfeit, mutilated or foreign money mistakenly accepted by the Toll Officer;

(xi) The particulars of any vehicle whose driver is ordered to report to the Bridge Captain should toll not be paid.

8. A Toll Officer, upon completion of a shift, shall—

(*a*) request the Bridge Captain, through the intercommunication system, to change the lane traffic lights from green to red and shall close the gate when the light has been changed;

(*b*) read and record on his Shift Operation Report form the readings of all counters, such recording being made in the manner described under Regulation 6 (*c*) above, should he be relieved in his toll booth by another toll officer;

(*c*) leave the lane and toll booth in a clean and tidy condition;

(*d*) return his cash and token advance to the appropriate officer of the Board;

(*e*) count the bus tickets and other prepaid tickets, complete his Shift Operation Report and present it to the Bridge Captain.

9. A Toll Officer, while on duty in a toll booth, shall not under any circumstances deposit the fare in the toll collecting machine. Should a driver, when throwing his money or token into the basket, drop the fare on the pavement, the Toll Officer shall politely ask the driver to retrieve the money or token and drop it in the basket, explaining to the driver in polite words that it is against the regulations for a Toll Officer to do so. Should there be special circumstances where it is impossible for the driver to get out of his car to pick up the fare, the Toll Officer will be allowed to pick it up and shall then place the toll in the hand of the driver of the car so that he can deposit same in the toll collecting machine.

10. A Toll Officer shall never have loose tokens in his possession while on duty in a toll booth. Should a roll of tokens become accidentally broken, the Toll Officer shall immediately report such breakage to the Bridge Captain through the intercommunication system.

11. A Toll Officer, in dealing with the public, shall always—

(*a*) stand when recording a transaction and when addressing a person;

(*b*) use terms such as "Sir", "Madam" or "Miss" when addressing a person;

(*c*) answer enquries from the public in a courteous and pleasant manner, all enquiries being answered as briefly as possible. Should it become apparent that the conversation will interfere with the operation of his lane, the Toll Officer shall request the driver to move to a more advantageous point and shall request the Bridge Sergeant on duty to take care of the person making the enquiry.

12. A Toll Officer shall not under any circumstances, at any time, issue a toll receipt when toll has not been paid, nor issue a toll receipt for an amount less or greater than the amount of toll paid.

A Toll Officer who, in the sole opinion of the Port Manager, has failed to comply with any of the above regulations shall be subject to disciplinary action by the Port Manager. The penalty for infraction of Regulations 4 (*a*), 9, 10 or 12 shall be immediate dismissal without any right of appeal.

APPENDIX "B"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

26th February, 1947

Regulations governing toll collectors

All toll collectors employed on the Jacques Cartier Bridge must adhere to the following regulations:

1. Each collector is provided with a ticket locker and a safe compartment which are to be used in the following manner:

(*a*) *Ticket locker*—Six compartments have been provided for reel tickets. Reels must be filed on wooden spindles in these compartments with the largest ticket number at the base of the spindle in order that tickets may be removed in proper numerical sequence. 10 Trip Strip Tickets are to be kept on the left hand side of the bottom shelf of the locker and so arranged that tickets can be removed in numerical sequence.
Ticket container and monthly stock reports are to be kept in this locker.

(*b*) *Safe Compartment*—This compartment is provided to contain the advance for change and the amount collected each day, together with spare cash bags, and must not be used for any other purpose.

Duplicate keys to each ticket locker and safe compartment are held by the Supervisor of Toll Collectors.

2. The regular hours of duty are 8½ per shift. Eight hours of this time (less one-half hour for meals) are to be spent on the collectors' stand. The last half hour is allowed for compilation of daily reports.

3. Each collector will be notified one week in advance by the Supervisor as to the particular shift for the succeeding week and the day allotted for holiday and each collector must report to the Toll House so that he can be at his post on the collectors' stand, fully equipped, at the commencement of the hour of his shift.

4. A collector will not be paid for overtime unless he has been specifically authorized by the Supervisor to remain at his post after the completion of his shift, or, has been called for duty on the day allotted for holiday.

5. Copies of the Tariff of Bridge Tolls are available in French and English and collectors must familiarize themselves with this tariff, so that traffic crossing the bridge may be handled without delay. Collectors must not under any circumstances deviate from the authorized tariff.

6. Collectors must at all times be courteous and polite in their dealing with the public. If a difference of opinion arises between a patron and a collector regarding the fare, the collector must take up the regular fare and refer the patron to the supervisor of Toll Collectors or his assistant.

7. Every person using the bridge must pay the fare provided in the tariff or produce a pass issued by the National Harbours Board. Persons paying a cash fare must be given a proper receipt showing the amount of fare paid. Those producing a pass must be given the regular pass ticket. Collectors, when handing out receipts or pass tickets, must say "Please hold this receipt until you leave the bridge".

8. If a pass or a commutation ticket be presented after date of expiry the collector must collect full fare, take up the pass or commutation book and turn in to the Supervisor.

9. Collectors must issue a ticket for every cash sale and in any instance where the party does not wait for the receipt, the ticket must be detached and the receipt and ticket intact deposited in the mutilating box.

10. Collectors must not accept detached commutation tickets. One ticket is to be detached by the collector for each trip over the bridge and the cover taken up for the last trip.

11. Each collector is given an advance of twenty dollars for the purpose of making change. In order to avoid any possibility of confusion of funds each collector before going on duty, must place all his own money in the safe compartment and go on duty with only the twenty dollars change advance in his possession. It must be understood that all money in a collector's possession during or at the completion of his shift is the property of the National Harbours Board and must be accounted for.

12. The procedure to be followed by each collector when he comes off duty is as follows:—

(*a*) All money in his possession is to be counted and arranged in various denominations.

(*b*) The twenty dollars change advance must be replaced in the safe compartment.

(*c*) Details of the remaining amount are to be entered in the denomination book.

(*d*) AFTER THIS HAS BEEN DONE the daily report of ticket sales is to be compiled.

(*e*) Irrespective of the amount of any discrepancy between sales and collections, the difference must be reported.

13. At the completion of the last shift for each month collectors must render a report of tickets on hand, starting in each instance with the number in the ticket container.

14. Collectors are not required to make change for more than ten (10) dollars. Clients having higher denomination bills should be referred to the office where change will be made.

15. Collectors are forbidden to smoke while attending to the public.

16. Each collector is given a numbered badge which must be worn on the left strap of his collector's apron at all times while on duty. This badge must be exhibited, upon demand, to any user of the bridge.

17. Only collectors on duty are permitted on the collection stands, loiterers are not to be tolerated.

18. Collectors' stands must be kept clean and free of refuse at all times.

19. Any departure from these regulations will render a toll collector liable to dismissal.

APPENDIX "C"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Supervisor of Toll Collectors,
Jacques Cartier Bridge.

April 14th, 1953.

The following regulations regarding free passage over the bridge for vehicles of the Federal Government, the Provincial Government and the City of Montreal will apply effective commencing April 15th, 1953.

1. *Federal Government owned vehicles*

(*a*) All Federal Government owned vehicles, plainly identified as such in accordance with Treasury Board regulations for the marking of vehicles, will be allowed free passage over the bridge, without a pass. In this regard, the two requirements are noted:
(i) Vehicles must be marked in the name of the government.
(ii) Vehicles must be registered in the name of a Federal Government department.

(*b*) Vehicles without Government markings, even when carrying the special "G" license plate issued by the Province of Quebec for government-owned vehicles, will not be granted free passage without a pass.

(*c*) When collectors are in doubt regarding the identification or markings of the vehicle the driver should be required to produce the registration of the vehicle to ascertain that it is made out in the name of a Federal Government department.

(*d*) Free passage *will not* be granted to vehicles of Government Corporations, Boards or Commissions, such as, Canadian Broadcasting Corporation, Unemployment Insurance Commission, etc., or to Royal Mail trucks which are not registered in the name of the Federal Government.

2. *Province of Quebec owned vehicles*

(*a*) Province of Quebec owned vehicles, plainly identified as such by a coat-of-arms of the Province or similar departmental markings, will be granted free passage over the bridge, without a pass. In this regard, the two requirements are noted:
(i) Vehicles must be marked in the name of the government.
(ii) Vehicles must be registered in the name of a Provincial Government department.

(*b*) Vehicles without Province of Quebec markings, even when carrying the special "G" license plate of the Province of Quebec, will not be granted free passage.

(*c*) When collectors are in doubt regarding the identification or markings of the vehicle the driver should be required to produce the registration of the vehicle to ascertain that it is made out in the name of a Provincial Government department.

(*d*) Free passage *will not* be granted to vehicles of Provincial Commissions, such as, Hydro Quebec, Quebec Liquor Commission, etc.

3. *City of Montreal owned vehicles*

(*a*) Vehicles of the City of Montreal, plainly identified as such by a coat-of-arms of the City or similar departmental markings, will be granted free passage over the bridge, without, a pass. In this regard, the two requirements are noted:
(i) Vehicles must be marked in the name of the City of Montreal.
(ii) Vehicles must be registered in the name of a City of Montreal department.

(*b*) Vehicles without City of Montreal markings, even when carrying the special "G" licence plate issued by the Province of Quebec for City of Montreal vehicles, will no be granted free passage.

(*c*) When collectors are in doubt regarding the identification or markings of the vehicle the driver should be required to produce the registration of the vehicle to ascertain that it is made out in the name of a City of Montreal department.

(*d*) Free passage *will not* be granted to vehicles of City of Montreal Commissions, such as, Montreal Transportation Commission, Montreal Electrical Commission, etc.

4. *Military Vehicles*

All military vehicles, readily identified as such, with a driver in uniform or in civilian clothes will be allowed free passage over the bridge without a pass.

Special military passes are issued to permit of free passage over the bridge for military vehicles not readily identified as such and for military personnel travelling in private cars on military duty. These military passes, good for one passage only, will be collected at the bridge and forwarded to the Bridge Accountant. A draft specimen of this military pass will be posted at the toll houses, at north and south entrances of the bridge.

5. *Free passage receipt*

All drivers of Federal Government, Provincial Government or City of Montreal vehicles and all drivers of military vehicles, which are allowed free passage over the bridge, will be required to stop at the toll collector and, in each case, a free passage receipt will be issued.

6. *Passengers*

All passengers travelling in vehicles which, in accordance with the above regulations are permitted to cross the bridge free of charge, without a pass, will be granted free passage over the bridge.

7. *Military personnel*

Contrary to existing regulations military personnel, whether in uniform or not, *will not* be allowed free passage over the bridge when travelling in private cars.

(Sgd) G. Beaudet,
for Port Manager.

GB/HG

Issued: 14th April, 1953.
Amended: 18th April, 1953.

APPENDIX "D"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Mr. 13th August, 1959.
Toll Collector,
Jacques Cartier Bridge.

The new automatic toll collection system at Jacques Cartier Bridge will be put into operation early in September 1959.

As you are aware, under this new system, money for tolls will be collected by the machine and not by a toll collector. There will be attendants on duty, but the duties of these employees will be entirely different from those which you are presently carrying out as toll collector.

The attendants will be required to supervise the automatic collection machine; to classify vehicles; to make change for drivers who do not have the correct currency; to prepare reports of various kinds; to prevent traffic violations; to control traffic going through the toll lanes, etc. Under the new system, should a motorist not deposit the correct fare in the collecting machine, the traffic light controlling the traffic in the lane will not turn to green and if the motorist should proceed on the red light it becomes a traffic violation, and not a toll violation as is the case under the present system of collection by toll collectors.

In view of the above, the National Harbours Board has decided that the attendants shall be classified as "Toll Officer", and that the toll officers shall be officially sworn in as police officers for the National Harbours Board.

Applicants for the position of Toll Officer will be required to—

(*a*) pass a medical examination;
(*b*) pass a written intelligence test;
(*c*) produce a certificate showing that he has completed 9th grade in school;
(*d*) have a completely clear police record (Candidates will be sworn in by the Attorney General's office and must have no criminal or other police record).
(*e*) be completely bilingual.

Toll Officers will be paid on an annual basis and the salary range will be as follows: $3,720-3,870-4,020–4,170. Employees in this position will enjoy the same benefits as other National Harbours Board salaried employees in the way of annual leave, sick leave, special leave, etc.

You are hereby advised that your employment in your present position as toll collector will terminate on the date the new machines are placed in operation.

Should you be interested in obtaining a position as Toll Officer, you are requested to make your application, in writing, not later than 18th August, 1959, to Mr. A. Poole, Supervisor of Toll Collectors, who will arrange for you to be interviewed by Mr. A. Clement, Superintendent of Bridges, for taking the necessary tests.

If you do not wish to obtain employment as a toll officer, or if you should not qualify for such position following the above mentioned tests, you will be offered employment in another harbour department as and when a vacancy occurs, without loss of seniority.

(Sgd.) G. Beaudet
Port Manager.

I HEREBY ACKNOWLEDGE RECEIPT OF THIS LETTER ON

_____ _____

Toll Collector *date*

APPENDIX "E"

FORM 601/12

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Montreal,.....

TO: Port Manager

RECOMMENDATION FOR ENGAGEMENT OR CHANGE IN CLASSIFICATION

(PREVAILING RATES EMPLOYEES)

Name.....Sup'n File No. N.H.B.....

(If a contributor to Public Service Superannuation Account)

Authority is requested to engage ☐ / re-engage ☐ the above named, effective.....

at the following:

Classification.....

Dept. & Branch.....

Rate of pay.....

Authority is requested for change in classification ☐ / transfer ☐ of the above named employee

effective.....

	FROM	TO	Temporary ☐ / Permanent ☐
Classification	.....	.....	
Dept. & Branch	.....	.....	
Rate of pay	.....	.....	
Vice	.....		

NOTE: If the employee concerned is a contributor to P.S.S.A. and if the above change comprises a promotion, demotion or continuing transfer to another department or branch, there shall be shown under "Vice" the name of the employee being replaced. If and when it is decided to confirm the employee in the new position, application must be made on the regular form for that purpose so that Board approval may be obtained.

REMARKS

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.....

.....
(Signature of Branch Head)

.....
(Title)

.....
(Department and Branch)

RECOMMENDED:—

.....
(Signature of Departmental Head)

.....
(Title)

.....
(Date)

APPROVED:—

.....
Port Manager

.....
(Date)

c.c. Departmental Head
Branch Head
Chief Timekeeper (2)

APPENDIX "F"

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE

Statement of hours worked, earnings and deductions for Andre Decary for the period June 29th, 1959 to September 7th, 1959

Period covered	Hours worked Reg.	Hours worked Over	Gross earnings	Deductions	Net earnings	Remarks
			$	$	$	
June 29–July 1	17	5	36.08	0.42	35.66	
July 2–8	48	11¼	97.17	7.85	89.32	
July 9–15	40	9¾	81.59	5.25	76.34	
July 16–22	32	12½	74.62	3.00	71.62	
June 29–July 1	—	3	4.92	—	4.92	Overtime compensatory adjustment
July 23–29	40	3¾	71.75	3.05	68.70	
July 30–Aug. 5	40	9¾	81.59	4.80	76.79	
Aug. 6–12	24	2¼	43.05	0.48	42.57	
Aug. 13–19	48	17¼	107.01	10.55	96.46	
Aug. 20–26	32	3	57.40	1.50	55.90	
Aug. 27–Sept. 2	40	3¼	71.75	3.45	68.30	
Sept. 3–7	72	3	123.00	13.30	109.70	Includes 40 hours severance pay
			849.93	53.65	796.28	

NOTE: Rate of pay $1.64 per hour.
Deductions include: Federal and Provincial Income Tax and Unemployment Insurance.

Statement of hours worked, earnings and deductions for Robert Toupin for the period March 16th, 1959 to September 7th, 1959.

Period covered	Hours worked Reg.	Hours worked Over	Gross earnings	Deductions	Net earnings	Remarks
			$	$	$	
Mar. 16–Mar. 18	14	—	22.12	0.30	21.82	
Mar. 19–Mar. 25	42½	2	70.31	8.40	61.91	
Mar. 26–Apr. 1	34	12½	73.47	9.00	64.47	
Apr. 2–Apr. 8	42½	10½	83.74	6.95	76.79	
Apr. 9–Apr. 15	42½	13½	88.48	11.80	76.68	
Apr. 16–Apr. 22	34	1	55.30	5.51	49.79	
Apr. 23–Apr. 29	42½	22	101.91	14.00	87.91	
Apr. 30–May 6	42½	4	76.26	9.65	66.61	
May 7–May 13	34	12½	76.26	9.60	66.66	
May 14–May 20	42½	8	82.82	10.75	72.07	
May 21–May 27	42½	8	82.82	10.75	72.07	
Apr. 1–June 3	313½	—	18.81	3.20	15.61	Retroactive wage rate adjustment
May 28–June 3	25½	6	51.66	3.86	47.80	
June 4–June 10	51	8	96.76	13.25	83.51	
June 11–June 17	34	—	55.76	5.71	50.05	
June 18–June 24	34	6	65.60	7.40	58.20	
June 25–July 1	42½	21	104.14	14.85	89.29	
July 2–July 8	32	9	67.24	8.25	58.99	
July 9–July 15	40	9¾	81.59	11.15	70.44	
May 15–July 1	—	36¼	59.45	—	59.45	O'time compensatory adjustment
July 16–July 22	40	8¼	79.13	10.80	68.33	
July 23–July 29	40	3¾	71.75	9.10	62.65	
July 30–Aug. 5	40	9¾	81.59	11.15	70.44	
Aug. 6–Aug. 12	40	8¼	79.13	10.80	68.33	
Aug. 13–Aug. 19	40	3¾	71.75	9.10	62.65	
Aug. 20–Aug. 26	32	9	67.24	8.25	58.99	
Aug. 27–Sept. 2	40	3¾	71.75	9.10	62.65	
Sept. 3–Sept. 8	66½	9½	124.64	20.40	104.24	Includes 40 hours severance pay
			2,061.48	253.08	1,808.40	

NOTE: Rate of pay $1.64 per hour
Deductions include: Federal & Provincial Income Tax & Unemployment Insurance.

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE—*continued*

Statement of hours worked, earnings and deductions for Andre Decary for the period June 29th, 1959 to September 7th, 1959

Statement of hours worked, earnings and deductions for Edward Jalbert for the period July 3rd, 1959 to September 7th, 1959.

Period covered	Hours worked Reg.	Hours worked Over	Gross eIrnings	Deductions	Net Earnings	Remarks
			$	$	$	
July 3–July 8	40	14¼	88.97	6.45	82.52	
July 9–July 15	40	9¾	81.59	2.75	78.84	
July 16–July 22	32	10½	69.70	3.10	66.60	
July 23–July 29	40	22½	102.50	9.30	93.20	
July 30–Aug. 5	40	11½	84.46	3.20	81.26	
Aug. 6–Aug. 12	24	15	63.96	2.25	61.71	
Aug. 13–Aug. 19	48	17¼	107.01	10.55	96.46	
Aug. 20–Aug. 26	32	3	57.40	1.50	55.90	
Aug. 27–Sept. 2	32	3	57.40	1.50	55.90	
Sept. 3–Sept. 8	72	3	123.00	13.70	109.30	Includes 40 hours severance pay
			835.99	54.30	781.69	

NOTE: Rate of pay $1.64 per hour.
Deductions include: Federal and Provincial Income Tax and Unemployment Insurance.

Statement of hours worked, earnings and deductions for Alfred Beauchamp for period May 11th, 1959 to September 7th, 1959

Period covered	Hours worked Reg.	Hours worked Over	Gross earnings	Deductions	Net earnings	Remarks
			$	$	$	
May 11–13	17	—	27.88	0.36	27.52	
May 14–20	42½	13	91.02	6.45	84.57	
May 21–27	34	5	63.96	2.10	61.86	
May 28–June 3	42½	8	82.82	5.10	77.72	
June 4–10	34	6	65.60	2.35	63.25	
June 11–17	51	9	98.40	8.05	90.35	
June 18–24	42½	4	76.26	4.10	72.16	
June 25–July 1	42½	7	81.18	10.55	70.63	
July 2–8	48	13½	100.86	7.95	92.91	
July 9–15	37½	6	71.34	3.45	67.89	
May 15–July 1	—	34½	56.58	—	56.58	O'time compensatory adjustment
July 16–22						
July 16–22	35½	9	72.98	3.45	69.53	
July 23–29	35½	6	68.06	8.50	59.56	
July 30–Aug. 5	40	11¼	84.05	5.75	78.30	
Aug. 6–12	40	9¾	81.59	5.25	76.34	
Aug. 13–19	40	11¼	84.05	5.75	78.30	
Aug. 20–26	40	12¾	86.51	6.10	80.41	
Aug. 27–Sept. 2	40	9¾	81.59	5.25	76.34	
Sept. 3–8	70	31	165.64	22.60	143.04	Includes 40 hours severance pay
			1,540.37	113.11	1,427.26	

NOTE: Rateof pay $1.64 per hour.
Deductions include: Federal and Provincial Income Tax and Unemployment Insurance.

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE—*continued*

Statement of hours worked, earnings and deductions for Marcel Duceppe for the period July 6th, 1959 to September 7th, 1959.

Period covered	Hours worked Reg.	Hours worked Over	Gross earnings	Deductions	Net earnings	Remarks
			$	$	$	
July 6–July 8	24	2¼	43.05	0.48	42.57	
July 9–15	40	11½	84.05	4.95	79.10	
July 16–22	40	5¼	74.21	4.00	70.21	
July 23–29	40	11½	84.05	5.75	78.30	
July 30–Aug. 5	40	9¾	81.59	4.35	77.24	
Aug. 6–12	40	5¼	74.21	4.00	70.21	
Aug. 13–19	40	9	80.36	5.05	75.31	
Aug. 20–26	40	5¼	74.21	4.00	70.21	
Aug. 27–Sept. 2	40	5¼	74.21	4.00	70.21	
Sept. 3–7	81	18	162.36	22.15	140.21	Includes 40 hours severance pay

NOTE: Rate of pay $1.64 per hour.
Deductions include: Federal and Provincial Income Tax and Unemployment Insurance.

Statement of hours worked, earnings and deductions for Michel Savoie for the period April 17th, 1959 to September 7th, 1959.

Period covered	Hours worked Reg.	Hours worked Over.	Gross earnings	Deductions	Net earnings	Remarks
			$	$	$	
Apr. 17–Apr.22	42½	10½	83.74	4.45	79.29	
Apr. 23–29	42½	1	68.73	2.75	65.98	
Apr. 30–May 6	42½	2	72.98	3.45	69.53	
May 7–13	16	9½	41.82	0.48	41.34	
May 14–20	34	1	57.40	1.40	56.00	
May 21–27	42½	6	79.54	3.27	75.27	
Apr. 1	96½	—	5.79	0.98	4.81	Retroactive wage rate adjustment
May 28–June 3	42½	5	77.90	4.25	73.65	
June 7–10	34	4	62.32	2.00	60.32	
June 11–17	42½	5	77.90	4.40	73.50	
June 18–24	34	11	73.80	3.55	70.25	
June 25–July 1	42½	6	79.54	4.60	74.94	
July 2–8	40	8½	79.13	4.90	74.23	
July 9–15	40	8¾	79.95	4.50	75.45	
July 16–22	40	8½	79.13	4.90	74.23	
May 15–July 1	—	26¾	43.87	—	43.87	O'time compensatory adjustment
July 23–29	32	4½	59.86	1.75	58.11	
July 30–Aug. 5	40	6¾	76.67	4.35	72.32	
Aug. 6–12	40	6¾	76.67	4.35	72.32	
Aug. 13–19	32	6	62.32	2.10	60.22	
Aug. 20–26	40	6¾	76.67	5.20	71.47	
Aug. 27–Sept. 2	40	8½	79.13	4.90	74.23	
Sept. 3–7	81	15¾	158.67	21.25	137.42	Includes 40 hours severance pay
			1,653.53	94.78	1,558.75	

NOTE: Rate of pay $1.64 per hour.
Deductions include: Federal and Provincial Income Tax and Unemployment Insurance.

NATIONAL HARBOURS BOARD—JACQUES CARTIER BRIDGE—*continued*

Statement of hours worked, earnings and deductions for Gerald Martin Flynn for the period June 20th, 1959 to September 7th, 1959.

June 20–June 24	25½	½	42.64	3.28	39.36	
June 25–July 1	42½	18½	100.04	7.50	92.54	
July 2–July 8	40	30	114.80	11.75	103.05	
July 9–July 15	40	9¾	81.59	5.25	76.34	
July 16–July 22	40	9¾	81.59	4.25	77.34	
June 20–July 1	—	11½	18.86	—	18.86	O'time compensatory adjustment
July 23–July 29	24	10	55.76	0.56	55.20	
July 30–Aug. 5	48	4½	86.10	5.30	80.80	
Aug. 6–Aug. 12	32	3	57.40	0.90	56.50	
Aug. 13–Aug. 19	32	3	57.40	0.90	56.50	
Aug. 20–Aug. 26	40	3¾	71.75	3.15	68.60	
Aug. 27–Sept. 2	40	3¾	71.75	2.70	69.05	
Sept. 3–Sept. 7	64	2¼	108.65	9.43	99.22	Includes 40 hours severance pay
			948.33	54.97	893.36	

NOTE: Rate of pay $1.64 per hour.
Deductions include: Federal & Provincial Income Tax & Unemployment Insurance.

APPENDIX "G"

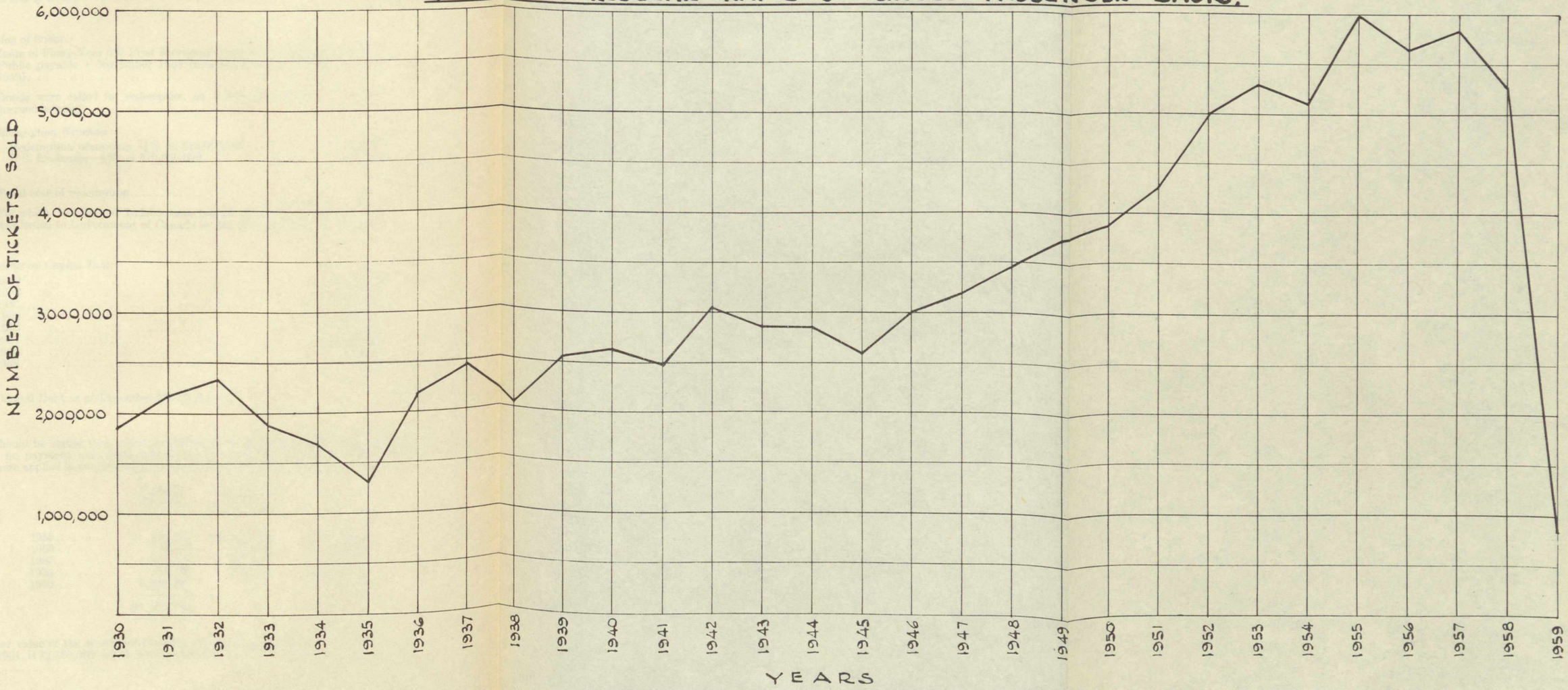
STATEMENT SHOWING QUALIFICATIONS REQUIRED FOR POSITION OF TOLL OFFICER AND POSITION OF TOLL COLLECTOR

Qualifications	Toll Officer	Toll Collector
1. Physical requirements		
(a) Height (minimum)	5'9"	5'6"
(b) Weight (maximum)		
(i) For height 5'-8" to 5'-10".	185 lbs	Not specified
(ii) For height 5'-10" to 6'-0".	200 lbs	Not specified
(iii) For height over 6'-0"	210 lbs	Not specified
(c) Medical examination	RCMP Standards	Not required No visible physical defects
(d) Age		
(i) Minimum	19 years	21 years
(ii) Maximum		
O.S. veterans	50 years	41 years
All others	35 years	35 years
2. Education		
(a) Schooling	9th grade (Certificate req'd)	8th grade
(b) Educational test	Minimum of 60% for questions on General knowledge, Relations with public, Judgment. Arithmetic with problems. Initiative. Numbers checking Names checking Vocabulary Written report	Minimum of 80% for questions on arithmetic (additions, substractions, multiplications, divisions only). Short written report.
3. Personal interview	50% on personality, appearance and character	Not specified
4. Police record	(i) Records verified at Municipal, Provincial and RCMP Headquarters on basis of fingerprints (ii) Employee sworn in as constable	Records verified at Municipal and Provincial Headquarters on basis of name, address, place and date of birth.

Both toll officers and toll collectors must be bilingual.

NATIONAL HARBOURS BOARD — MONTREAL HARBOUR — JACQUES CARTIER BRIDGE

NUMBER OF TICKETS SOLD FOR PASSENGERS IN PASSENGER AUTOMOBILES, TRUCKS & BUSES PAYING AT REGULAR RATES ON SINGLE PASSENGER BASIS.



APPENDIX "I"

JACQUES CARTIER BRIDGE

STATEMENT OF FINANCIAL STRUCTURE, CAPITAL DEBT AND DEFICIT DEBT.

1. *Original cost of bridge*		$ 18,650,777
2. *Financing of bridge:*		
(a) Issue of Forty-Year 5% First Mortgage Guaranteed Gold Bonds to the Public payable 1 November 1969 (non-callable prior to 1 November 1949)		$ 19,000,000
(b) Bonds were called for redemption on 1 November 1949 at 105 and accrued interest:		
Redemption Expenses:		
Redemption premiums—½% on $19,000,000	$950,000	
U.S. Exchange—½% on $19,950,000	99,750	
		1,049,750
Total cost of redemption		$20,049,750
(c) For which Certificate of Indebtedness No. M. 27 bearing interest at 2¾% was issued to Government of Canada by the National Harbours Board.		
3. *Repayments on Capital Debt:*		
1949	$ 73,337	
1950	350,413	
1951	750,000	
1952	950,000	
1953	950,000	
1954	1,050,000	
*1955	500,000	
*1958	500,000	
		5,123,750
Capital Debt as at December 31, 1959		$ 14,926,000

* It should be stated that although $500,000 only was paid on the Capital Debt in 1955 and 1958, and no payment were made thereon in the years 1956, 1957 and 1959, available bridge revenues were applied in the following manner in the years 1955 to 1959 inclusive:

	Capital Projects	Investments in Bonds	Total
1955	$ 229,442	$ 702,086	$ 931,528
1956	708,173	873,906	1,582,079
1957	624,040	667,566	1,291,606
1958	821,207	250,071	1,071,278
1959	1,502,887	—	1,502,887
	$3,885,749		

The par value of the above investments, the latest maturity date of which is May 1, 1961, is $2,550,000 ,which when applied to the Capital Debt will reduce it to	$ 12,376,000

It is estimated the Capital Debt will be retired in approximately seven years' time.

4. *Deficit Debt:*

From the date the bridge was opened until December 31, 1936, the year the National Harbours Board assumed responsibility for its administration and operation, a total of $2,946,675 had been borrowed from the Dominion Government to pay interest to the holders of Harbour Commissioners of Montreal bonds which had been issued to finance the bridge and which had been guaranteed by the Dominion Government. No payments had been made during the said period in reduction of this debt, and interest at the rate of 5% per annum had accumulated to the extent of $460,112.

When the National Harbours Board took over the assets of the bridge in 1936 it, of course, assumed responsibility for its liabilities, including the funded debt. Therefore, in order to meet its regular interest payments to the bondholders, which, as previously stated, had been guaranteed by the Dominion Government, the Board, during the period 1937 to 1948 was obliged to borrow from the Government a total of $4,287,356 with interest at 5% per annum exigible thereon.

The deficit debt as at December 31, 1959 totalled $13,510,296, composed of $6,489,605 principal and $7,020,691 interest, at follows:

	Principal	Interest	Total
	$	$	$
Balance outstanding as at 1936 when the National Harbours Board took over	2,946,675	460,112	3,406,787
Amounts borrowed by the N.H.B. from the Government from 1937 to 1948, and interest accumulated on total deficit debt from 1937 to 1952–	4,287,356	4,492,639	8,779,995
	7,234,031	4,952,751	12,186,782
Deduct:			
Payment by City of Montreal in March 1953	744,426	210,407	954,833
	6,489,605	4,742,344	11,231,949
Add:			
Interest accumulated on deficit debt from 1953 to 1959	—	2,278,347	2,278,347
Deficit debt as at December 31, 1959	6,489,605	7,020,691	13,510,296

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

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STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 7

Respecting
Bill S-20, An Act Respecting British Columbia Telephone Company.

FRIDAY, MARCH 25, 1960

WITNESSES:

Representing British Columbia Telephone Company: Mr. C. H. McLean, President; Mr. G. R. Kennedy, Vice-President—Finance; and Mr. Duncan K. MacTavish, Q.C., Parliamentary Agent.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22827-0—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Garland,
Grills,
Herridge,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
Phillips,
Pigeon,
Pratt,
Rapp,
Regier,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Tassé,
Thompson,
Tucker,
Valade,
Wratten—60.

Note: The name of Mr. Bruchesi was substituted for that of Mr. Tassé following the morning sitting but prior to the afternoon sitting.

ORDERS OF REFERENCE

HOUSE OF COMMONS,
MONDAY, March 14, 1960.

Ordered,—That the following Bills be referred to the Standing Committee on Railways, Canals and Telegraph Lines:

Bill S-20, An Act respecting British Columbia Telephone Company.

Bill S-16, An Act to incorporate Matador Pipe Line Company, Ltd.

Bill S-21, An Act respecting Eastern Telephone and Telegraph Company.

FRIDAY, March 25, 1960.

Ordered,—That the name of Mr. Bruchési be substituted for that of Mr. Tassé on the Standing Committee on Railways, Canals and Telegraph Lines.

Attest.

LÉON-J. RAYMOND,
Clerk of the House.

(Note: Bills S-16 and S-21 were considered by the Committee on March 23, the Proceedings thereon not being printed.)

22827-0—1½

MINUTES OF PROCEEDINGS

FRIDAY, March 25, 1960.
(12)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.35 a.m. this day. In accordance with a resolution adopted by the Committee on March 24, Mr. McBain presided as Acting Chairman.

Members present: Badanai, Bell (*Saint John-Albert*), Brassard (*Chicoutimi*), Browne (*Vancouver-Kingsway*), Chevrier, Chown, Drysdale, Horner (*Acadia*), Kennedy, Martin (*Essex East*), Martini, McBain, McPhillips, Monteith (*Verdun*), Pascoe, Pratt, Rapp, Regier, Rogers, Smith (*Calgary South*), Smith (*Simcoe North*) and Tucker—22.

In attendance: Representing the British Columbia Telephone Company: Mr. C. H. McLean, President; Mr. G. R. Kennedy, Vice-President in charge of Finance; Mr. Duncan K. MacTavish, Q.C., Parliamentary Agent. And also Mr. Douglas Jung, M.P., Sponsor of Bill S-20.

Certain Committee members protested against this meeting having been called for 9.00 a.m. instead of for 9.30. In reply it was pointed out that the meeting was called at the earlier time in an effort to avoid conflict with another Committee meeting.

On motion of Mr. Chevrier, seconded by Mr. Drysdale,

Ordered,—That pursuant to its Order of Reference of February 8, 1960, the Committee print 700 copies in English and 200 copies in French of its Minutes of Proceedings and Evidence respecting Bill S-20.

The Committee proceeded to the consideration of Bill S-20, An Act respecting British Columbia Telephone Company.

The Preamble of the Bill was called and the sponsor, Mr. Jung, spoke briefly and introduced the Parliamentary Agent, Mr. MacTavish. The Parliamentary Agent in turn mentioned the Company officials present and then outlined the purpose of Bill S-20 and replied to certain observations made thereon in the House of Commons.

Agreed,—That a list of the Company directors, together with the number of shares being held by each, be prepared and printed in the Committee's record. (*See Appendix "A" to this day's Evidence*).

Mr. MacTavish and Mr. McLean were questioned extensively.

At 10.50 a.m. the Committee adjourned until 2.00 p.m. this day.

AFTERNOON SITTING

(13)

The Standing Committee on Railways, Canals and Telegraph Lines resumed at 2.10 p.m., the Acting Chairman presiding.

Members present: Messrs. Allmark, Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourque, Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Chevrier, Chown, Crouse, Drysdale, Grills, Herridge, Horner (*Jasper-Edson*), MacLean (*Winnipeg North Centre*), McBain, McPhillips, Monteith (*Verdun*), Pascoe, Payne, Rapp, Regier, Smith (*Calgary South*), Smith (*Lincoln*), Tucker and Wratten—26.

In attendance: Same as at morning meeting.

The Committee continued its consideration of Bill S-20, An Act respecting British Columbia Telephone Company.

The officials of the Company and the Parliamentary Agent were further questioned respecting the operations of the British Columbia Telephone Company and the provisions of the bill before the Committee.

The witnesses were requested to prepare additional information for the next meeting.

At 4.10 the Committee adjourned until 3.30 p.m., Monday, March 28, 1960.

E. W. Innes,
Acting Clerk of the Committee.

EVIDENCE

FRIDAY, March 25, 1960.

The ACTING CHAIRMAN: Gentlemen, we now have a quorum.

The bill before us this morning is bill S-20, an act respecting British Columbia Telephone Company. The sponsor of this bill is Mr. Jung, and the parliamentary agent is Mr. Duncan K. MacTavish, Q.C. I will call the preamble and then the sponsor, Mr. Jung, will say a few words and introduce the parliamentary agent.

Shall the preamble carry?

Mr. MCPHILLIPS: They have to prove it.

Mr. JUNG: Gentlemen, when this bill received second reading I gave my undertaking in the house that when this bill came before this committee the officials of the corporation would be here to answer your questions. In accordance with that undertaking, they are here this morning, and I will now introduce Mr. Duncan K. MacTavish, Q.C., the parliamentary agent, who will, in turn, introduce the officials of the company. Then I will leave it to the chairman to conduct the proceedings thereafter.

Mr. DUNCAN K. MACTAVISH, Q.C. (*Parliamentary Agent*): Mr. Chairman and honourable gentlemen, I appear before you for the British Columbia Telephone Company, and I have with me Mr. C. H. McLean, the president of the company, and Mr. G. A. Kennedy, vice-president, finance. Both of these gentlemen have come here for the specific purpose of being available to the committee to answer any questions that may arise, and they will be very pleased to do that.

Mr. Chairman, having said that, with your leave and with the leave of the committee, I would like to have the privilege of making some remarks on the bill itself.

The ACTING CHAIRMAN: Is it the wish of the committee that Mr. MacTavish proceed with those remarks?

Agreed.

Mr. MACTAVISH: Thank, you, Mr. Chairman.

Mr. Chairman and honourable gentlemen, the British Columbia Telephone Company comes before parliament with reluctance, after grave consideration, and also after having obtained the approval of the shareholders of the company to seek the amendment which is set out in the bill that is before you.

As the explanatory note indicates:

> The sole purpose of this bill is to empower British Columbia Telephone Company to acquire the shares and become a shareholder of any company or companies having objects in whole or in part similar to the objects of British Columbia Telephone Company.

The reason that that power is now sought is that section 9 of the present act is not adequate to permit the company to do what it asks power now to do in the bill that is before you.

In modern corporate practice in respect to the acquisition of companies, it becomes very advantageous to purchase the shares of a company rather

than the assets. I do not think you will wish me to waste your time in developing that in too technical a way, but I would ask you to accept that as the fact.

The defect in section 9 of the act is that it leaves grave doubt as to whether—and I am putting this in a very low key, when I say it in that way—the B.C. Telephone Company has the power to become a shareholder of another company.

It has been said by Mr. Jung in the house, and also stated in the other place, that the immediate objective is the acquisition of the Northwest Telephone Company which is a company owned by the Anglo-Canadian Telephone Company and it is hoped that this company can be purchased and brought in as a subsidiary of the B.C. Telephone Company.

It becomes extremely important—in terms, let us say, of provincial taxation—that B.C. Telephone Company should have the power to own the shares of this other company rather than the power that it now enjoys of acquiring the assets.

It is fairly normal in corporate practice that after the shares have been taken up there is a procedure of breaking up and absorption. In due course, this would probably take place. But there is a very good and serious reason why the company in our view should be empowered to become a shareholder.

That leads me to the matter of grave doubt I mentioned a moment or two ago. I hope I can convince you that the company is entitled to ask parliament to resolve this doubt. The reason I say that is this. If there is any doubt—and I believe I can demonstrate there is grave doubt—the company gets into an extremely difficult position in its financing because in order to complete financing, whatever transaction or transactions the company has engaged in have to be examined and certified and approved, not by counsel of the company itself but by some presently unknown counsel of a presently unknown underwriter.

The underwriter in order safely to market the securities of the company must rely on the opinion of counsel of his choice. That counsel examines meticulously the powers of the company in respect of its transactions. In respect of the legal affairs of the company it is the opinion of all concerned that there is such a measure of doubt there that it is extremely likely an underwriter's counsel would raise this question of the power of the company to acquire and become a shareholder of another company. If that took place, gentlemen, it would be nothing short of disastrous so far as British Columbia Telephone Company is concerned, because it would be in a position of complete frustration in respect of financing.

The responsibility of an underwriter's counsel is even greater than the responsibility of the counsel of a company, because the counsel of a company is entitled to take into consideration such things as the question of shareholders and there being no likelihood of shareholder objection, etc. The underwriter's counsel takes into consideration none of these things. He has to be absolutely satisfied there is no question of doubt that the company has the power to do the things it has done.

It was with the underwriter's counsel in mind, made it imperative in our view that we come here, and we did so with reluctance to ask that all this doubt be resolved.

I have had the advantage of reading Hansard and reading Mr. Jung's remarks in respect of the second reading of the bill, and also the remarks of my learned friend Mr. McPhillips on the second reading of the bill. I pay the greatest respect to Mr. McPhillips' remarks not only because I hold him in the highest regard professionally, but he is entitled to great respect in connection with anything he says about this company, on account of his intimate

knowledge of the company itself. I do, however, with great respect disagree with the conclusions Mr. McPhillips has come to because, as I said earlier, I have no doubt whatsoever in my mind that there is grave doubt that this company has the power—in fact I am satisfied it has not—to acquire and become a shareholder—to use the words of the section in the amended act—and that we are therefore justified in coming to parliament to ask the privilege of this amendment which, while it is quite simple in form and very straightforward, it is as I hope I have demonstrated to you of enormous importance to the company.

I do not want to take your time, gentlemen, because I know it is pressing. I shall therefore, just very briefly, if I may, give you the reasons why I take the liberty of disagreeing, if I may say so, on this point with Mr. McPhillips.

Perhaps the first point I would make is to draw your attention, Mr. Chairman and gentlemen, that section 194 of the Companies Act applies to this company. It provides that the company shall not use any of its funds in the purchase of shares of any other corporation, unless such purchase is specially authorized by the special act. At the moment I do not think I need to explain why section 194 does apply. I think perhaps Mr. McPhillips may agree with me on that. Putting that aside, if you accept for the moment that section 194 applies, first of all what that does is that it puts upon warning any underwriter's counsel to make absolutely certain that the power to purchase shares of another corporation is specially authorized by the special act of the company. This is a signal, let me put it that way, to any outside counsel looking at it. That becomes very important because counsel must examine the special act of the company and make sure to his absolute and meticulous satisfaction that the power exists. So we say, and ask you to accept, that we must have this special power clearly and unequivocally stated.

Mr. DRYSDALE: Mr. MacTavish, I do not want to interrupt, but I wonder if it might be of assistance at this particular time if you were to put section 9 of the B.C. Telephone Company Act on the record.

Mr. MACTAVISH: Yes—section 9 as it now reads?

Mr. DRYSDALE: Yes, that is right.

Mr. MACTAVISH: I shall be very glad indeed to do that.

Mr. DRYSDALE: I have a copy of the act here, if you would like it.

Mr. MACTAVISH: I have one here in my book. Section 9 is marginally noted as:

Acquisition of business of other companies.

Mr. DRYSDALE: There is also the marginal notation:

Shares in payment.

Mr. MACTAVISH: Yes, there is the marginal notation "Shares in payment" further down. Section 9 reads:

> The Company shall have power to purchase, take over, lease, amalgamate with or otherwise acquire from any other company or companies having objects in whole or in part similar to the objects of the Company all or any part of the property, real or personal, undertaking, business, powers, contracts, privileges and rights of any such company or companies that may have been conferred upon any such company or companies by charter, acts of incorporation, by-laws or contracts; conditional upon the assumption by the Company of the duties, obligations and liabilities of such other company with respect to the business rights and property so acquired as are not performed

or discharged by such other company: Provided that no agreement therefor shall take effect until it has been submitted to and approved of by the Board of Railway Commissioners for Canada.

That, of course, was when the board of transport was called the Board of Railway Commissioners. The section continues:

> And the Company shall have the power to allot and issue to such company or companies or to the shareholders thereof or any one or more of them, shares either ordinary or preference, or both, in the capital stock of the Company in payment in whole or in part of the said property, real or personal, undertaking, business, rights, contracts, powers and privileges of such company or companies, and to so allot and issue such shares as fully paid up or as partly paid up as shall be agreed between the Company and such company or companies, or any one or more of them.

Mr. DRYSDALE: Mr. MacTavish, I am not trying to take over your exposition, but I wonder also at this point if it might be convenient to put the section in of the Bell Telephone Company that is in the statutes of 1880, chapter 67. Senator Farris referred to only the last line of that particular section, and I think it is important to have the full section in order to understand its full effect.

Mr. MACTAVISH: I must apologize, Mr. Drysdale: I do not have the Bell Telephone Company Act with me.

Mr. DRYSDALE: I have it here.

Mr. MACTAVISH: The Bell Telephone Company Act, which is chapter 67 of the 1880 statutes—which Mr. Drysdale has been kind enough to hand me—has section 4, which I take it is the equivalent section to the one I read a moment or two ago. It is marginally noted differently, because it is marginally noted as:

> Power to purchase lines.
>
> And to make arrangements with other companies.

It reads:

> The said Company shall have power and authority to purchase or lease for any term of years any telephone line established or to be established either in Canada or elsewhere, connecting or hereafter to be connected with the lines which the Company is authorized to construct, or to purchase or lease for any term of years the right of any company to construct any such telephone line; and shall also have power and authority to amalgamate with or to lease their line, or any portion or portions thereof, from time to time, to any company or person possessing as proprietor any line of telegraphic or telephonic communication connecting or to be connected with the Company's line, in Canada; and the Company shall also have power to enter into any arrangements with any person or company possessing, as proprietor, any line of telegraphic or telephonic communication, or any power or right to use communication by means of the telephone upon such terms and in such manner as the Board of Directors may, from time to time, deem expedient or advisable, or to become a shareholder in any such corporation.

I take it that it is the last words?

Mr. DRYSDALE: Yes; Senator Farris quoted them on page 229 of the Senate report.

Mr. CHEVRIER: Mr. Chairman, I wonder if we could have the witness sit down.

The ACTING CHAIRMAN: Mr. MacTavish, if you would prefer to sit down, please do so.

Mr. MACTAVISH: Thank you very much; I appreciate that.

As you will have observed, the Bell Telephone Company has the specific power that we now seek, by reason of these words:

—or to become a shareholder in any such corporation.

We have not used that exact language because the framework of the section is somewhat different, but as you will observe, in bill S-20 that is before you we have asked for these, to us, very important words:

—and become a shareholder of any company or companies...

That is the power that is so important to us in this connection. That brings me to the second point that I was about to make in respect to the argument that my learned friend, Mr. McPhillips, developed in the house in speaking on this bill, and it has to do with the interpretation or, perhaps, construction of the word "powers".

We believe that the word "powers" as used in our section 9 must be read in association with the other words that are adjacent to it, and these words are:

—property, undertaking, business, contracts, privileges and rights...

These are the things, in other words, that can be acquired by purchase—"to purchase, take over, lease, or otherwise acquire"; but this word does not, in our view, give us this specific power of becoming a shareholder in another company. On that point—with great respect—I find myself in disagreement with Mr. McPhillips.

Perhaps I could shorten this by saying that the very fact that Mr. McPhillips, a lawyer of outstanding ability and great knowledge of this company, takes a position which I, not with that ability but with some knowledge of this company, cannot accept, may be the best proof that a measure of doubt exists.

I take the opportunity of saying to you, Mr. Chairman and gentlemen, that if you will accept the fact that a measure of doubt exists, then, having regard to the great and grave responsibilities that this company has, I would hope you would agree with me that we are justified in being here to ask you to remove this doubt and clarify this situation, so that the company may continue to finance itself and to serve the province of British Columbia as it has in the past.

The important responsibilities of this company may best be understood if I tell you the fact is that in British Columbia 40 people out of every 100 have telephone service, as against an average of 30 out of every 100 in the rest of Canada, and as against, in the United Kingdom, something like fourteen. It is equal to the average in the United States, which is the most highly served country in the world, in terms of telephones. So that British Columbia has a very high standard of service, and this is an added responsibility of this company.

To meet this responsibility it must be able to continue to finance, and we believe that the acquisition of the Northwest Telephone Company can do nothing but good to the subscribers in British Columbia, and we would hope that this parliament would clarify this question of doubt so that we may proceed with this transaction and, in due course, do the necessary financing.

Mr. Chairman, if I may reserve the right to speak again later, I think perhaps that is all I need say at this point.

Mr. CHEVRIER: Mr. Chairman, I wonder if I may ask just a question or two.

Mr. MACTAVISH: Certainly.

Mr. CHEVRIER: I am sure there are other members here who have a greater interest in this than I, but there are one or two things I would like to clear up in my own mind. I would like to know whether or not the Northwest Telephone Company has been incorporated.

Mr. MACTAVISH: Yes, sir.

Mr. CHEVRIER: Under what statute?

Mr. MACTAVISH: The provincial statutes of British Columbia.

Mr. CHEVRIER: Is it limited, in its incorporation, as to its operation—that is, to the one province only?

Mr. MACTAVISH: Yes.

Mr. CHEVRIER: It cannot operate outside the province of British Columbia?

Mr. MACTAVISH: No.

Mr. CHEVRIER: Is the British Columbia Telephone Company—the one with which we are now concerned—also limited in its act of incorporation?

Mr. MACTAVISH: I am glad you have asked that question, because it is in fact limited in this way. To the east it is limited by the Alberta boundary, because starting at the Alberta boundary east you have government owned telephone companies in the provinces, down to Ontario. It is obviously limited on the southern boundary by the border, and again on the western boundary by the sea, and on the north by, again, Alaska. I believe the British Columbia Telephone Company can operate in the Yukon. But these are, shall we say, geographical impositions.

Mr. CHEVRIER: It is limited, then, by its act of incorporation, with reference in the act of incorporation to at least three boundaries?

Mr. MACTAVISH: No, I cannot say that. Those boundaries are not spelled out in the legislation.

Mr. CHEVRIER: Am I safe in saying that it is limited in its operation to within the territory of the province of British Columbia?

Mr. MACTAVISH: And the Yukon.

Mr. CHEVRIER: Would you tell us who the owners of the British Columbia Telephone Company are?

Mr. MACTAVISH: Yes, I can do that. The owners of the British Columbia Telephone Company, to the extent of 36 per cent, are the Anglo-Canadian Telephone Company; to the extent of 8 per cent, the General Telephone and Electronics Company. That is 44 per cent. Then, with respect to the balance of 56 per cent, by the public—and a very substantial portion of that 56 per cent are, of course, Canadian shareholders. Of those shareholders, a very large percentage are in British Columbia.

Mr. CHEVRIER: May I ask who the owners of Northwest Telephone Company area?

Mr. MACTAVISH: The Northwest Telephone Company is owned by Anglo-Canadian Telephone Company.

Mr. CHEVRIER: All of it?

Mr. MACTAVISH: Yes, sir. If I could just interpolate there—and I have mentioned this to several people—the step that we hope to take in connection with Northwest Telephone Company is, so to speak, a further step towards Canadianization, because you move Northwest Telephone Company away from being 100 per cent owned by an outside company, shall we say, to the

ownership of B.C. Telephone Company which is, so to speak, 44 per cent owned by these companies. I do not think too much of that, but it is a step towards that—shall we put it that way; and it is a step in the direction to which this company has been moving for a number of years.

Mr. BELL (*Saint John-Albert*): May I ask if this 36 per cent held by Anglo is enough to give them effective control of the B.C. Telephone Company?

Mr. MACTAVISH: Mr. Bell, the question of effective control is always one of great difficulty and, as you know, depends in the final analysis, I imagine, on the distribution of that 56 per cent held by the public. I do not want to bandy words with you, and therefore I would say to you that in most companies a block of 36 per cent is extremely important and is pretty close to control.

Mr. BELL (*Saint John-Albert*): There is just one other question.

Mr. CHEVRIER: I have one or two questions more, if I may. In the act of incorporation now before us—section 9A—why should it be necessary to seek to acquire the power to purchase the shares as set out therein, in that form, rather than come before us when the British Columbia Telephone Company wants to purchase a particular company?

Mr. MACTAVISH: I will be glad to answer that, sir; and the answer is a simple one. It may not have great force in the specific case of Northwest Telephone Company, because Northwest Telephone Company finds itself in friendly ownership, shall we say. But if we were endeavouring to purchase, or hoped to purchase a company and had to disclose our hand in advance of coming to parliament to ask for that power, the negotiations in respect of the purchase become very difficult, to put it mildly. Therefore, we feel we should have the power generally, because while we are quite happy to say that the northwest telephone project is the one we are now interested in, there are possibilities of other purchases within British Columbia that would be advantageous to the shareholders and subscribers of this company, but the acquisition of them would be impossible if we had to go to parliament to seek specific authority for each.

Mr. CHEVRIER: Mr. MacTavish, there may be some weight to the argument with reference to the purchase and acquisition of shares of other companies, but does that argument hold when you desire the power to become a shareholder in any other company?

Mr. MACTAVISH: Yes, sir, I suggest with respect it does, because as long as you hope to complete a transaction on a share purchase basis it becomes very important. As times goes on, more than ever it becomes not only desirable but almost imperative to do share purchases rather than asset purchases. Everything seems to weigh in favour of that procedure.

Mr. CHEVRIER: Thank you.

Mr. BELL (*Saint John-Albert*): Just one question, Mr. Chairman. I suppose this is contained in the record of our past considerations of matters concerning this company, but would Mr. MacTavish just tell us why this company has a federal charter, and why they consider they are better off coming to the federal government rather than the provincial?

Mr. MACTAVISH: Yes, sir. That goes back before my time, to the period in the company's development when, after consideration, it was decided they would ask for the declaration, which they have in the act, that the company is for the general advantage, which is the thing that puts us under the jurisdiction of the board of transport commissioners; and a lot of things flow from that.

I believe, sir, that the considerations that induced that decision were ones that probably would not be too relevant today but were, I think, valid at that

time; and that was the possible expansion beyond the boundaries of one specific province. This was before there was a utilities commission in British Columbia or anything of that sort. It was decided they should have the broad powers, and they were sought and obtained.

Mr. BELL (*Saint John-Albert*): Has any consideration been given to reverting back to a provincial charter?

Mr. MACTAVISH: I believe it has been considered, because, as you know, it has been raised from time to time; but I think it has been felt that the regime has been satisfactory to date, to all concerned.

While some of the company officials have reminded me from time to time that they get a better break from the utilities commission in British Columbia, rather than the board of transport commissioners, they have decided to remain under that jurisdiction.

Mr. REGIER: In order that we may complete the picture Mr. Chevrier started to get, I understand that 36 per cent of the B.C. Telephone Company is owned by Anglo-Canadian?

Mr. MACTAVISH: That is right, sir.

Mr. REGIER: And Anglo-Canadian completely owns the Northwest Telephone Company?

Mr. MACTAVISH: That is correct.

Mr. REGIER: Would Mr. MacTavish care to tell us who owns Anglo-Canadian?

Mr. MACTAVISH: Yes, I can get that for you in a moment. I am not sure of the exact figures.

Mr. REGIER: Has there been any new development since the last time we met, in 1957?

Mr. MACTAVISH: Not notable in any way, so far as I am aware. Yes, I think there has been practically no change. I think this chart I have before me has been filed several times before this committee. Anglo is owned to the extent of 78.13 per cent by Associated Telephone and Telegraph Company, which is, in turn, owned by General Telephone—No. I beg your pardon.

Mr. REGIER: At that time the statement was that half of Anglo was owned by General Telephone.

Mr. MACTAVISH: I beg your pardon, may I correct those figures? The type is small here.

50 per cent of Anglo-Canadian Telephone is owned by Associated, 78 per cent of Associated is owned by General Telephone.

Mr. REGIER: In other words, the ownership of this whole organizational set-up has not become any more Canadian in the last number of years than it previously was, in its percentages?

The reason I am asking this is that there was a terriffic expansion in authorized capitalization of the B.C. Telephone Company in 1957.

Mr. MACTAVISH: That is right.

Mr. REGIER: And yet today Anglo-Canadian continues to own 36 per cent of the shares?

Mr. MACTAVISH: That is correct.

Mr. REGIER: And Associated Telegraphs own a percentage about equal to that which they did at that time?

Mr. MACTAVISH: Yes, they own 50 per cent of Anglo-Canadian, that is correct.

Mr. REGIER: You mentioned that Northwest Telephone Company was under provincial jurisdiction?

Mr. MACTAVISH: Correct.

Mr. REGIER: Would not an effect of the passage of this amendment be that the operations of Northwest Telephone Company would then no longer be under the exclusive jurisdiction of the public utilities commission within the province? And is not that the only real advantage to the company in this legislation that is proposed?

Mr. MACTAVISH: No, sir. In respect to the last part of your question I will have to answer it by saying, "No," very firmly.

Coming to the first part: this would happen only when the next stage—if there is a next stage—in that acquisition took place and there was a merger. Because in the immediate future the only change, so far as Northwest Telephone Company is concerned, is a change in shareholder—that the shareholder becomes the B.C. Telephone Company instead of the Anglo-Canadian.

So far as the utilities commissioners are concerned, there is no change at all at this point. There could be a development later on, when there would be a merger, which would then have the result you have stated.

Coming to the second part of your question, I would say that there is an emphatic "No" to that, because, in the consideration of this company, there is not any advantage to be gained by keeping under the jurisdiction of the board of transport commissioners in this respect. I think it is mainly a desire better to serve the people of British Columbia that this is hoped to be done.

Mr. REGIER: Mr. MacTavish, I wonder whether you could tell us why it is to the advantage of the company to be under the jurisdiction of the transport commission rather than, as in most cases, under provincial jurisdiction?

Mr. MACTAVISH: Mr. Regier, I will honestly have to answer that question by saying I am not at all sure it is an advantage. It is the status quo. We have been under the jurisdiction for a great number of years, and the considerations I suggested to Mr. Bell were very valid considerations at the time. I would say to you, sir, that I do not think there has been any substantial change in the situation of a nature which would justify or even suggest the desirability of moving from the jurisdiction that we live and work under now to the provincial jurisdiction. Also, there might be positive difficulties, in terms of what seems now to be the likely area of expansion, which is the north and brings us up to the Yukon. I think, if we start operating in the Yukon, automatically we get a difficulty so far as the provincial utilities commission is concerned. I think at that time we would be a work to the general advantage and come back to the board of transport commissioners.

Mr. REGIER: You stated that the passage of this legislation would not—or, at least, would not immediately enable the Northwest Telephone Company to escape the jurisdiction of the public utilities commission in British Columbia?

Mr. MACTAVISH: Yes.

Mr. REGIER: However, I do feel you admitted it opened the door to that possibility—

Mr. MACTAVISH: That is correct.

Mr. REGIER: —occurring some time in later years?

Mr. MACTAVISH: Yes, I do admit that.

Mr. REGIER: In this connection might I ask, has any effort been made to obtain the consent of the government of British Columbia, or the public utilities commission of British Columbia to the legislation now before us?

Mr. MACTAVISH: I am unable to answer that question, Mr. Regier. I do not know, but with your permission, Mr. Chairman and gentlemen, I would ask Mr. McLean to speak to that point.

The ACTING CHAIRMAN: Mr. McLean?

Mr. C. H. MCLEAN (*President, British Columbia Telephone Company*): Mr. Chairman, honourable gentlemen, probably I should show you a map of where Northwest is located. I do not know whether you can see it or not, but all the red dots on this map are Northwest Telephone Company locations. They are all on the northern part of the province, and they dovetail with the British Columbia operation.

As you all know, there is a terrific expansion proceeding on the Pacific coast, right from the Mexican border clean up to Alaska.

It becomes more and more important for the British Columbia operations to be extended into the far north, particularly with a view to serving Alaska. By that I mean we would bring communications through British Columbia, to where it goes to other parts of the North American Continent.

To do that it requires two things: a company that can operate in the north, which would have to be the British Columbia Telephone Company; and a great deal of money—I estimate maybe about $20 million, which this small company with capitalization of about $15 million would have difficulty in raising to the same advantage that the British Columbia Company could raise the money.

As far as Mr. Regier's question—

Mr. REGIER: On the public utilities commission?

Mr. MCLEAN: —on the public utilities commission is concerned, we have already approached the government and we have given the reasons why we want to do this. They have no objection whatsoever. There is a terrific advantage in coordinating these activities, from a management and operating standpoint. The rates are exactly the same at the present moment. The Northwest is used mostly for radio operations to the far north, and the result is it is an unbalanced company in terms of operation, because more than 50 per cent of these operations are long-distance and the other less-than-half is local operations, in such centres as Campbell River, Prince George, Dawson Creek, Fort St. John, up into the Peace River area, and up into Alaska, to Telegraph Creek, and so on, in the far north.

Mr. REGIER: I wonder whether Mr. MacTavish or Mr. McLean will explain to the committee exactly what public authorities they are responsible to in the matter of either approval of their rates or approval of the services that are rendered?

Mr. MCLEAN: Do you mean the Northwest Telephone Company?

Mr. REGIER: Yes, and also the B.C. Telephone Company.

Mr. MCLEAN: In the approval of rates and financing, the British Columbia Telephone Company comes under the board of transport commissioners, in Ottawa.

Mr. REGIER: That is, the board of transport commissioners in Ottawa has to approve a rate increase before it can be given?

Mr. MCLEAN: Yes, and all phases of our financing. The Northwest Telephone Company, for rates, financing and similar considerations, comes under the public utilities commission of British Columbia.

Mr. REGIER: What about the public authority having a voice in the level of the services rendered? If there is a community that is complaining or is

not in receipt of telephone services, is there any public authority—either public utilities commission or national transport board—that can not only look into it but also issue orders in this respect?

Mr. McLEAN: Mr. Regier, the present performance is that complaints involving the British Columbia Telephone Company are sent to the board of transport commissioners who, in turn, refer them to us.

In the case of the British Columbia operation of Northwest Telephone Company these complaints are referred to the public utilities commission of British Columbia, who also, in turn, refer the complaints to us.

It is very seldom that complaints of that nature are not given serious consideration by the company.

Mr. REGIER: You mention the public utilities commission reports or transmits complaints. Has the public utilities commission of British Columbia the power to force the Northwest Telephone Company to satisfy the complaints on services?

Mr. McLEAN: I do not think that either the utilities commission or the board of transport take the attitude that they have the right to inform the company to take care of service complaints directly. But in a rate hearing, as you know, there is a large representation of interested parties. Our experience has been that is always taken into consideration at that time.

I know of no case that has been taken up with either utility commission that was not given very careful consideration by the company in the protection of the present subscribers and in the providing of services.

There are many cases that come up, like one recently between Whitecliffe and Squamish. The government built a new road hewn out of solid rock and there was no place to put poles. A developer started an operation about seven miles out of the populated area. Three people applied for telephone service. We found out to do this job properly we would have to spend $100,000, which is $33,000 per telephone. That was reported in the newspapers, and I think the board received complaints from the shareholders of the company, objecting to such an expenditure. There are some of those cases that take a little time.

It follows, of course, if we are developing areas that are not going to develop themselves adequately, it is a penalty to the other subscribers from a rates standpoint.

Mr. REGIER: However, if there is a community, a village that may be 20 miles away from existing telephone lines, and this particular village desires telephone service, and is able to prove it is not a fly-by-night mill or something of that nature, it can be denied telephone service indefinitely —is that so, if the company regards it as a fact it is not in the company's interest to build that extension?

Mr. McLEAN: If the village you speak of is one that is developing, the company will, of course, spend more money than they are initially justified in spending in providing facilities.

If it is a backward community they may give, what you might call, an abbreviated service, or might delay until such time as they were sure this operation would justify the investment they would have to make from a management standpoint.

Mr. REGIER: Are the boards of directors of the B.C. Telephone Company and the Northwest Telephone Company identical?

Mr. McLEAN: With one or two exceptions, they are identical.

Mr. REGIER: Is the administrative machinery identical?

Mr. McLEAN: Do you mean, the officers? It is true that the operation of the Northwest is carried out by the same executive officers as the British Columbia Telephone Company; but, of course, it is an arm's-length operation in all respects.

Mr. REGIER: How many of the members of the board of directors of the B.C. Telephone Company are Canadian?

Mr. McLEAN: In the B.C. Telephone Company it has got to be a majority of six, so it is seven or eight. In fact, it is eight out of the eleven.

Mr. REGIER: I wonder if we could have placed on the record the number of shares held by each of the directors, as well as the names of the directors? I do not ask to have it now.

Mr. MACTAVISH: We will undertake to do that. I could put the names on record now.

Mr. REGIER: It would save time to have it tabled, unless other members of the committee want them now.

Mr. MACTAVISH: We will file them.

The CHAIRMAN: Is it agreeable those names should be filed as an appendix? —Agreed

Mr. REGIER: How many of these directors are also directors of Anglo-Canadian?

Mr. McLEAN: Mr. Regier, four.

Mr. REGIER: How many of the directors of the Anglo-Canadian Company are on the board of directors of the company that effectively owns it—is it the Associated Telegraphs, you called it? It is a longwinded name.

Mr. McLEAN: I am afraid I cannot answer that, but it is not more than one or two at the most.

Mr. REGIER: I wonder what your comments would be on this. In 1951 you came to parliament and asked for an increase in your authorized capitalization from $25 million to $75 million, I believe it was. I might add that it was granted on your plea that this was necessary to meet the rapid expansion needs of British Columbia.

In 1957 you again appeared before us, and you received an increase in your authorized capitalization from $75 million to $250 million, again on the plea that this money was urgently needed to meet the rapidly growing needs of British Columbia.

Might I ask how much of the $250 million now in permissible capital stock has actually been issued?

Mr. McLEAN: Mr. Regier, if you have a number of these financial questions I would prefer to have Mr. Kennedy give you the answers.

Mr. REGIER: I could perhaps return to that one, because I have one dealing with policy that I would rather have you answer at this moment.

At that time I think all of us in the committee endorsed your request. However, not very long after, the users of telephones in British Columbia were faced with a rate increase, and the argument was that the rate increase was necessary to meet the much larger overheads of the company that we now have.

That seems to me like a rather odd business argument, because were not the services that the new capital make possible intended to be on a self-sustaining basis; or why was it necessary, after you enlarged the capital, to then turn around to existing users and ask them to help you pay for the overheads on that greatly enlarged capitalization?

Mr. McLEAN: In this present economy, the inflationary trend, with which you are familiar, it was more than a year after this petition for increased

capitalization that the rates were increased. In fact, they were put into effect at the beginning of 1959, and I think that hearing was 1957; is that correct?

Mr. REGIER: Yes, in the fall.

Mr. MCLEAN: As you know, as a telephone system increases in size in cities such as Vancouver, the costs increase and, as you know also, we have had considerable increases in the way of labour and material costs—we have percentages that we can give you—which is the real reason for increasing the rates.

The other reason for increasing the rates is so the company can be healthy to the extent of being able to attract additional capital competitively with other people in the market for capital. Last year our earnings with the increased rates were less than 6 per cent on average invested capital—I think the figure is 5.6 per cent. Actually, with the kind of financing we are doing these days, the last issue of preferred was 6¼ per cent—and the tendency is towards even higher interest rates.

I have here some average rates for employees. In 1955 the average wage rate was $2,900 annually; in 1958 it was $3,977—almost $4,000.

Mr. REGIER: In the year 1957 you gave us figures of the estimated total dividends paid by the company. On common and preferred combined the total was $3,930,000, and the common dividend was $2,400,000. In other words, in that year you paid out in the order of $6,330,000 in dividends.

The people of British Columbia, while they thought the rates were already too high at that time, assumed from the level of your dividend payments that you were operating on, shall we say, at least a reasonable profit, if not more. Then along comes this expansion and the rates go up 16⅔ per cent. To the average user of the telephone, the way he would look at it, he knows wages and costs have gone up, but the 16⅔ per cent increase—at least, that is as it applied to my telephone—seemed like a very large increase.

Was not a part of that increase caused by your greatly expanded capital structure, in order to pay for it?

Mr. MCLEAN: In 1958 we did not earn our common dividend; we failed by $388,000 to earn our $2 common dividend. The new rates went into effect in 1959. If we had continued on the same basis as 1958, of course we would not be able to pay our common dividend even to the extent that we did pay it in 1958; and we would be seriously penalized in raising the amount of capital we have to raise each year, which is roughly between $30 million and $40 million, in a competitive market.

Mr. REGIER: Since you have made reference to wage rates, I should put on record that the B.C. Telephone Company is well known throughout Canada as one of the most responsible and fair-minded employers, and I do not think the people of the province are at all averse to having their telephone rates increased if and when it become necessary to grant increases in wages.

However, out of the basic $6.25 a month that I pay on my initial telephone in my home, how much is used for purposes of capital expansion of the company? I mean, am I paying only for the current company as it now exists, or am I paying a monthly toll in order to help the company expand?

Mr. MCLEAN: I think these questions of finance, if you do not mind, can be better answered by Mr. Kennedy, who has his fingers on these matters.

The ACTING CHAIRMAN: May I interrupt here, gentlemen. It appears likely that we are not going to finish the discussion on this bill this morning. The house will be meeting in a very few minutes. Is it agreeable that we now adjourn, to meet again this afternoon at 2:00 o'clock?

Mr. McPHILLIPS: I would suggest that we meet after orders of the day are over—yes, two o'clock.

Mr. REGIER: How long will we need this afternoon?

The ACTING CHAIRMAN: That is up to the committee.

Mr. REGIER: Will we be sitting when the house is sitting?

The ACTING CHAIRMAN: It is possible. So that is agreed? We will now adjourn, to meet in this room at 2:00 o'clock.

Agreed.

AFTERNOON SESSION

FRIDAY, March 25, 1960.

The ACTING CHAIRMAN: Gentlemen, I believe—

Mr. CHEVRIER: Mr. Chairman, before you proceed with this matter, I wonder if you, as chairman, and the committee would not give some consideration to this suggestion? I do not know whether you noticed it, but this morning I understand we sat for a considerable amount of time without a quorum and that, as you know, is contrary to the regulations. I am not going to lay the blame on anyone in particular, but it is due, I think, to the fact this meeting is held on Friday. Fridays and Mondays are not days that are conducive to regular attendance.

I wonder if, for the benefit of the company as well as others who want to give this matter further consideration, it would not be advisable to give consideration to this matter on Tuesday. I am putting it forward as a suggestion, and I am not going to make anything of the point I raised a moment ago, but we sat here for thirty minutes this morning waiting for a quorum and a further five or six minutes again this afternoon.

The ACTING CHAIRMAN: Mr. Chevrier, as I understand it, the Special committee on Airlines and Shipping to be set up is composed mainly of the same members as this committee, and my understanding was it was hoped this bill respecting the British Columbia Telephone Company could be disposed of today so as not to interfere with the sittings of that committee next week.

Mr. CHEVRIER: I know that was the intention, but I am afraid it is putting too much on the committee, because the meetings of the committee next week are extremely important.

The committee is busy on another matter and, here, this very important matter is sort of squeezed in between the two, in the hope of getting it through in a hurry.

I do not want to be the one who is going to stop the business of this committee, but I bring it to your attention, for what it is worth. It seems to me we are not giving the consideration that we should to a matter of this importance.

The ACTING CHAIRMAN: Your objection will be noted Mr. Chevrier.

Gentlemen, this morning when we adjourned Mr. Regier was asking some questions of Mr. McLean. But before we proceed with that portion of the matter we were on at the adjournment, I believe that Mr. MacTavish was asked to file some information this morning. I understand he now has it here, so perhaps we could deal with that before we proceed.

Mr. CHEVRIER: Mr. Chairman, I would like to know if anyone else has anything to say on this.

The ACTING CHAIRMAN: This is information that was asked for, and Mr. MacTavish did not have it this morning. He has it now, the information that was asked should be included as an appendix to these proceedings.

Mr. MACTAVISH: Mr. Regier asked a question this morning as to the shareholdings of the directors of the British Columbia Telephone Company, and we will file them as an appendix. (*See Appendix "A"*)

Mr. Chairman, do you wish me to read it for the record?

Mr. REGIER: Filing the information will be acceptable.

Mr. MACTAVISH: We thought the convenient way to do it was to list the shares opposite the name of the directors in the annual report.

The ACTING CHAIRMAN: Is it agreed this be filed and printed in the proceedings as an appendix?

Mr. MCPHILLIPS: That portion of it.

Mr. MACTAVISH: If you wish, we could take the page out, but I thought that was a convenient way.

Mr. REGIER: Mr. Chairman, I think the meeting this morning revealed that we are now dealing with a bill respecting a company that admittedly is controlled by foreign interests.

This company applied to us in 1951 and again in 1957, and on those occasions they increased their capitalization from $25 million to $250 million.

We noted that there was no increase in the percentage of Canadian participation in ownership of this utility. I asked at that time how much of the $250 million authorized had been disposed of; how many unsold shares existed.

We also realize, from reading the minutes of what happened in 1951 and 1957, that the B.C. Telephone Company is, in effect, operating a monopoly. I am not arguing that: I realize that for efficient operation and also in line with what we note in other areas of Canada with an efficient telephone system, it has to be a monopoly, otherwise you would have tremendously increased expenses.

However, we also notice—as we had noted in 1951 and in 1957—a financial structure that is, in effect, a fantastic international web. I believe other hearings that have been held elsewhere in the past indicate that places as far away as the Hawaiian Islands, Honolulu, are involved in the ramifications of the operations of the parent companies and the effective rulers of the B.C. Telephone Company.

I am not going to argue at this time the cause for public ownership. I think most of us here realize that because of income tax, because of the ability of governments to obtain money on the market at lower rates than private enterprise, this company simply cannot compete with publicly owned enterprises. I think there will not be a member of this committee who will argue that, and I think the officials here would be prepared to concede that point.

However, I cannot help but reiterate the evidence revealed last time, when the rates were given. The individual residential rates for the city of Toronto were given as $5.45 a month; the city of Winnipeg, where you have public ownership, $3.90 a month; the city of Regina, once again, under public ownership, $3.50 a month; and the city of Vancouver, $5.35 a month. This was in the fall of 1957, only a limited number of years ago.

I indicated earlier that the Vancouver rate of $5.35 has now risen to $6.25. In other words, it happened in less than two years we had 16⅔ per cent increase in our rates. I realize that the B.C. Telephone Company is legally responsible to public authorities as to rates—namely, the transport commission here.

However, it was admitted this morning by the officials of the company that the company cannot be held responsible and is not responsible to any public authority as to the level of services it renders. It was admitted that an isolated community could be denied, for years on end, the benefit of telephone services, if the management of the company decided that it was not in the company's interest to extend the blessings of the telephone to that particular community. But the B.C. Telephone Company is now asking for legislation which will, in effect, permit it eventually to escape from accountability to the B.C. public utilities commission in so far as the operations of Northwest Telephones are concerned. It is already exempt as far as the operations of the B.C. Telephone Company are concerned. However, it was also admitted that the board of directors of the two companies are largely identical. So it would be another release from local public authority of the operations of what is a public utility.

Also the legislation that is asked for is going to permit in effect—because there is no limitation in the amendment now before us—the opening of the door to the buying up of the shares of any or all independent existing telephone companies anywhere in the dominion of Canada by the B.C. Telephone Company.

I understand there are roughly 4,500 independent telephone companies in existence in the dominion. I hope that members of the committee will realize the authority that may be granted to the B.C. Telephone Company in this amendment.

I understand that in this business alone, the Bell Telephone Company in the province of Ontario is the dominating telephone company. However, I understand that they operate mostly in the major urban areas, and that there are in Ontario alone a vast number of independent telephone companies. If this amendment receives endorsation it enables the B.C. Telephone Company not only to obtain its admitted aim, the ownership of the Northwest Telephone Company; it also enables it to expand in the whole of the Yukon Territory, the whole of the Northwest Territories and to absorb, if it has the financial resources to do so, all other independent telephone companies in the dominion of Canada. It would be responsible only to the transport commission in Ottawa. I feel that when you come to a public utility that affects the home as much as a phone does, that the national authority of the transport commission is very far removed from the homes of our Canadian people. I regret any move that will lead to greater centralization of authority over a matter or a problem where local conditions are so vital and so important.

We have over the past several years allowed a considerable increase in capitalization to the B.C. Telephone Company, and I am not arguing against that for one moment. I believe that as long as we have private enterprise we have to subscribe to the idea that the money needed for expansion ought to be raised on the money markets, and that potential investors must be appealed to in order to supply the necessary money—the money needed for expansion purposes. I endorse that under existing circumstances. However, the officials this morning did not answer my question and, at this time, I would like to repeat it. How much of the cost of expansion is being borne by the consumers—by the users of the utility? How much of my $6.25 a month that I pay is used purely and solely, not for the payment of dividends to existing shareholders, not for overhead, not for operations of the company, but how much of that monthly fee is put away and is used for expansion purposes?

As I see it, a vital principle is involved here, and it is the recent development. Ever since the last war the whole Canadian economy has been faced with fantastic expansion difficulties—and this applies especially in the field of raising capital—and I would like to feel that I am paying only what is

necessary, in my monthly telephone bill, to meet the needs of the company as it exists including, if you like, the dividends on invested money. However, I would not like to feel that a part of my monthly bill also includes money devoted to the expansion of the company, because that money ought to be raised in a more ethical manner, and ought not to be raised by those who use an existing organization. As you can readily see, if I am going to supply a part of the money necessary for expansion, then I ought also to own a part of that expanded enterprise. As the situation now exists, if even only 25 cents or $1 a month of my monthly bill is used for expansion of this enterprise, then I ought to have an equity in it.

The ACTING CHAIRMAN: Mr. Regier, you have asked a question, and I think you should give the officials an opportunity to answer that question.

Mr. REGIER: I am almost through. I have already given them a number of questions.

The ACTING CHAIRMAN: But before you get too far away from the important question which you just asked, I think you should give them an opportunity to answer.

Mr. REGIER: I am prepared.

Mr. MACTAVISH: Mr. Kennedy will answer your question, in so far as it can be answered.

Mr. G. A. KENNEDY (*Vice-President in charge of Finance, B.C. Telephone Company*): Mr. Regier and gentlemen. I would like to reply to Mr. Regier by saying that there is practically no money retained by the B.C. Telephone Company after the payment of dividends. There must be a small amount to take care of a rainy day, because in the ten years I have in the statement before me, in three of those years there was not enough income to take care of the normal dividends that we have paid over the last 30 years or so, of $2 a share on the common stock. Therefore, you must have—and the board sees it this way—a small amount left over to take care of the years when you even fail to meet your dividends. From 1950 to 1959, a period of ten years, our net income amounted to approximately $34 million. Our preferred dividends amounted to $11½ million; our common dividends amounted to over $16½ million. We spent $1 million as charges to surplus other than the dividends for the cost of issuing shares and so on; and there remained over that long period of years $4,300,000. That is what is called earned surplus.

Mr. REGIER: Which years?

Mr. KENNEDY: From 1950 to 1959 inclusive, sir.

When you consider that, I am speaking right to your point, sir, that even in one year we have to raise $30 million—and that has happened in at least the last three years—each succeeding year there would be nothing there that would go anywhere toward providing the money that we should and we do get from our investors.

I believe that answers the one question you have, sir.

Mr. REGIER: I wonder if I might have the earnings of your company—and I am speaking of the net earnings after income tax and all other taxes—for the year 1957, and the total amount of the dividends paid on the operations in 1956.

Mr. KENNEDY: Yes, sir; $4,723,000.

Mr. REGIER: What was that?

Mr. KENNEDY: The net income after taxes and interest. We paid out $1,578,000 for preferred dividends and $2,400,000 for ordinary dividends, or $3,978,000 in dividends.

Mr. REGIER: In other words then you withheld almost $1 million in that one year for purposes of expansion.

Mr. KENNEDY: No. We had $362,000 which was noted as a share issue expense which does not enter into the earned income of the company at all.

Mr. REGIER: As what?

Mr. KENNEDY: Share issue expense. Those are certain expenses the company has which are charged directly to the earned surplus. We end up with, say, $400,000.

Mr. REGIER: All right. Might I ask you about the same year, 1957. How much was charged to depreciation in that year in your returns?

Mr. KENNEDY: In 1957, we charged $5,690,000 to depreciation.

Mr. REGIER: How much was actually expended by the company in that same year for replacement?

Mr. KENNEDY: Replacement and additions?

Mr. REGIER: No. Additions would be expanded facilities.

Mr. KENNEDY: I would have to get that information for you. In our accounting of course the replacement and expansion are covered by the one item of capital expenditure.

Mr. REGIER: You see, this is where we head into the difficulty of being unable to arrive at a proper evaluation of actually what the situation is. We have an admission here that in one year, 1957, we had practically no money retained over a period of years—and these are the words of the witness—and yet in one year there was almost $1 million, 25 per cent of the earnings, in fact, or almost that, which were retained for expansion purposes.

Mr. KENNEDY: To which year are you referring?

Mr. REGIER: The year 1957.

Mr. KENNEDY: I said $400,000.

Mr. REGIER: And you gave me the figure of net earnings of $4,723,000.

Mr. KENNEDY: Yes.

Mr. REGIER: And total dividend payments of $3,978,000. That leaves $745,000.

Mr. KENNEDY: Of which $362,000 I believe I mentioned was the share issue expense.

Mr. REGIER: I do not think that is eligible as a deduction, because that is a cost of obtaining new capital. You cannot possibly allow an expenditure for the issuance of new shares as a legitimate expense to the year's operation of an enterprise as it existed in that year.

Mr. KENNEDY: Well, with respect, Mr. Regier, you have to charge it up somewhere. You can amortize it over five years or charge it up to earned surplus which has been accumulated over five years. It does not make any difference which way you do it.

Mr. REGIER: I think the witness will admit that the $362,000 which he has mentioned is part of the expansion and has nothing to do with the operational cost, and therefore is not a legitimate deduction of the operation.

Mr. KENNEDY: I am sorry, sir. It certainly is not a cost of the expansion. The cost of raising money has nothing to do with the cost of putting in the brick and stones of this business.

Mr. REGIER: May I submit in all humility that if you do not have expansion you do not have to issue any new shares, and if you do not have to issue any new shares you do not have the expense of $362,000 for the issuance of new shares.

Mr. KENNEDY: That is perfectly right. It is the cost of issuing capital, and any accounting authority will say you can do it in the two ways I mentioned. You can amortize it over five years or charge it direct to earned surplus.

Mr. CAMPBELL (*Stormont*): It does seem to be incidental to expansion, does it not? It is an integral or essential part of it.

Mr. REGIER: Why is this expense not charged to the new capital—the expense of raising the new capital?

Mr. KENNEDY: Well, it is charged in the same year as we raised the new capital. According to the Income Tax Act you have to charge it up against income tax in the year in which it is incurred.

Mr. REGIER: I realize there may be allowances under the Income Tax Act. I do not blame the B.C. Telephone Company for taking complete advantage of all the provisions of the Income Tax Act. However, the witness has not yet refuted my argument that a considerable share of the monthly telephone bill that the average resident of B.C. has to pay is used for purposes of expansion, and that this is one method the company is resorting to to obtain the admittedly necessary expansion capital. I would like to know how much?

Mr. KENNEDY: Of your own bill?

Mr. REGIER: How much is this in relationship to my bill?

Mr. KENNEDY: It would be so infinitesimal that I could not say. I have not made a study of it, but I proved it by the statement which I am prepared to file, that over ten years it is a very small amount. Over that period of time we must have spent some $150 million at the very least on expansion. I doubt whether it is possible to even suggest that we are using any surplus we have, after dividends, to expand our capital and build up more income for our shareholders.

Mr. REGIER: Mr. Chairman, my contention was that the consumers or users, or subscribers, which I believe is the word used in relation to your utility, are having to pay a monthly toll, a part of which is utilized for the expansion of the enterprise and having to pay this they are not granted any equity. As a matter of fact, the year after, I have to begin to pay interest on the investment that I myself have made by being a user of the telephone service.

At this time I would like to ask the witness whether at this point in the evidence he is willing to insert in the record—I do not necessarily want him to read it out although he may do so if he wishes—the net earnings of the B.C. Telephone Company for each of the last ten years, and also the total amount of the dividends paid to the shareholders in each of the last ten years, so that we can really see and get a picture of what the net earnings were, how much has really been paid out to the owners of the B.C. Telephone Company and how much of the net earnings had been reserved for purposes of expansion of the company.

Mr. KENNEDY: I will be prepared to read the last column here, giving the end result, and file the whole statement. It is a rather long statement. Will that be satisfactory?

Mr. REGIER: If you will explain what you mean by end result.

Mr. KENNEDY: The table is as follows:

BRITISH COLUMBIA TELEPHONE COMPANY

DISPOSITION OF NET INCOME FOR TEN YEARS ENDED DECEMBER 31, 1959

Year	Net Income	Dividends on Preferred Shares	Dividends on Ordinary Shares	Share Issue Expense	Balance
	$	$	$	$	$
1950	991,019	511,882	520,000	—	(40,863)
1951	1,511,819	667,711	880,000	—	(35,892)
1952	1,714,044	686,250	960,000	—	67,794
1953	2,542,057	723,594	1,200,000	—	618,463
1954	2,911,809	742,500	1,520,000	175,000	474,309
1955	3,735,193	1,108,125	1,600,000	203,961	823,107
1956	4,802,532	1,366,718	2,100,000	312,202	1,023,612
1957	4,723,025	1,577,917	2,400,000	362,284	382,824
1958	4,173,071	2,105,000	2,400,000	—	(331,929)
1959	6,672,300	2,105,000	3,075,000	93,617	1,398,683
	33,776,869	11,594,697	16,655,000	1,147,064	4,380,108

In 1950 we had $991,000 net income. We paid $511,000 in preferred dividends and $520,000 in ordinary dividends. Therefore we lost money to the extent of $40,000.

I can give you the $40,000 and the other figures. In the case of the majority of them we were able to hang on to a very little amount, but in two or three of them we lost money. That will give you your answer very quickly.

In 1950 we had a deficit of $40,863.
In 1951 we had a deficit of $35,892.
In 1952 we had a surplus of $67,794.
In 1953 we had a surplus of $618,463.
In 1954 we had a surplus of $474,309.
In 1955 we had a surplus of $823,107.
In 1956 we had a surplus of $1,023,612.
In 1957 we had a surplus of $382,824.
In 1958 we had a deficit of $331,929.
And in 1959 we had a surplus of $1,398,683.

Mr. REGIER: May I ask you this question, sir: you mentioned dividend payments, normal dividend payments of $2 a share. Might I ask what this dividend was on? Was it on common stock or on preferred stock?

Mr. KENNEDY: That was on the common shares.

Mr. REGIER: You say it was dividend on the common shares. Since when have you been paying this $2?

Mr. KENNEDY: That dividend was dropped slightly in 1931 and 1932, as I recall it; and since then the $2 dividend has been paid regularly.

Mr. REGIER: That is, $2 per annum?

Mr. KENNEDY: $2 per annum, that is right.

Mr. REGIER: And you say it has been paid regularly since 1932. I wonder if the witness could tell us what the share was on the open market in 1932?

Mr. KENNEDY: No, I could not.

Mr. WRATTEN: How much is it today, Mr. Chairman?

Mr. KENNEDY: $42.

Mr. REGIER: Is the $2 payment a capital payment?

Mr. KENNEDY: No, it is a simple payment that the company has continued to pay, with the blessing of the board of transport commissioners all those years.

Mr. REGIER: I notice in the statement that the witness has given—and as I indicated earlier—that this habit of taxing the consumers for capital expansion is a recent development; it is a new device, or relatively new, and in the operations of this company I note that it really only began in 1953; and I note, sir, that roughly $4 million of consumers money has been used for the purpose of expansion. Has the consumer any equity in the company, in return for this investment?

Mr. KENNEDY: Only if he becomes a shareholder. I might say that in 1953 we had a rate case. We applied for a rate increase in 1953. That is why these results were $618,000.

Mr. REGIER: I note the new attitude on the part of the management beginning to evolve about that time in the British Columbia Telephone Company, as well as in many other enterprises that consumers ought to supply some of the expansion capital, rather than the investors of Canada. And I also note that from 1956 the people owning the British Columbia Telephone Company—that is, the shareholders—were denied over $1 million of their own original earnings; they were not paid out to them, and they were not being paid out to them, in my opinion, because regular payments were being made of $2 per share. The management in that year deliberately imposed an extra burden on the users in order to raise more expansion money, which was necessary, rather than to pay out what they earned. Then they appeal to the shareholders and say; "Now, look here, you have earned more than your usual amount; this is a good deal. Would you please invest some more? We need some more investment capital?"

They did that. Rather than resort to methods of this kind, they used the hidden device of imposing a burden on the consumer who ends up not only not having any dividend, but also in having to pay interest on what ought to be his equity in this public utility.

I know this is the practice with a number of other companies, especially those in the public utilities field, and that they have been pursuing it over the last number of years. I feel it is to be deplored, and that it ought to be looked into.

I wonder if this witness would be good enough to place on record my earlier request? He has pleased me by placing on record the net results, but would he be prepared as well to place on record for each of the last ten years—I am not asking him to read it out—but to permit the readers of our evidence to see it, so they might realize the net earnings after all taxes in each of the last ten years, as well as the total of the dividends paid.

Mr. MACTAVISH: It is shown in the statement which we have filed, Mr. Chairman.

The Acting CHAIRMAN: It will be included in the proceedings.

Mr. REGIER: May I ask for an answer to what I asked earlier: how much of the authorized $250 million capital has been disposed of?

Mr. KENNEDY: Yes, I have it right here. Including the $12 million preferred issue which we completed only ten days ago, our authorized capital, our issued capital, is now $91 million, which is only $16 million more than the $75 million which we had in 1957.

Mr. REGIER: In view of the record of the company and of the great plea that was made for the urgent necessity of being granted $250 million authorized capitalization back in 1957, I wonder whether the witness would be able to explain why they have added on to their—what was this, allowable capitalization—only the sum of $16 million?

Mr. KENNEDY: Yes, I believe I can explain that. This authorized capitalization, Mr. Chairman and gentlemen, only includes stock issued. It does not include first mortgage bonds; and since the increase in authorized capital was granted in 1957, we have issued first mortgage bonds on two occasions, amounting to $35 million.

We have issued preferred stock on two occasions including the one I mentioned, which was very recently, amounting to $22 million.

We have issued one issue of ordinary shares, which gave us some $10 million including the premious. I think that answers your question.

Mr. REGIER: You have received, and you have $91 million out of issues that have been sold, and you have, since the fall of 1957, sold a total of $32 million. However you have taken advantage of the new legislation only to the extent of $16 million. Is that right?

Mr. KENNEDY: That is right.

Mr. REGIER: I wonder if the witness can bring any light to bear on the plea made in 1957 for the urgent necessity to raise the authorized capitalization from $75 million to $250 million, which means an increase asked for at the time of $175 million, and yet according to my calculations only $16 million of that has been used?

Mr. KENNEDY: As a matter of experience, sir, as you mentioned a little while ago, in 1951 we were granted a $50 million increase. It was argued here that that would last us for well over 10 years, and it only lasted us for seven years. On that basis we came before this committee in 1957 and asked for a larger increase.

It must be remembered that that is only requesting an authorized capital: we are not permitted to issue $1 worth of that without coming before the board of transport commissioners, proving the terms of each issue and the amount of each issue. If we were able to issue $35 million worth of bonds now, our corporate structure is such that we must start to go ahead quite rapidly on capital stock issues.

We have just completed the issue of $12 million preferred stock, as I have said, and we will be back here before the board of transport commissioners before the end of the summer for additional stock issues.

Mr. REGIER: Well—

Mr. KENNEDY: I would like to also say, just for a minute, Mr. Regier, that with due respect to your comments, rate increases and stock issues have very little in common.

We came to the board of transport commissioners in 1958 on an application to increase our rates after five years of inflation. We have to prove our earnings for the year in which we come, and the succeeding year. We do that, and we are examined. Our estimates are examined by chartered accountants, and we prove that our operating expenses—our wages, in particular—have gone up to such an extent that we must have an increase in rates.

But coupled with that we have the demand of the people of British Columbia for service. As you know, the province of British Columbia has expanded more rapidly than any other province. We cannot possibly go ahead and give the service to the people of British Columbia in the interior and in the islands, and all the other places, without having additional capital; and we cannot sell our capital in the financial markets without showing them that we can pay our dividends.

The record is not very good in that respect: I have read it into the record here and we have filed it. Unless we can show that we can pay our common dividend this coming July our ordinary shareholders will not take up those shares. Where do we go?

Mr. REGIER: I think the witness has now, once again, admitted that existing rates are limited to expansion of the company, and I appreciate his underlining my basic contention, that within the monthly rates that we pay there is a certain percentage that is devoted to the need for expansion of services.

The witness, and the witness before him, placed considerable emphasis on their having to appear before the board of transport commissioners and, in the words of the last witness, "Our estimates are examined".

May I ask him this question. Is this examination confined entirely to the books of the B.C. Telephone Company, or does it also include the authenticity of the various expenditures of the B.C. Telephone Company established in the field of supplies, which I understand to be purchased from companies either wholly or largely owned by either the B.C. Telephone Company or the Anglo-Canadian Company, or—what is this fancy American name, Associated Telegraphs; or the even larger parent company?

Does the transport commission investigate the authenticity of the claims of the B.C. Telephone Company as such?

Mr. KENNEDY: Yes, sir.

Mr. REGIER: Or do they merely accept the vouchers and receipts of the B.C. Telephone Company?

Mr. KENNEDY: They investigate these matters very, very carefully: they go into every expense that we have and cover it in detail.

Mr. REGIER: May I be a little more specific. When the board of transport commissioners is faced with an expenditure for new telephone—what do you call them; the "rigamujig" that you listen to; the boxes, does the board of transport commissioners also investigate the company that makes these boxes?

Mr. KENNEDY: No, they do not investigate the company that makes these boxes.

Mr. REGIER: In other words, they accept the audited—and undoubtedly correct—accounting of the B.C. Telephone Company, in essence?

Mr. KENNEDY: Yes.

Mr. REGIER: And they do not look into the hinterground or into the background of many of these expenditures?

Mr. KENNEDY: They accept the statements that we buy at the best possible prices for the company.

Mr. REGIER: In other words, they do not go down to Hawaii to see how much is being made by the major holding company, the real owners of the B.C. Telephone Company?

Mr. KENNEDY: No, they certainly cannot go into the United States.

Mr. REGIER: We had an experience in British Columbia a number of years ago in that respect, and I understand the people of British Columbia

finally had to throw up their hands and realize that it was an impossibility to investigate all the ramifications of this, what is rapidly becoming a world-wide monopoly.

Would the witness, or the preceding witness, care to amplify how the users of the existing B.C. Telephone Company benefit? I mean, are the present subscribers going to receive any benefits as a result of parliament possibly enacting this legislation?

Mr. KENNEDY: Yes, I would like to say, Mr. Regier, that in my opinion the rates charged to the subscribers of the Northwest Telephone Company will remain at their present level probably longer under the British Columbia Telephone Company than they will if they remain in the Northwest Telephone Company under the jurisdiction of the public utilities commission.

I say that simply because of my knowledge of the financial market, and the fact that a company with a credit standing of the British Columbia Telephone Company can sell its bonds and its preferred shares today at a rate considerably cheaper than the smaller company can.

Mr. REGIER: I wonder if I might ask you this question on that. You say, in regard to this, that the B.C. Telephone Company—this is your basic contention—is able to borrow money at a lower rate than the Northwest Telephone Company; I think that is the meat of your contention.

Mr. KENNEDY: That is correct.

Mr. REGIER: However, since the Northwest Telephone Company is completely owned by the much larger Anglo-Canadian Company, would you not say that the reverse might actually be the fact?

Mr. KENNEDY: No, sir. The Northwest Telephone Company has gone into the financial market to issue bonds and preferred shares, and it does so on its own.

Mr. DRYSDALE: When was that, Mr. Kennedy?

Mr. KENNEDY: I think the last issue of bonds was in—I can tell you in a minute, Mr. Drysdale.

Mr. DRYSDALE: Have you the interest rate too?

Mr. KENNEDY: It was in 1954.

Mr. DRYSDALE: What was the issue?

Mr. KENNEDY: At that time they issued 4½ per cent bonds.

Mr. DRYSDALE: How does that compare with the B.C. Electric bonds issued at the same time, around 1954? Is that an equal, higher or lower rate?

Mr. KENNEDY: I do not think I have it here with me, Mr. Drysdale, but I did make a check before I went to the public utilities commission in the summer. In some years there was one-half per cent difference and in some years three-eighths of one per cent.

Mr. DRYSDALE: Higher?

Mr. KENNEDY: Yes, higher.

Mr. REGIER: The witness has contended the rates for Northwest subscribers will remain at the present level longer after this legislation goes through than if the legislation did not go through. Is he able to list any other benefits? And I am particularly concerned now with benefits to the subscribers of the B.C. Telephone Company.

Mr. KENNEDY: I am sorry, Mr. Regier, but I think your statement was incorrect, and I would like to have it corrected on the record. You said subscribers of "Northwest Telephone Company" rates would remain longer, but I said subscribers of the "British Columbia Telephone Company" would remain at this present level longer.

Mr. REGIER: I think you said "Northwest" and I am glad to have it corrected.

How can the witness reconcile the fact? I would like to call your attention to the issue I raised in 1957, when the very much higher rates for Vancouver were defended on the grounds that the larger a telephone system becomes the rates must necessarily be higher. We are now being asked to enlarge, and nobody knows to what extent, the operations of the B.C. Telephone Company. The witness seems rather to contradict the argument used in 1957. If we are going to extend the services that are available to me, as a subscriber of the B.C. Telephone Company, will I not have to be asked to pay for these enlarged services, because that was the argument you used in 1957, as to why our rates were ever so much higher than those of either Winnipeg or Regina?

Mr. KENNEDY: The argument used was in connection with what we call large multi-office centres, such as Vancouver, where there is a great complexity of offices in one exchange and they have to be tied together. In offices the size of the ones in the Northwest Telephone Company, or in areas like the Northwest Telephone Company in the British Columbia Telephone Company, that situation does not exist quite so much.

Mr. REGIER: One of the oldest laws of economics is that in a matter of a public utility the more subscribers you have the lower the cost per subscriber. Obviously, the B.C. Telephone Company is arguing the law we have already exceeded the point of maximum return per dollar expended on the part of the subscriber who, in the long run, subscribes all the money necessary. Would the witness care to identify the size of community or the numbers of subscribers where we have arrived at the point of maximum return as far as the individual subscriber is concerned? How many telephones does an urban community need for the rates to end their decline as a result of the added number of subscribers, and when do operations begin to add to the cost?

Mr. KENNEDY: I believe I said a multi-office area, which means, I believe, anything more than one office in an exchange.

Mr. REGIER: How many subscribers would be involved at that particular point, where the rates begin to rise rather than to decline?

Mr. KENNEDY: I am told, around 10,000.

Mr. CAMPBELL (*Stormont*): Do you not get to the point of diminishing returns, in integration and consolidations, especially when you arrive in a monopoly position? It is obviously of advantage up to that point in effecting economies, by eliminating duplication of services; but beyond that point the operation becomes unwieldy and you get a multiplicity of services?

Mr. KENNEDY: I cannot say in anything but the telephone business.

Mr. REGIER: Is not this a big argument as to why this legislation ought not to be passed, since you have already admitted you have exceeded the point of maximum return, and you are now in the stage of dimishing return, whereby every time you expand you have to raise rates? Is not this a very great argument against this very legislation in which you are seeking it?

Mr. KENNEDY: We do not say we have to raise rates every time we expand. We have to raise our rates when the economy of the country dictates it—increases in wages, increases in cost of materials, increases in taxation. When those things come to the point where we see we are not going to be able to give our shareholders their share of the net income, then we have to raise rates.

The CHAIRMAN: Mr. Regier, I do not want to interrupt anyone here, but we do not seem to be making too great a progress. I want to give every member on the committee an opportunity to ask questions of our witnesses. We may make better progress if we let some of the other members at this time ask questions, provided you are agreeable.

Mr. REGIER: With all due respect, I would like to put in one concluding sentence, because I regret I have to leave almost immediately. However, I do believe that the committee ought to consider very carefully whether bigness in business necessarily means greater service, lower rates or a greater degree of responsibility on the part of private enterprises operating public utilities.

I am not prepared to say at this time that I am opposed to what the company is asking for. However, I feel that there are many questions that have basically been left unanswered, and I am looking forward to the committee stage in the house of commons to receive additional clarification.

I wish to thank the members of the committee for their leniency, and to apologize for my aggressiveness.

Mr. CAMPBELL (*Stormont*): I think this is especially apropos when you have such large-size control, as is the case in this corporation, when there is not so much local participation.

Mr. MCPHILLIPS: Mr. Chairman, I just do not know who will answer these questions, but the first question I want to ask is as to whether there has been any recent amendment to the act of incorporation of the Northwest Telephone Company. If there has been, could we have the details of it?

Mr. KENNEDY: Mr. McPhillips, we applied to the legislature that has recently prorogued in Victoria for an amendment to the Northwest Telephone Company Act, to add two words, and those two words would empower the Northwest Telephone Company to sell its assets and undertaking to the British Columbia Telephone Company.

Mr. MCPHILLIPS: To sell its assets and undertaking?

Mr. KENNEDY: Yes, that act was passed about ten days ago. I am corrected there by Mr. McLean. I should have said, "to any company in Canada."

Mr. MCPHILLIPS: Following that, from the statements by the sponsor in the other place and by Mr. Jung in the House of Commons, that power that you have taken would have nothing to do with what is sought in your present bill, because this is a question of selling shares?

Mr. KENNEDY: The power we have taken in the Northwest Telephone Company?

Mr. MCPHILLIPS: No, you have told me the power you have taken there was to dispose of the assets and undertaking?

Mr. KENNEDY: Yes.

Mr. MCPHILLIPS: What you seek to do—and what both sponsors said the primary objective is—is to acquire the shares?

Mr. KENNEDY: The British Columbia Telephone Company has already the power to acquire the assets.

Mr. MCPHILLIPS: I know that, but this power which the Northwest Telephone Company has now obtained by amendment is in no way related to this bill we now have before us?

Mr. KENNEDY: That is correct.

Mr. MCPHILLIPS: The next question perhaps Mr. MacTavish can deal with. When you gave the ownership percentages in the British Columbia Telephone Company this morning were you dealing with the total capitalization; that is, all shares across the board—common and preferred?

Mr. MACTAVISH: I got those figures from Mr. Kennedy.

Mr. KENNEDY: They were just the ordinary shares.

Mr. MCPHILLIPS: Now, in the suggested amendment—that the power to purchase shares in other companies having objects in whole or in part similar, is not restricted territorially in any way.

Mr. MACTAVISH: It is not, no.

Mr. MCPHILLIPS: In other words, with such a power the company could purchase stock anywhere in Canada?

Mr. MACTAVISH: Theoretically, that is the case.

Mr. MCPHILLIPS: Considerable emphasis was laid on this primary object of this bill, both by the sponsor in the other place and the sponsors in the House of Comons; and it was stated—oh, first of all: leading up to that; is the Northwest Telephone Company a debtor to British Columbia Telephone Company?

Mr. KENNEDY: No.

Mr. MCPHILLIPS: Now, a further statement was made in the other place to the effect that it was highly desirable that this proposal should be carried out, and that it would be for the good of Canada generally. Now, have you anything to support this statement?

Mr. MACTAVISH: Well, I would say, sir, that I do not think it is an exaggeration to say that what is good for the subscribers—and I said earlier this morning that the ratio of subscribers and users of telephones was very high in British Columbia—is good for Canada. In one sense, I think that would support the statement made to which you have referred.

Mr. MCPHILLIPS: Well, is it not a fact that Northwest Telephone Company carries on some business with which the ordinary person is not a bit interested?

Mr. KENNEDY: Not that I know of.

Mr. MCPHILLIPS: I am referring to the ordinary telephone subscriber. Do they not carry on radio telephone work?

Mr. MCLEAN: Are you referring to telephones on boats, in cars, mobile radios; if so, they are the same as land telephones but happen to be on something that is moving.

Mr. MCPHILLIPS: The statements made in the two places were that it was highly desirable and for the good of Canada generally, and I wondered if you really had anything to back that up, or is that just a suggestion?

Mr. MCLEAN: It is our feeling that if we operate one entity in British Columbia it will give us some prestige in doing business in the far north, both in the Yukon and in Alaska. As you know, there is considerable competition in handling telephone business from Alaska. The United States interests are handling by submarine cable. We are trying to route business through British Columbia and, in that way, it would be beneficial to British Columbia and Canada because we would be able to introduce the main backbone routes to the north and, possibly, we could supply other services, maybe television, much sooner than we could if there was just the business developed in British Columbia.

Mr. MACTAVISH: Also, I think what both sponsors had in mind in this is something that is indigenous and peculiar to the telephone business. The better the telephone system that you have in British Columbia, the better for the communications of all the country because the person, shall we say in Prince Edward Island, who wishes to communicate with a person in British Columbia is better served if he is sure that that person and many others have

telephone service in British Columbia. That is why you cannot isolate provincially too much what one company does. What is good for the subscriber in British Columbia is good throughout the country, because he can communicate with greater ease.

Mr. McPHILLIPS: I understand that. Mr. McLean, you made a statement—and it has been made several times here today—in regard to operating as one entity. Now, if this amendment was to go through that would not constitute these two companies as one entity. Simply, one company would hold the shares of the other company.

Mr. McLEAN: We are very frank in assuming that they will in time become one entity because of economics of management and this, in turn, will be beneficial to all the subscribers of both companies.

Mr. McPHILLIPS: Why do you not simply buy out the assets and undertakings of the Northwest Telephone Company—buy the physical assets?

Mr. KENNEDY: We have done that on three different occasions with private companies in British Columbia, with the dominion government telegraph and telephone system. We have bought their assets during the last ten years. Also, the Mission Telephone Company Limited, the Chilliwack Telephone Company and the Kootenay Telephone Company Limited. Great benefits came to the subscribers in those areas through automation and all the rest of it.

One of the main reasons we have to get this authority is in order to buy the shares first. There is the question of taxation. I do not think I need to go into it in full detail. I believe members are aware of the British Columbia Social Services Act. There are certain exemptions under that act for companies that are associated with one another corporately. If you are going to buy something from your parent or subsidiary there are exemptions. We have paid a small amount of taxes in the acquisition of those other companies, because there are certain exemptions for land and so on. Here we have a company whose balance sheet shows $15 million worth of assets, and the tax penalty would be very great indeed, sir.

Mr. McPHILLIPS: Mr. MacTavish, you mentioned this morning the fact that counsel for an underwriter might make a very minute examination of the powers of the company; however, there is nothing to suggest that the procedure asked for in the bill would involve an underwriter at all. Is that right?

Mr. MacTAVISH: It would, I think, with respect, in this way. Let us assume for the purpose of what I am about to say that this legislation is passed and British Columbia Telephone Company becomes the owner of the shares of Northwest Telephone Company; then, at that point, or shortly thereafter, while that situation exists, it seeks to do some financing. At that point I suggest the underwriter's counsel becomes gravely concerned with the power of British Columbia Telephone Company to put itself in that position. I suggest to you that if it were not for this legislation he could find a flaw in that transaction which could very well lead him to advise the underwriter not to enter the transaction.

Mr. McPHILLIPS: How would that arise? Would that be because it is usual in prospectuses for this purpose to show wholly-owned subsidiary companies?

Mr. MacTAVISH: Yes, because, you see, the security and, more particularly if it were in terms of borrowing by way of a bond, would involve the recognition of the asset represented by the Northwest Telephone Company shares held by British Columbia Telephone Company in its portfolio. In any event it would form part of the basis of the underwriting in respect to preferred or common shares.

Mr. McPHILLIPS: Are you familiar with the 1916 statute incorporating?

Mr. MACTAVISH: In a general way.

Mr. MCPHILLIPS: Reference was made to primary objects. Would you not assume that the primary object of the federal statute of 1916 was to provide for the new dominion company to take over holus-bolus the British Columbia Telephone Company Limited? That is a fact, is it not?

Mr. MACTAVISH: As it stood at that time. It was subsequently carried out by this agreement.

Mr. MCPHILLIPS: Yes. The parliament of Canada gave that its blessing and passed the act and provided that they would take over everything of the British Columbia Telephone Company Limited in that statute. The statute mentioned that the British Columbia Telephone Company Limited had power to become a shareholder in any company having objects in whole or in part the same. So the parliament of Canada having done that, how can it be said that it lacks power.

Mr. MCTAVISH: I think it can be said for this reason, that there is at least a substantial element of doubt as to whether the British Columbia Telephone Company is a successor to that sort of power, if that power was existing.

Mr. MCPHILLIPS: Was that not the whole purpose of that incorporation? There were two purposes; one to put it under federal control and the other to take over the limited company.

Mr. MACTAVISH: Yes. I really am unable to answer that with any knowledge. I have always assumed that the main factor in the 1916 approach to the parliament of Canada was this matter of the general advantage. I thought that was the paramount thing.

Mr. MCPHILLIPS: Yes, the general advantage applied to an existing company. There was nothing in the statute to indicate this company would start from the grass roots up. The act gave power to take over which as you pointed out it did. Surely the intention of parliament was that they should take it over holus-bolus and would have it in all respects. Now your suggestion is there was a defect and in fact it did not have the power. The actual words in the limited charter are "or may become a shareholder in any such company". You say then that the power that company possessed went out the window.

Mr. MACTAVISH: I think that is possible and I believe I am fortified in that opinion. The transaction was mainly concerned with power in the sense of franchise rather than in the sense we are using that word at this moment. I think there was a clear defect there in the power as we wish to apply it now, and I say this with very real concern.

Mr. MCPHILLIPS: There is another thing in this suggested amendment which seems to me to be repetitious again; that is the approval by the board of transport commissioners. As I remember it the British Columbia Telephone Company charter says they have to have that approval for any issuance of shares whether by sale, by cash, or otherwise. In section 6 subsection 1 it says "the company shall not have power to make any issuance, sale or other disposition of its capital stock or any part thereof without first obtaining approval of the board of transport commissioners". So it seems strange to me that this would be inserted again.

Mr. MACTAVISH: The explanation of that is it is simply a repetition of the provision which appears in present section 9. I will admit it is repetitious

but it appears throughout the act. It is in sections 6 and 9 and it is now, as we have it, in 9A. I think that it may be redundant but perhaps that is the worst that can be said about it.

Mr. McPHILLIPS: When I saw it I thought first it was something in the nature of window dressing, to show what good boys are we, because it is in the existing charter. I wondered if it was put in there to alleviate the feelings of some persons who might question this amendment.

Mr. MACTAVISH: Perhaps my best comment on that would be to say this: when we were in the committee stage in the other place this came up in another way and we were rather urged to put these words in again in the section, to make amply sure that we had to come back, between lines 15 and 22, to the board of transport commissioners. On that occasion I drew attention to the section you have just mentioned, section 6, to satisfy the members of the committee, who were raising that point, that there was no question at all about the necessity of our going to the board of transport commissioners. This may be in unnecessary caution, but as a matter of caution it was put in; but not in any sense to underline the fact that we are trying to make good boys of ourselves. We fully realize our position with the board of transport commissioners and I think this is apt to satisfy any persons who might think there is any disposition to make any different relationship between the company and the board of transport commissioners. We think it is better to make it perfectly clear that except in connection with the two points that we wish to differentiate between in the present section 9, that the wording should be similar. I did not draft this so I can say without any pride of authorship that it seems this is better drafting.

Mr. DRYSDALE: Then why was section 9 not completely redrafted? It might have been the simplest way.

Mr. MACTAVISH: It might have been the simplest way, but as Mr. Jung said in the house, we wanted to avoid applying to 9A the sections of the Railway Act referred to in section 9. I had some part in that drafting. We thought it would be more complicated than by simply having a 9A. You know, in drafting, sometimes the thing that looks obvious and simple becomes the most complicated.

Mr. DRYSDALE: Senator Ferris referred to the Bell Telephone Company. You have an excellent precedent there.

Mr. MACTAVISH: Yes; but it is a quite differently worded section, as will appeal from what was read this morning. The last part of that section of course is very analogous to what we are doing now, but the first part had to do mainly with connecting lines.

Mr. DRYSDALE: If you read all the Bell Telephone Company section, and all of section 9, then I would suggest you would have all the powers you require for the obtaining of shares and for the transferring of the shares. Earlier today you gave us several assurances, but that is all; there was no opinion, memorandum, or statement behind it.

Mr. MACTAVISH: If it would be of assistance we could file a memorandum of opinion on this. I am not in a position now to file a memorandum. That could be done later, but let me say in the meantime for the purpose of the record that counsel who have discussed it have been in agreement that it is necessary.

Mr. DRYSDALE: Which counsel discussed it? And would it be possible to have a memorandum?

Mr. MACTAVISH: The company's counsel agreed that it was necessary, and, for what it was worth, I agreed that it was necessary. But counsel in

Montreal, who has been counsel for the underwriters, was not, I must frankly admit, consulted in a formal way. I simply discussed the matter with him and he agreed with me very wholeheartedly, perhaps thinking that at some future time he would have to write an opinion about it.

Mr. McPHILLIPS: I have one final question. We have it here that this would give the company the right to purchase shares in a company anywhere in Canada. Is that your real intention? Is that why you want the power that large?

Mr. MacTAVISH: Would you mind if I answered you in a rather negative way by saying that the company would, I think, be placing itself in perhaps a position of jeopardy if there was a limitation imposed, having regard to what Mr. McLean said earlier, in respect to, or more particularly relating to possible expansion in the north. I think it is perfectly proper for me to say—although I am not in a position to bind the company in this way—that there is not the slightest possibility of the company coming into Ontario and buying up any of these 4,500 companies which are said to be available. That is beyond any contemplation whatsoever.

On the other hand I think it would be frustrating, to put it mildly, if a limitation were put in here which would make it difficult for the company to expand in that way, where it appears that future expansion would become very interesting not only to the company but in terms of service to the province of British Columbia.

Mr. DRYSDALE: The primary objective of this amendment at the present time is to acquire shares in the Northwest Telephone Company, is it not?

Mr. MacTAVISH: Well!

Mr. DRYSDALE: Was senator Farris correct when he said on page 229 that the object of this bill was to make it possible to acquire shares of the Northwest Telephone Company? There is no great difficulty about acquiring shares, and it is highly desirable that it should be done.

Mr. MacTAVISH: Yes, in the sense of its immediate objective. I do not want to answer you frankly and say yes, because I would not want it to be assumed from that answer that the company has no hopes or aspirations of possibly acquiring more.

Mr. DRYSDALE: I was trying to ascertain if that was the particular thing which prompted the bill. How are they presently acquiring these shares? Is it through the exchange of shares?

Mr. MacTAVISH: I think that Senator Farris indicated—or someone indicated—that it might be more economical in the case in point, the Northwest Telephone Company, or in other cases, to make it possible, or sufficiently flexible that there could be an exchange of shares. That is a good way to do the transaction.

Mr. DRYSDALE: Is that what is proposed to be done in this particular situation?

Mr. MacTAVISH: I am unable to answer that question because I do not believe it has been pushed that far. I do not think the transaction has been discussed in those terms as yet.

Mr. McLEAN: That is what whe had in mind.

Mr. DRYSDALE: That is, to have just an exchange of shares? It would not be a matter of putting out any cash to acquire them?

Mr. McLEAN: That is one of the reasons for doing it.

Mr. DRYSDALE: That would be the primary reason, that you would not have to put up any cash. Well, if that is the reason, then perhaps Mr. MacTavish might interpret section 194 which says:

> No company shall use any of its funds in the purchase of shares in any other corporation unless in so far as such purchase is specially authorized by the Special Act.

Mr. MACTAVISH: Yes, I would quickly agree with you.

Mr. DRYSDALE: That is the language of section 194. Would it not appear that they have, in section 4, the power to acquire those particular shares?

Mr. MACTAVISH: Yes, but that would tie us to the one transaction which is the thing that the other counsel involved have been trying to avoid, based largely, in my opinion, on the experience that I have had, that when you try to legislate for a specific transaction, you may find yourself in trouble. And it would seem to me a very likely that in terms of normal expansion this is a situation which might arise again.

Mr. DRYSDALE: You would agree that under the present section 9 the company does have the power to exchange its shares, and that you should not need this particular amendment?

Mr. MACTAVISH: No, I do not think I can go that far.

Mr. DRYSDALE: Why not?

Mr. MACTAVISH: Because when it exchanges the shares of a company, it then becomes a shareholder, and there is a question.

Mr. DRYSDALE: Section 9 provides for the allotment of shares. Section 9 is a very general section. It reads as follows:

> 9. The company shall have power to purchase, take over, lease, amalgamate with or otherwise acquire from any other company or companies having objects in whole or in part similar to the objects of the company all or any part of the property, real or personal, undertaking, business, power, contracts, privileges and rights of any such company or companies...

And section 194 says that this is a general provision. Now the question is whether it has to be spelled out in a special act, or whether it applies only where the company is going to use those funds, which I would assume would be in the case of a cash transaction.

Therefore in this particular case—I am not worried about the Northwest Telephone Company—you would agree that you would not need this amendment to accomplish your objective?

Mr. MACTAVISH: No, but there are two difficulties which arise: one is the significance of the words "otherwise acquire". I do not think it is beyond doubt at all that these words would permit the company becoming a shareholder. That is one thing.

The other and more important objective however is one which I should have mentioned earlier but which I overlooked: in respect to section 194 the company has an opinion from counsel that in respect to the interpretation of section 194, funds and shares, that funds may include shares.

Mr. DRYSDALE: What is that opinion based on? I have one definition here from Stroud's Judicial Dictionary, third edition, page 1196, which reads as follows:

> (3) The word "fund" may mean actual cash resources of a particular kind, e.g. money in a drawer or bank, or it may be a mere accountancy expression used to describe a particular category which a person uses in making up his accounts.

That seems to be sound. Anyway it is used in this particular section. Has there been any interpretation in Canada of this section?

Mr. MACTAVISH: Not that I am aware of, gentlemen. Of course, I did not write this opinion; but counsel has advised that under 194, the terms of which we are discussing—

Mr. DRYSDALE: That funds mean shares?

Mr. MACTAVISH: Yes, they include shares in this case.

Mr. DRYSDALE: That is quite a novel interpretation.

Mr. MACTAVISH: Well, it could be said that that is the case, except that I think it is almost implicit even from what you read from Stroud that funds are not just cash. When you move out of the area of saying just cash, then I think you draw a pretty narrow line as to whether you say shares or money.

Mr. DRYSDALE: It is indicated in this particular section in regard to the Northwest Telephone Company that something shall be exchanged, and perhaps the exchange of shares will be on a basis of six to one, or eight to one, or in any ratio the company may decide. There are no shares of the Northwest Telephone Company on the market?

Mr. MACTAVISH: Yes, there are preferred shares sold in the over-the-counter market. I have seen them traded myself.

Mr. DRYSDALE: Would it be reasonable to say that the bulk of the common shares would be owned indirectly by American interests?

Mr. MACTAVISH: No, they are owned by Anglo-Canadian Telephone Company in toto, I think.

Mr. DRYSDALE: Might I suggest—and this appears to be one objective you have not brought up too clearly, perhaps—that our good neighbours to the south are unfortunately in the position where they have a capital gains tax, and by having this exchange of shares it would be primarily to the advantage of the American stockholders to escape this 25 per cent capital gains tax, would it not—because I do not think it applies to exchange of shares?

In other words, if you had a cash transaction on the matter of shares, would the American shareholders be subject to capital gains tax?

Mr. MACTAVISH: Yes. But, if I may say so—and I do not hold myself out as an expert on American law—I think there is a capital gains tax related to share exchange transactions; it is that section in the act which freezes them for six months, I think, or a certain number of months—

Mr. DRYSDALE: There is a short-term and a long-term capital gains situation.

Mr. MACTAVISH: Yes. I do not know the details of this, but I do think it is fair and proper to say that you do not escape capital gains tax entirely by having a share transaction. I think perhaps you would agree with that, would you not?

Mr. DRYSDALE: Yes; but would you not then be suject to a double transaction, if you had to pay cash and then received the shares? If you did finally sell the shares, you would again be subject to capital gains tax.

It seems to me that the prime objective of this particular amendment is to assist your American stockholders in avoiding the capital gains tax.

Mr. MACTAVISH: Yes, except that I do not see how the American stockholder gets involved in this transaction which you and I are discussing, because it is going to be a transaction between two Canadian companies, Anglo-Canadian Telephone Company and B.C. Telephone Company.

Mr. DRYSDALE: But a person would be a shareholder in Northwest Telephone Company and would then become a shareholder in B.C. Telephone

Company. There would be an exchange of shares one for the other, whether it is five to one, six to one, or whatever it is.

Mr. MACTAVISH: But in any event the whole triangle is Canadian companies—Anglo, B.C. and Northwest.

Mr. CAMPBELL (*Stormont*): Registered in Canada, but shares are substantially held in the United States; is that right?

Mr. MACTAVISH: Yes, but not in the way, I suggest, that attracts capital gains tax.

Mr. CAMPBELL (*Stormont*): They are nominally Canadian, in other words—or legally Canadian.

Mr. MACTAVISH: Legally Canadian.

Mr. DRYSDALE: But as far as the Americans are concerned, it would still be an advantage to have this, as far as the capital gains tax situation is concerned, in that they would be able to avoid the 25 per cent capital gains tax? There is nothing wrong with that; I am not suggesting there is anything wrong with that.

Mr. MACTAVISH: No. I just do not know this. I cannot follow it, but I do not think there is any capital gains tax at all.

Mr. CAMPBELL (*Stormont*): This appears to be primarily accommodation for American capital; is that right?

The ACTING CHAIRMAN: Mr. Herridge.

Mr. HERRIDGE: Mr. Chairman, my remarks will be particularly relevant to section 1, and I want to raise a few questions that are of interest to my constituents. Before I do that, I wont to say how pleased I am to see Mr. MacTavish's health restored so that he can attend the sittings of this committee.

Mr. MACTAVISH: Thank you, sir.

Mr. HERRIDGE: And, while he has spent a good part of his life trying to cause the extinction of the political party to which I belong, he has now retired and I wish him continued good health and success in his innocent hobbies and in the practice of law.

Mr. MACTAVISH: Thank you.

Mr. HERRIDGE: I also feel embarrassed, and in the position of David and Goliath here, when I look over at Mr. McLean. But I want to bring to the attention of the committee that the company appeared before the committee in 1951 for an amending bill.

Mr. MACTAVISH: Yes.

Mr. CAMPBELL (*Stormont*): Did Mr. MacTavish appear on their behalf on that occasion?

Mr. MACTAVISH: I believe I did, with other counsel.

Mr. HERRIDGE: It was Mr. Des Brisay, I think, at the time.

Mr. MCPHILLIPS: No, not in 1951.

Mr. HERRIDGE: Well, the company appeared before the committee on an amending bill and at that time I took the opportunity of bringing to the attention of the officers of the company the complaints of my constituents, which were fairly numerous. They included requests for improved services, complaints about unfilled applications, complaints from people who wanted a 24-hour service in some of the smaller communities, complaints about the numbers of subscribers on party lines, and so on.

At that time the company agreed to do what it could to improve the situation. I know that at that time it was quite difficult to improve some of

these facilities: the unfilled applications were caused, I understand, by the difficulty of obtaining materials, and things of that sort. There was some reason for it.

Then in 1957 the company appeared again, and I had similar complaints from chambers of commerce, communities and individuals, particularly with respect to the larger communities who were anxious to have dial service installed as soon as possible. Also, the smaller communities wanted extensions. I had complaints from Salmo, New Denver, Nakusp and other smaller points. There was a request for service to small communities, such as Casino—which I mentioned in 1951 and 1957—and also complaints about the numbers of subscribers on party lines.

I readily admit that the company has carried out very extensive extensions and improvements in the Kootenays and the service is greatly improved. Also, I think in fairness I should say that the salaries and working conditions of the employees are greatly improved. I said it in the house, and I have no hesitation in repeating it here—I think the company has very excellent relations with its employees. I know a lot of these people well in my own district.

I should also say that the line crews should be complimented for restoring service in difficult areas of the country when we had snow storms that put lines out of action. They restored service in rocky and difficult parts of the country, and I have seen them do things beyond what their sense of duty required, in order to get service restored as quickly as possible—and I think we should recognize that.

However, there are still some continuing complaints. I have heard from the larger centers that they are still interested in getting this dial service as soon as possible. There are numbers of requests for improved services to smaller communities, particularly in connection with Casino community south of Trail—which I think Mr. McLean in particular knows about.

I should say that in recent years there has been some increase in the complaints about the numbers of subscribers on party lines. I have had a number of complaints about that sort of thing.

Mr. Chairman, I would like the appropriate witness, if he will do so, to inform the committee—and I am sure some of these gentlemen are acquainted with the circumstances—what the company intends to do in the near future with respect to the improvement of the installation of dial service in the larger communities, and giving the service to such communities as Casino. Also, what could be done to even improve the service in such communities as Deer Park, Renata, Arrow Park, Edgewood, East Arrow Park, and communities of that type.

In addition, Mr. Chairman, could the company do something to reduce the number of subscribers on party lines? It is quite a handicap at times. I mentioned this in the house. I gave only a personal illustration because I had personal experience and was aware of it. I happened to be in another locality in my district and a long-distance call came from Ottawa. The operator told me at the time she finally got me that she had been trying to get me for up to an hour on a party line, and she could not do so because various persons on that line—and rightly so—were using the line.

I have heard logging companies make the same complaint, and some of the businesses—the merchants and persons living in the area who wish to get in touch with customers, and so on.

Would the appropriate official of the company give us some answers to these questions?

Mr. McLEAN: Mr. Herridge, and gentlemen, I am not too familiar, beyond a year or so, with your area, but I have some figures here that indicate what we are doing and what we are going to do.

No. 1, we are converting all the large centers to automatic. That is, Trail, Nelson—they will both be completed this year, or some time next year.

Mr. HERRIDGE: I have no knowledge of the mechanics of the telephone business. What cost would that incur?

Mr. MCLEAN: That means, first of all, finding a considerable amount of money, which we think we can do, and then building some buildings suitable to house the automatic equipment, removing the manual equipment and placing the automatic equipment in service, along with a change on the telephone instruments which, in some cases, means putting a dial in place and, in other cases, changing the telephone entirely.

I might say at the same time our policy is to up-grade party lines. We are doing that extensively. The reason we have not done a good job in the past is due to the lack of facilities, and the fact we were so busy installing new services we did not have the equipment or outside plant available for up-grading.

We have now caught up, and I am sure in the next year or so you will see a decided improvement in your area in two respects, the up-grading of party lines and the providing of services to communities such as Casino. I might mention in the case of Casino we have plans to go in there about June with a special service, and have arranged with local people to instal a small system of their own, with which we will connect.

I am sure we can do the same thing with other communities that are too small to open up an exchange requiring an operator or an automatic system.

At the same time we expect, in each of these locations that we convert, to do up-grading and get rid of multi-party lines, except for the longest lines where it is probably a case of operating what we call toll stations, where a store every eight or ten miles would have one telephone.

Saying it still another way: where there is a demand for service we expect to meet that demand, the way the people want it, anywhere in British Columbia.

I can tell you what we have done in your area in the last ten years.

Mr. HERRIDGE: That will be interesting.

Mr. MCLEAN: This is since 1950. In Balfour we have increased the number of telephones by 366 per cent, from 30 to 140. We have increased the number of telephones at Castelgar, from 191 to 1,400; Fruitvale from 258 to 754; Kaslo, 173 to 265; Nakusp, 157 to 415; Nelson, 3,072 to 4,400; New Denver, from 144 to 266; Rossland, 943 to 1,222; Trail, 3,872 to 6,091.

We have converted Castlegar, Fruitvale and Rossland in that period to automatic from manual service.

Is there any point I neglected to answer on your question?

Mr. Kennedy advises me we spent $4,248,000 in that period in the area.

Mr. HERRIDGE: Thank you. That is very interesting, Mr. McLean.

I have just another question: with these smaller communities that I have mentioned along the lake—you are aware they possibly have a toll station—would you suggest it would be a good idea for some of these small communities to form a local cooperative or local company, and could you make arrangements with them if they did?

Mr. MCLEAN: I think what we would do would be this, we would be disposed to give them, gratis, some of the equipment we take out, and have them form their own small company. Then we would connect with it and tell them how to operate most efficiently.

I am not familiar in detail with how large some of those points are, but in the case of those that are so small that it would be very difficult to provide

an integrated service of a nature that you would have an operator and attendant at all times, or a 24-hour switchboard but I can assure you we will find some solution for these situations.

Mr. HERRIDGE: There are communities ranging from fifty to two hundred people.

Mr. MCLEAN: Of course, in a community of two hundred people, I am sure we would undertake the development of that area. I did not know there were any places that size without adequate telephone service.

Mr. HERRIDGE: Well, there is in the Edgewood area, that would have a population considerably over that, but there they have a local cooperative working with your company.

Mr. MCLEAN: There may be some of these areas that we have been lax in serving, and you have alerted me to the possibility. I can assure you we will do something about it.

Mr. HERRIDGE: These smaller communities could refer to you if they undertook something of this sort. Would your local people be willing to advise them how to go about it?

Mr. MCLEAN: If you refer them to me directly I will see they get help from the local people and the other people in the area that have to do with this work.

Mr. HERRIDGE: Thank you.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman,—

The ACTING CHAIRMAN: Mr. Browne, before you start, might I suggest it is the intention to ask for adjournment at four o'clock.

Mr. BROWNE (*Vancouver-Kingsway*): I think what I have to ask would be quite short.

The ACTING CHAIRMAN: There may be other information the committee may desire to have before we meet again on Monday. If you suggest this information to our witnesses, I am sure they will endeavour to secure it for the committee over the week-end.

I just wanted to make that suggestion at this time.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, there were a few questions asked this morning, and I did not get too clear a picture where exactly the effective control of the company lay. Was there a direct answer given to that?

I think it was said that Anglo-Canadian had 36 per cent control, and the question was asked, was that effective control of the company?

Mr. MACTAVISH: I said the matter of effective control is largely a matter of opinion, but I was prepared to admit that 36 per cent plus the 8 per cent, to which I referred, would, in fairness, be effective control.

Mr. BROWNE (*Vancouver-Kingsway*): Is there a market value for the Northwest shares?

Mr. MACTAVISH: The preferred shares have a market on the over-the-counter basis, but they are not listed on the exchange.

Mr. BROWNE (*Vancouver-Kingsway*): Have you an approximate figure of the value of the assets for the share of the company in total?

Mr. MACTAVISH: I think Mr. Kennedy indicated the value roughly.

Mr. KENNEDY: I said the gross plant value on the last balance sheet was almost $15 million, undepreciated.

Mr. MACTAVISH: That is of Northwest.

Mr. BROWNE: (*Vancouver-Kingsway*): More shares in the B.C. Telephone Company would presumably go to the Anglo Company, who now have what would appear to be effective control of the company. It would increase their holdings in the B. C. Telephone Company and would possibly make it more difficult to bring control into British Columbia or into Canada. Would that be any part of the purpose in Anglo-Canadian wanting to have a more effective control over the company?

Mr. MACTAVISH: As to the last part, I think I can answer that, without any hesitation, by saying that was not in the consideration. I do not think there is any reaching out on behalf of Anglo for any more effective control than it now has. I think that was not in the contemplation of the parties at all.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, inasmuch as we are going to be adjourning in a few minutes until Monday, I wonder if we might get a clear picture as to how the shares are distributed, so we could see how this transaction might affect the effective control of the company, and if it would tend to keep the control in the United States rather than in Canada?

Mr. MACTAVISH: That is to say, the present holdings of British Columbia, the 36, 8 and 56?

Mr. BROWNE (*Vancouver-Kingsway*): I would like to get some idea what the shares distribution would be if this transaction goes through of purchasing Northwest, and how much it would increase the Anglo holdings.

Mr. MACTAVISH: I think we can answer that now. Mr. Kennedy knows what it is.

Mr. KENNEDY: The value of the share transfer would only be for the equity value in the company and it would not be anywhere near the total value of the company, $15 million. If you look at the balance sheet there is about $3 million tied up in the shares which would be transferred first, if this legislation goes through. We figure roughly that British Columbia Telephone Company might have to issue somewhere around 120,000 or 125,000 shares, and that would only bring the per cent of holdings in Anglo, as Mr. MacTavish has said, up by one or one-and-a-half per cent; so, it would remain practically the same as today, from an effective point of view.

Mr. BROWNE (*Vancouver-Kingsway*): In connection with the other holdings, is there any other significant group which would approach the 36 per cent which Anglo holds now?

Mr. KENNEDY: No.

Mr. MCPHILLIPS: I take it that on that point there will not be any bargaining, as it is not a family transaction. Have you established the ratio of the shares?

Mr. KENNEDY: No, not yet. However, only a few days ago we issued some more shares to the Anglo-Canadian Telephone Company by Northwest. Northwest was indebted to its parent to the extent of $1,900,000, and that established a pretty good value. We went before the public utility commission of British Columbia to issue another 300,000 shares, and that equates approximately $6.50 a share. That was established by two independent stock brokers, as well as on the yield basis.

Mr. DRYSDALE: How many shareholders hold that $3 million of Northwest Telephone stock?

Mr. KENNEDY: Just the one.

Mr. DRYSDALE: Just Anglo-Canadian?

Mr. KENNEDY: Yes.

The Acting CHAIRMAN: Gentlemen, before I ask for an adjournment is there any other information which you wish the witnesses to secure gefore we meet again?

Mr. DRYSDALE: Mr. MacTavish was going to submit that memorandum.

Mr. MACTAVISH: Yes. This is a Vancouver memorandum, but I will do my best to get it.

Mr. DRYSDALE: I think there is a source here where you can get an okay on it.

Mr. BROWNE (*Vancouver-Kingsway*): I realize we are not holding a rate hearing; however, Mr. Regier raised a number of questions in connection with rates which they paid in Vancouver, and a comparison was made with those for Winnipeg and Regina. It was mentioned that rates were higher in Vancouver, and it was pointed out that where there are multi-service areas the rates are higher. I was wondering if there are any comparisons available for the present time, and if there has been any change.

Secondly, I would like to know just what advantages accrue to a person in that larger area. I realize he has a larger area to which to phone, and perhaps he does not pay any toll charges because he is paying a monthly rate.

May we have a statement of clarification on those points so that we can get a proper comparison with cities like Winnipeg and Regina, which appear to be a good deal lower. I would like to see if we are as badly off as it appears.

Mr. MACTAVISH: I think we can get some information on that for you on Monday.

Mr. DRYSDALE: Just for my own benefit, would it be possible to get a comparison between the old method of acquiring the assets of the company and the new method of exchanging the shares with regard, first of all, to depreciation and, secondly, to the tax advantages? I would be interested if you could compare the two methods.

Mr. MACTAVISH: Relating to the proposed transaction?

Mr. DRYSDALE: Yes. Mr. Kennedy has said that during the past ten years you have acquired the assets of three companies, and there is the Northwest Telephone Company where you are going to do it with an exchange of shares. Senator Farris said this could still be done, but that it has proved to be cumbersome and unsatisfactory, and that the other method is better. I was just interested. Everybody has assured us that it is better, but I would like to see some specific comparisons as to why it is better, and from whose viewpoint.

Mr. MACTAVISH: I think we can demonstrate that from the taxation point of view.

Mr. CHOWN: Could we have some sort of information on the pattern of share values back as far as you can go over the week-end, say at the end of the fiscal financial year of a company?

Mr. MACTAVISH: Of British Columbia, market-wise?

Mr. CHOWN: Yes.

Mr. MACTAVISH: We produced that not long ago before the board of transport commissioners. We will gladly do that for you.

The ACTING CHAIRMAN: If there are no further questions we will adjourn and meet again on Monday at 3.30 p.m.

APPENDIX "A"

LIST OF DIRECTORS OF BRITISH COLUMBIA TELEPHONE COMPANY TOGETHER WITH THE NUMBER OF SHARES OF THAT COMPANY HELD BY EACH DIRECTOR

Harry M. Boyce, Vancouver, B.C.	8
Fred B. Brown, Vancouver, B.C.	1,000
Gordon Farrell, Vancouver, B.C.	25
Theodore S. Gary, New York, N.Y.	21
Gilbert A. Kennedy, Vancouver, B.C.	10
Cyrus H. McLean, Vancouver, B.C.	121
Don G. Mitchell, Summit, N.J.	21
Winfield S. Pipes, Vancouver, B.C.	49
Donald C. Power, New York, N.Y.	1
Arthur S. Torrey, Montreal, Que.	21
Col. The Hon. Clarence Wallace, C.B.E., Vancouver, B.C.	1

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 8

Respecting

Bill S-20, An Act Respecting British Columbia Telephone Company.

MONDAY, MARCH 28, 1960

RECEIVED
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Library of Parliament

WITNESSES:

Representing British Columbia Telephone Company: Mr. C. H. McLean, President; Mr. G. R. Kennedy, Vice-President—Finance; and Mr. Duncan K. MacTavish, Q.C., Parliamentary Agent.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22843-7—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Bruchési,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Garland,
Grills,
Herridge,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
Phillips,
Pigeon,
Pratt,
Rapp,
Regier,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Thompson,
Tucker,
Valade,
Wratten—60.

CORRECTION

PROCEEDINGS No. 7—Friday March 25, 1960

Page 374—Lines 33 and 34 should read:

Mr. HERRIDGE: I also feel embarrassed, and in the position of David and Goliath, when I look over at Mr. McLean.—

REPORT TO THE HOUSE

TUESDAY, March 29, 1960.

The Standing Committee on Railways, Canals and Telegraph Lines has the honour to present the following as its

SIXTH REPORT

Your Committee has considered Bill S-20, An Act respecting British Columbia Telephone Company, and has agreed to report it without amendment.

A copy of the Minutes of Proceedings and Evidence relating to this Bill is appended.

Respectfully submitted,

G. K. FRASER,
Chairman.

(NOTE: *The Fourth and Fifth Reports dealt with Private Bills in respect of which verbatim evidence was not recorded*).

22843-7—1½

MINUTES OF PROCEEDINGS

MONDAY, March 28, 1960.
(14)

The Standing Committee on Railways, Canals and Telegraph Lines met at 3.40 p.m. this day. The Chairman, Mr. G. K. Fraser, presided.

Members present: Messrs. Baldwin, Bell (*Saint John-Albert*), Browne (*Vancouver-Kingsway*), Cadieu, Chown, Creaghan, Crouse, Fraser, Herridge, Horner (*Jasper-Edson*), Kennedy, MacInnis, MacLean (*Winnipeg North Centre*), McBain, McPhillips, McGregor, Monteith (*Verdun*), Pascoe, Rogers, Smith (*Lincoln*), Smith (*Simcoe North*) and Wratten—22.

In attendance: Representing the British Columbia Telephone Company: Mr. C. H. McLean, President; Mr. G. R. Kennedy, Vice-President; and Mr. D. K. MacTavish, Parliamentary Agent, and also Mr. Lionel Kent, C.A.

The Committee resumed its consideration of Bill S-20, An Act respecting British Columbia Telephone Company.

On the Preamble,—

The Company representatives tendered information requested at the previous meetings.

A document entitled "Effect of Growth of a Telephone Exchange on Unit Costs" was tabled and explained.

Agreed,—That the above-mentioned document be printed (without the charts) in the Committee's record. (*See Appendix "A" to this day's Proceedings.*)

Mr. MacTavish pointed out that a small correction had been made in the printed record of the Evidence submitted at the last meeting, and Mr. Herridge, M.P. also requested that a minor alteration be made therein.

The witnesses were further questioned.

The Preamble, Clause 1 and the Title were adopted.

The Bill was adopted, without amendment, and the Chairman was instructed to report accordingly to the House.

At 4.00 p.m. the Committee adjourned to the call of the Chair.

E. W. Innes,
Acting Clerk of the Committee.

EVIDENCE

MONDAY, March 28, 1960.

The CHAIRMAN: Gentlemen, we have a quorum, and we will proceed with our consideration of Bill S-20, an act respecting British Columbia Telephone Company.

The preamble has been called, and representatives of the company are here to answer your questions.

I believe either Mr. McLean or Mr. MacTavish have some prepared information which they wish to table.

Mr. DUNCAN K. MACTAVISH, Q.C. (*Parliamentary Agent*): Mr. Chairman and gentlemen, I have several documents to file, and we have also certain information, which was requested, to give verbally.

The first, in order of filing, will be a legal opinion, which I undertook to produce, and I therefore tender, sir, for filing a letter dated March 25, 1960 from Messrs. Farris, Stultz, Bull and Farris of Vancouver. This letter is addressed to the B.C. Telephone Company, and it arises out of matters that were under discussion on Friday.

The CHAIRMAN: Do you want to read that letter?

Mr. MACTAVISH: Yes. I think it might be useful.

Mr. CHOWN: Has counsel copies of that letter for distribution?

Mr. MACTAVISH: I am sorry, but I have not that many copies. I have only one or two. However, I shall read it and, perhaps, make one or two copies available for any member who might require one.

This letter is addressed to the B.C. Telephone Company, and the opinion reads as follows:

> Dear Sirs:
>
> You have asked us to confirm the views which we have already expressed to you verbally with respect to the power of your company to acquire by purchase or otherwise and hold shares of an incoporated company. This we now do.
>
> You have been advised by us, and, we understand, by the solicitors formerly retained by you, that your special act (Ch. 66, 6-7 George V) does not, except in the restricted case of trustee securities, specifically make provision for such acquisition and holding of shares. Because of this omission, section 194 of the Companies Act (Canada) is applicable and this section specifically prevents the purchase by a company with its funds of shares of another company. Accordingly, we advised you, and this advice we confirm, that so long as your special act remains in its present form, your company is prohibited from using its funds to purchase or acquire shares of another company. The proposed section 9A—

—which is the section before the committee—

> —is worded so as to bring the acquisition and holding of shares within the exception of section 194.
>
> Although the prohibition contained in section 194 is based on the use of the corporate funds, we expressed the view that the word "funds" in the context of the section might be construed broadly by

a court so as to bring within the prohibition the purchase of shares paid for by shares issued by your company. We explained to you that we had been unable to find a direct authority for such construction, but that there are strong judicial pronouncements concerning the word which would provide a sound basis for such a construction.

It is trite law that the powers of a company incorporated by special statute are circumscribed by the said statute of creation and extend no further than is therein expressly stated or is necessarily required for carrying out its main objects.

For the foregoing reasons, we advised you strongly that it would be unsafe for your company to proceed with a transaction of the magnitude of that now being considered without the clear and unambiguous power to do so as provided in the proposed new section 9A.

Yours truly,
Farris, Stultz, Bull & Farris
Per: E. B. Bull.

Mr. Chairman, I tender this for filing.

The CHAIRMAN: Gentlemen, are there any questions?

Mr. CHOWN: There is one gentleman here who was not present at the last meeting. We have not a record of him. Could he be introduced, and his capacity indicated?

Mr. MACTAVISH: The gentleman to whom you refer is a member of the firm of auditors of the company. We do not tender him as a witness. He is simply here; and his name is Mr. Lionel Kent, C.A. We do not propose to call him.

The CHAIRMAN: Shall the preamble carry?

Mr. MCPHILLIPS: Just a minute, Mr. Chairman. There was something else to be produced in regard to market value of stocks.

Mr. MACTAVISH: Yes.

The next item I would produce is an answer to Mr. Chown's question to Mr. Kennedy, in which Mr. Kennedy was asked to give a survey of the market value of the ordinary shares of B.C. Telephone Company for the recent past. We have it for the years 1954 through to March 25, 1960.

The CHAIRMAN: It is not lengthy; would you mind reading it into the record.

Mr. MACTAVISH: I will read the year, with the market quotation after it. This is in dollars in each case.

Year	Market Quotations
1954	44½
1955	50
1956	46
1957	38⅛
1958	43
1959	42½
Jan. 1960	42⅜
Feb. 1960	42½
Mar. 25, 1960	43¼

That is tendered as well.

Mr. Chairman and gentlemen, I would like to refer to a correction at page 352 of the printed proceedings. I do not think it is a matter of any great importance but for clarity I think it should be stated that—

Mr. McPHILLIPS: At what page is that?

Mr. MACTAVISH: At page 352. It was in answer to Mr. Regier's question where he asked:

> How many of the members of the board of directors of the B.C. Telephone Company are Canadian?

And Mr. McLean's answer was:

> In the B.C. Telephone Company it has got to be a majority of six, so it is seven or eight. In fact, it is eight out of the eleven.

Now, Mr. McLean said "thirteen" in error, and we took the liberty of having that corrected. I wish to draw to the attention of the committee that what he said was "thirteen" for "eleven". However, we made it appear in the printed proceedings as "eleven", which is what it should be. It is quite clear that mathematically they add up to eleven.

Mr. BROWNE (*Vancouver-Kingsway*): Are there any copies of that transcript available? I do not think it has been distributed yet.

The CHAIRMAN: They were in the post office boxes at noon. However, we will have copies distributed to the members in a moment.

Mr. MacTavish, have you anything else to table?

Mr. MACTAVISH: Mr. Chairman, I have one other thing to table, then one other remark to make and I am through.

Arising out of a question by Mr. Regier I would ask leave to file a document entitled "Effect of Growth of a Telephone Exchange on Unit Costs". This was a matter which Mr. Regier made something of, and the document I tender was prepared under the direction of Mr. McLean, not for the purpose of this committee but for a hearing before the board of transport commissioners. It is, in fact, on file in the records of the commission. I think it will be necessary for me to read it. However, Mr. Chairman, I would like to say this: on the second page there are diagrams which I think may not come out in the printing. If I could be permitted I would like simply to explain the diagrams without necessarily reading the document. I think what I say about the diagrams will indicate what is in the document. I think you will remember that the point Mr. Regier made was that in most utilities if you increase the product, so to speak, the cost goes down. Now, telephones are an exception to this principle and this is designed to prove that. The diagram here, which may not appear in the transcript, is illustrated by what I shall read from this.

The CHAIRMAN: To what page in the transcript are you referring?

Mr. MACTAVISH: At page 365 Mr. Regier said that one of the oldest laws of economics is that in the matter of a public utility, the more subscribers you have the lower the cost per subscriber. It is in respect of that that I take the liberty of asking permission to tender this exhibit and read briefly what I am about to read.

There is a picture here and what is underneath it I will read because I think it describes the diagram principle of this. It takes one connection for Sally to talk with Bill. It takes three connections for Sally, Mary and Bill to talk with each other. So we have gone from one to three. It takes six connections for Sally, Mary, Bill and Jim to talk together. That is six connections. Now it takes 28 connections for Sally and her seven neighbours to talk together. That is the explanation part of the diagram. That is in the document I proffer for filing, and which may not appear in the printing.

The CHAIRMAN: Does the committee wish this document with the diagrams to be filed?

Agreed.

The CHAIRMAN: The document will be printed as an appendix, but the diagram will not be included. (*See Appendix "A".*)

Mr. MACTAVISH: Mr. Chairman and gentlemen, before I ask Mr. Kennedy to deal with Mr. Brown's question there is one other bit of unfinished business.

Mr. Drysdale asked for a comparison which in spite of our efforts over the weekend we find we are unable to produce. He asked for a comparison of the transactions which resulted in the purchase of several telephone companies over the past few years on the basis of a purchase of assets as compared to the proposed transaction of the Northwest Telephone Company. There are several difficulties in this which we encountered. One is that the transaction with the Northwest Telephone Company is not yet negotiated and that creates difficulties in drawing a comparison. Perhaps even more difficult is that we find ourselves trying to compare things upon which we can find no common basis, because in the past number of years, during the time when these companies were acquired, tax laws have changed substantially and their application has changed substantially, particularly in respect of the recapture of depreciation, which is really the decisive factor.

With apologies to Mr. Drysdale, I must say we were unable to produce at this time anything that makes any sense at all. We can tell the committee, as we mentioned, the transactions which would take place, and in each case the amount paid for the acquisition of the assets of the companies purchased. It seems, however, quite impossible to produce any document that is comprehensible to continue the comparison in terms of a share transaction.

I think, Mr. Chairman, that is all I have to say, except to undertake to call Mr. Kennedy to deal with Mr. Browne's question, which I think is the only outstanding item.

Mr. MCPHILLIPS: Mr. Chairman, before we do that, would Mr. MacTavish give us his view on this: suppose the British Columbia Telephone Company bought the shares in the Northwest Telephone Company under this power they seek, could that company subsequently dispose of its shares or would they hold them for keeps.

Mr. MACTAVISH: Surely they would hold them for keeps.

Mr. MCPHILLIPS: Legally could they sell them?

Mr. MACTAVISH: Yes; legally I believe they could. They would at least, so to speak, pass into the portfolio of the company and therefore theoretically presumably could be disposed of.

Mr. MCPHILLIPS: I was wondering if they would have the power to resell.

Mr. MACTAVISH: I would think legally, Mr. McPhillips, they would. If you would allow me to consult for a moment just in case there is some prohibition in the company's bylaws or something of that sort I could be sure, but theoretically in terms of "A" company and "B" company my answer would be yes. I do not think there is any prohibition. The answer must be yes, they could.

I would like to ask Mr. Kennedy to answer Mr. Browne's question.

Mr. G. A. KENNEDY, (*Vice President in charge of Finance, British Columbia Telephone Company*): Before coming to Mr. Browne's question I would like to read some information which Mr. Regier asked for before he left on Friday afternoon. He stated there were some questions he had asked which had not been answered. I have searched the record and cannot find any such questions. It may well be that he has referred once again to his question "How much of the cost of expansion is being borne by the consumers—by the users of the utility? How much of my $6.25—is used for expansion purposes?", because I find this question repeated a number of times.

The answer to that question is that there is not one cent of the cost of expansion charged to the expenses of the company and hence not one cent to the consumers, or specifically, on Mr. Regier's telephone bill.

In the compilation of expenses which form the basis of establishing rates, costs of expansion do not form any part of these amounts. Of course, we, like any other company, feel the effect of increased costs which force our expenses upward. These expenses are wages, material, taxes and depreciation which represents the return of the capital cost of the equipment over its useful life employed in providing telephone service.

I would suggest that the confusion, if any exists, arises from the repeated reference to amounts which may have been earned in any one year over the dividend requirements of that year. These funds, as and when earned, are the property of the shareholder and may be used for making up normal dividends in years when earnings fall short; ensuring the continuity of dividends; strengthening the ability of the company to finance, or any other legitimate purpose or benefit to the shareholders which at one and the same time in all probability will be of benefit to the subscribers.

Now I come to Mr. Browne's question, but before I answer specifically, I would like to refer to another statement which Mr. Regier made.

In connection with telephone rates, it might be interesting for the members of this committee to know that rates are based on what is called in the industry the rate grouping plan, the measurement being the number of subscribers that can be reached in a given flat rate area. In British Columbia we have nine rate groups:

		Rate
Group 1	Exchanges without continuous service	3.35
" 2	1 - 1,000 telephones	3.85
" 3	1,001 - 2,000 "	4.10
" 4	2,001 - 5,000 "	4.35
" 5	5,001 - 10,000 "	4.60
" 6	10,001 - 20,000 "	4.85
" 7	20,001 - 50,000 "	5.10
" 8	Victoria and extended areas	5.40
" 9	Vancouver and extended areas	6.25

There are almost 4,000,000 telephones in Canada operated by the major tax-paying telephone utilities. These companies contribute over $72,000,000 per annum to the Government of Canada in income and property taxes. A simple exercise in division shows that this amounts to an average of $18.00 per annum, or $1.50 per month, for each telephone which goes a long way towards closing any gap between the rates charged by the government owned systems and the tax paying telephone utilities.

Mr. Regier stated that his basic telephone rate rose from $5.35 to $6.25 in less than two years. However, Mr. Regier was unaware that in January 1956 the company increased the free calling area in which he is a subscriber from 44 square miles to 196 square miles. This increased the number of telephones available to him without a toll charge from 21,275 to 280,500. If consideration is given to the number of 10 cent calls Mr. Regier must have made to Vancouver each month before this concession was made by the company, it is possible that he and a great many others of New Westminster subscribers actually received a reduction in the overall cost of telephone service.

Mr. Browne asked me to give a short comparison of telephone rates. I give them to you here:

Comparison of Telephone Rates

City	*Rate*	*Number of telephones in flat rate area*
Winnipeg	3.90	183,000
Regina	3.50	45,300
Calgary	3.50	113,600
Vancouver	6.25	311,500

The rate for Vancouver compares favourably with the rates charged by taxpaying telephone utilities in the adjoining cities of Seattle and Portland which are $6.45 and $6.30 respectively.

I might say that in these two cities the number of subscribers are slightly more than in Vancouver in one case, and slightly less than Vancouver in the other.

Mr. CREAGHAN: Do you have the rates for Montreal and Toronto?

Mr. KENNEDY: They are the same. I think Toronto is $5.85.

Mr. CREAGHAN: Montreal and Toronto are the same?

Mr. KENNEDY: Yes.

Mr. HERRIDGE: There is a slight correction to be made at page 374 of the record where I am recorded as saying:

> I also feel embarrassed, and in the position of David and Goliath here, when I look over at Mr. McLean—

I would like to delete the word "here", as it leaves some ambiguity.

Mr. BROWNE (*Vancouver-Kingsway*): I asked a question on Friday. I have not had a chance to read the transcript yet, so I do not know whether an answer has been given. But I was concerned as to where effective control of the company lay, whether it lay with the Anglo Canadian company, which has 36 per cent of the shares. I asked if the acquisition of the northwest shares would make any difference to the effective control, and I asked how the shares were distributed at the present time, so we could see what effect, if any, it might have on the effective control of the company. I do not know whether any further statement was made.

Mr. MACTAVISH: You have reference to the 56 per cent in the hands of the public?

Mr. BROWNE (*Vancouver-Kingsway*): Yes. I wanted to know if there was any significant block of shares.

Mr. MACTAVISH: I believe the answer to that is no. It has very wide distribution. Is it not shown in the annual report?

Mr. KENNEDY: No.

Mr. MACTAVISH: I think the answer is that there is wide distribution. We produced recently before the Board of Transport Commissioners information showing the distribution. I can speak from my own recollection of it just a few weeks ago, and say that there is wide distribution.

Mr. KENNEDY: Would it be satisfactory if I gave you the number of ordinary shareholders holding those shares?

The CHAIRMAN: Common or preferred?

Mr. KENNEDY: The common shares, that we are referring to in this distribution. There are 3,672 in British Columbia; 68 in the sterling area; 26 in other parts of the world; 2,258 in Canada other than British Columbia, and 819 in the United States. This makes a total of 6,843 shareholders of common stock.

Mr. MACTAVISH: Making that 56 per cent.

The CHAIRMAN: Shall the preamble carry, gentlemen? Any objections?

Clause 1 agreed to.

Preamble agreed to.

Title agreed to.

Shall the bill carry?

Agreed.

Shall I report the bill without amendments?

Agreed.

Thank you, gentlemen, the bill is carried.

This committee now stands adjourned to the call of the Chair. And as I said before, I think it will be April 4, because the committee on government owned Railways Shipping and Air Lines is sitting tomorrow, Wednesday and Thursday.

Thank you very much for coming, when there is an important debate on in the house.

APPENDIX "A"

EFFECT OF GROWTH OF A TELEPHONE EXCHANGE ON UNIT COSTS

The commonly accepted general principle that costs decrease as the volume of business increases is not applicable to the supplying of telephone service. The following data will serve to illustrate that, in the telephone business, unit costs (costs per telephone) increase as an exchange grows.

Telephone calls cannot be manufactured in bulk and stored for future delivery, but must be furnished instantly on a custom basis as required by the demands of the subscriber. Therefore, a telephone system must be designed to provide the required service and meet the peak calling loads that are placed upon it and, as a result, staff and equipment must always be in readiness to that end. Consequently, the economies generally possible with greater volumes cannot be realized in the telephone business.

One of the main reasons why growth in the telephone business involves an increase in unit operating and equipment costs lies in the fact that a telephone company must be prepared to connect one telephone with any other telephone in any place at any time.

The complications of interconnection are relatively few in small exchanges, particularly where only one operator is required to answer all lines. When the number of lines to be answered grows beyond the capacity of one operator, however, it is necessary to install a second operator's position, and then a third, and so on. Since each operator must be able to connect the lines she answers with any one of all the other lines within the central office, each subscriber's line must be terminated in every section of the switchboard. In other words, in the smallest manual offices, it is necessary to have each subscriber's line appear only once on the switchboard, whereas in the large manual offices, more than 20 connecting appearances may be required. Thus switchboard complexity and unit costs steadily increase with the number of lines required to serve a given exchange. In automatic central offices, the same general principle applies.

This trend to greater wiring complexity and consequent higher costs is greatly augmented when an exchange grows to such an extent that more than one central office is required. Each central office must have direct trunking connections with every other central office in the exchange, necessitating an elaborate network of interconnecting facilities. The complications encountered in interconnecting central offices may be expressed as follows:

With only two central offices to connect, only one group of trunks is required. The addition of a third office, however, involves the need for three groups of interconnecting trunks. In other words, the number of central offices has increased by 50 percent, but the number of groups of trunks has increased by 200 percent. To interconnect 5 central offices 10 groups of trunks are required, while to interconnect 10 central offices as in the case of the Vancouver exchange, 45 groups of trunks are required. Comparing examples 3 and 4, the number of central offices doubles, but the number of connecting trunk groups is four and one-half times as great.

Additionally, in large exchanges, not only is more wire needed for interconnection, but, due to the larger area to be served, the average length of wire needed to serve each subscriber is considerably longer. The characteristics of urban areas, where most large exchanges are found, also tend to bring about this condition. In the first place, population tends to be more

evenly spread throughout the area of large exchanges, in contrast to the average small exchange, where the heavy proportion of residents is usually located within a short distance of a single shopping centre, making the average length of lines to subscribers relatively short. In the second place, telephone service in urban exchanges is very largely supplied on an individual or two-party line basis, with a relatively small proportion of subscribers served by multi-party lines. In the rural exchanges, on the other hand, multi-party line service is in much greater demand than the higher grades of service. Consequently, the amount of wire required per subscriber to furnish service in urban exchanges is considerably greater than in rural exchanges.

It is therefore obvious that, unlike other businesses, unit costs increase with size in the telephone business. At the same time, it should be noted that the value of telephone service likewise increases with the size of an exchange. Basically, the value of the average commodity lies within the commodity itself—that is, its value is not enhanced by the existence of other similar articles. The main value of telephone service, however, lies in being able to communicate with other telephone subscribers. It therefore follows that the more people there are in a community who can be reached by telephone, the greater the value of the services to the individual subscriber in that community.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 9

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

TUESDAY, APRIL 5, 1960

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WITNESSES:

Messrs. Maurice Archer, Chairman; G. Beaudet, Port Manager, Montreal Harbour; J. B. Phair, Chief Treasury Officer; J. F. Finlay, Legal Adviser; and J. A. Clément, Superintendent of Bridges, Montreal Harbour; all of the National Harbours Board.

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STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Bruchési,
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Herridge,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
Phillips,
Pigeon,
Pratt,
Rapp,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Thompson,
Tucker,
Valade,
Wratten—60.

Eric H. Jones,
Clerk of the Committee.

CORRIGENDUM (*English Edition only*)

Proceedings No. 6, March 24, 1960

Page 286, line 14: delete "1949 was $7,234,031" and substitute "1959 was $7,020,691" therefor.

ORDER OF REFERENCE

HOUSE OF COMMONS,

MONDAY, April 4, 1960.

That the name of Mr. Fisher be substituted for that of Mr. Regier on the Standing Committee on Railways, Canals and Telegraph Lines.

Attest.

L.-J. RAYMOND,
Clerk of the House.

22845-2—1½

MINUTES OF PROCEEDINGS

TUESDAY, April 5, 1960.

(15)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.30 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Asselin, Badanai, Baldwin, Bell (*Saint John-Albert*), Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Chown, Denis, Deschatelets, Drysdale, Fisher, Fraser, Horner (*Acadia*), Horner (*Jasper-Edson*), Keays, Kennedy, Martin (*Essex East*), Martini, McGregor, McPhillips, Pascoe, Payne, Pigeon, Pratt, Rapp, Rogers, Smith (*Calgary South*), Smith (*Lincoln*), Smith (*Simcoe North*) and Wratten.—(31)

In attendance: The Honourable George Hees, Minister of Transport; and *of the National Harbours Board:* Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer; and J. A. Clement, Superintendent of Bridges, Montreal Harbour; and *of the Canadian National Railways:* Mr. Walter Smith, Executive Representative, Ottawa.

The Committee resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

The Chairman named Mr. Bourbonnais in substitution for Mr. Creaghan on the Subcommittee on Agenda and Procedure.

Miss Paulette Cyr, interpreter, was sworn. The Chairman reminded the witnesses from the National Harbours Board that they were still under oath.

The Chairman reported that the Subcommittee on Agenda and Procedure had met on the previous evening and had given further consideration to the question as to whether certain "personal and confidential" letters should be required to be produced before the Committee. The Clerk of the Committee read the recommendations of the Subcommittee regarding this matter, as follows:

1. That the files of the National Harbours Board and its officials which contain personal and confidential letters regarding employment on the Jacques-Cartier Bridge at Montreal since its inception be produced for examination by the Subcommittee and for its reference to the Main Committee of such of those letters as the Subcommittee may decide.

2. That the said files and documents therein be placed in the custody of the Clerk of the Committee with instructions that they be not open to examination by any persons other than members of the said Subcommittee.

Following debate, it was moved by Mr. Smith (*Calgary South*), seconded by Mr. Pigeon:

That the two recommendations of the Subcommittee be concurred in.

The said motion was carried, on division.

Messrs. Archer, Beaudet, and Phair, being still under oath, were called.

The Committee agreed to a request of Mr. Archer that a certain revision be made to the record of Proceedings No. 6 of March 24th. *(For detail of the said revision see Corrigendum on the second page of this issue).*

The said three witnesses made oral and documentary answers to questions which had been asked of them at previous meetings. Copies of the documentary answers were distributed to members present. The Committee agreed that the said documentary answers be printed as appendices to this day's proceedings. The said appendices are as follows:

Appendix Document

"A" 1. Correspondence and reports amplifying paras. (a) (b) and (c) of Page 27, Proceedings No. 2 of this Committee—as requested by Mr. Drysdale, Page 298 of Proceedings No. 6. Included are:—

(a) Letter to Mr. Alex. Johnston, Deputy Minister of Marine, from Mr. T. W. Harvie, General Manager of the Harbour Commissioners of Montreal, dated October 9, 1928;

(b) Extracts from Price, Waterhouse & Co. audit report of July 21, 1931.

"B" 2. Document showing representation of the City of Montreal on the Bridge Advisory Committee from November 1924 to December 31, 1929—requested by Mr. Drysdale, Page 298 of Proceedings No. 6.

"C" 3. Provincial legislation relevant to Jacques Cartier Bridge—as requested by Mr. Drysdale, Page 298 of Proceedings No. 6.

"D" 4. Documents relating to the conversion loan of 1949—as requested by Mr. Johnson, Page 313 of Proceedings No. 6. Included are:—

(a) Exchange of letters between Dr. W. C. Clark, Deputy Minister of Finance, and Mr. B. J. Roberts, Member, National Harbours Board;

(b) Board Minutes re the redemption of the bonds—1949-JCB-13 1949-JCB-17A—authorizing the borrowing of $20,049,750 from the Government of Canada;

(c) Copy of letter from Mr. Roberts to Dr. Clark enclosing Certificate of Indebtedness re the loan;

(d) Copy of the Certificate of Indebtedness;

(e) Identification of Vote.

"E" 5. Information from Board files re the purchase and leasing of automatic toll equipment and the Board's recommendation to the Minister for Council covering the leasing agreement—as requested by Mr. Baldwin, Pages 312, 313 of Proceedings No. 6.

"F" 6. List of applicants for position of toll collector with recommendation from Member of Parliament or other important person.—Period July 1, 1954 to September 8, 1959.

"G" 7. 102 letters of recommendation by Members of Parliament or other important persons for applicants for position of toll collector.

"H" 8. Statement showing record of passenger tickets sold for passenger automobiles, trucks and buses paying at regular rates on a single passage basis.—Period 1930 to 1959.

"I" 9. Statement showing record of passengers carried in buses operating at commuted rates.—Period 1930 to 1959.

"J" 10. Statement showing record of passengers carried in buses operating on a regular schedule and paying at tariff rates on basis of 100-trip rates.

"K" 11. Reports on all cases of overages and shortages of toll collectors in excess of $10.00 and typical reports showing disciplinary measures taken against toll collectors in cases of overages and shortages of less than $10.00 but in excess of $5.00.—Period 1st January, 1946 to date.

"L" 12. Copies of invoice and financial statements with covering letters forwarded to the Province of Quebec to claim contribution toward the deficit on Jacques Cartier Bridge, as per tripartite agreement. Period 1930 to 1949 inclusive. Same documents were forwarded to City of Montreal for same period.

"M" 13. Records of toll collectors annual overages and shortages.—Period 1947 to 1959 inclusive.

"N" 14. Statement showing the record of checks and investigations of toll collections with 17 appendices.

"O" 15. Summary of agreements between National Harbours Board and private companies or individuals covering operation of trucks and buses on Jacques Cartier Bridge.—Period 20th May, 1930 to date.

"P" 16. Statement re annual reduction of $445,000 in debt charges.

"Q" 17. Jacques Cartier Bridge investments as at March 24, 1960.

"R" 18. Interest on Capital Debt and Deficit Debt for the year 1959.

The said three witnesses were further questioned on matters arising from the memorandum regarding the Jacques-Cartier Bridge which Mr. Archer had presented to the Committee on March 14th, 1960.

At 12.08 o'clock p.m. the Committee adjourned until Orders of the Day are reached in the House on the afternoon of this day.

AFTERNOON SITTING

TUESDAY, April 5, 1960.
(16)

At 3.20 o'clock p.m. this day the Standing Committee on Railways, Canals and Telegraph Lines resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge and at the Victoria Bridge at Montreal, Quebec, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Asselin, Baldwin, Bourque Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Chown, Denis, Deschatelets, Fisher, Fraser, Horner (*Acadia*), Howe, Keays, McBain, McGregor, McPhillips, Pascoe, Payne, Pigeon, Pratt, Rogers, Smith (*Simcoe North*), Valade and Wratten.—(24)

In attendance: The same as at the morning sitting this day except Mr. Walter Smith, Executive Representative in Ottawa of the Canadian National Railways.

Messrs. Archer, Beaudet, Finlay and Clément, being still under oath, were called and further questioned on matters arising from the memorandum regarding the Jacques-Cartier Bridge which Mr. Archer had presented to the Committee on March 14th.

At 4.40 o'clock p.m. the Committee adjourned until 9.30 o'clock a.m. on Thursday, April 7, 1960.

Eric H. Jones,
Clerk of the Committee.

NOTE: *Text of the Proceedings recorded in the French language appears immediately following this day's Evidence.*

REMARQUE: *Le texte des témoignages recueillis en français figure immédiatement à la suite du compte rendu des délibérations de la séance d'aujourd'hui.*

EVIDENCE

TUESDAY, April 5, 1960.

9.30 a.m.

The CHAIRMAN: Gentlemen, we have a quorum, but we are waiting for the French reporter. He should have been here. However, the clerk has gone out for him.

Mr. CHOWN: Perhaps, Mr. Chairman, if there is anything for distribution, it could be distributed at this time.

The CHAIRMAN: First of all, I would like to take this opportunity of thanking Mr. McBain for acting as chairman last Friday, when the B.C. Telephone bill was being discussed. I know you had a good chairman, and that he did a good job.

Mr. DESCHATELETS: Mr. Chairman, would you permit me a question on a point of order?

The CHAIRMAN: Yes.

Mr. DESCHATELETS: Of course, we are all in favour of investigating to the fullest extent the administration of both bridges; but since charges have already been laid and some accused are appearing this morning before the court in Montreal, would the chairman tell us if he has made sure, by inquiring of the Minister of Justice, that it is proper for us to sit and examine this administration while the matter of the toll collectors of the Jacques Cartier bridge is now sub judice. We would like to make sure of this. However, I wish to repeat again what I have said, that we are in favour of as full an investigation as possible, but would not like what we are doing here to preclude any accused person from making a full defence before the courts.

The CHAIRMAN: Mr. Deschatelets, I have had a discussion with the Minister of Justice in regard to this. He informs me that there is no reason why we should not go ahead with our investigation. The only thing is that the R.C.M.P. are investigating the toll collectors; we are not investigating them. At the present time we are investigating the management of the bridge. There was only one witness who had been suggested for an appearance before this committee whom he did not want us to call at the present time; and that was the chief of the harbour police there. Otherwise, he said everything was all right.

Mr. DESCHATELETS: I am satisfied with your explanation.

Mr. MARTIN (*Essex East*): May I say that I am sure the committee is very grateful to the chair for its alertness in acting without even a suggestion from any member of this committee on the very question which Mr. Deschatelets has properly raised. The Minister of Justice, who must be presumed to be seized of all the facts in this matter, has advised the Chair that he sees no

difficulty in so far as the proceedings of this committee at the moment are concerned in relation to the criminal procedures that are now under way. I assume that in view of the very great delicacy of this matter the chair will bear in mind that, while there may not appear at this moment to be any relationship between any of the revelations that we suppose, there is always a possibility that there is a relationship not now apparent; and because we all would want to see the ends of criminal justice properly pursued, we will assume that the Chair will maintain that vigilance of which it has given such good evidence this morning. And now that he has been reinforced by the Minister of Transport—of course he does not have the same appreciation of the law as the Minister of Justice!—I am sure we are in safe hands in respect to this very important matter.

The CHAIRMAN: This matter was brought up at one of our meetings before, and I feel quite sure that the Minister of Justice will inform me if he wishes anything else.

Mr. CHOWN: On the point of order, Mr. Chairman.

The CHAIRMAN: Proceed.

Mr. CHOWN: Following up the learned dissertation of my friend from Essex East, I asked Mr. Beaudet for certain information at the close of the last meeting, which could involve any one of these accused; and that information was the sampling of daily returns, indicating the excesses and shortages in toll collections, and also requested a series of annual reports, as far back as he could go, on the same subject. This is a point that comes to mind as a result of the point of order raised—to ensure that none of these particular men are used as examples of employees who were turning in day-end reports, which indicated there were excesses or shortages.

Perhaps Mr. Beaudet could answer that question right now.

The CHAIRMAN: Have you anything to say in that regard, Mr. Beaudet?

Mr. G. BEAUDET (*Port Manager, Montreal Harbour, National Harbours Board*): Mr. Chairman, I do not think that the documents which we have prepared in regard to the excesses and shortages, and the annual report, which covers a daily situation, have any relationship whatsoever to the charges laid by the R.C.M.P. at the present time.

The CHAIRMAN: Now, gentlemen, it has been brought to my attention that we should swear the interpreter. That has been done before, and it is a matter of form. I feel quite sure that if the interpreter, by any chance, did not interpret the way the member, who asked the question, wished it to be interpreted that the interpreter would be interrupted; but I am going to ask the clerk to swear the interpreter. At the same time, I am going to remind the members of the National Harbours Board that they are still under oath.

PAULETTE CYR, Interpreter, sworn.

The CHAIRMAN: Now gentlemen, there was the matter of personal and confidential letters, which was referred to the subcommittee. I may say that the subcommittee has had three meetings on this subject, and they were long meetings. We discussed the pros and cons; and I am going to ask the clerk to read the report of our subcommittee last evening.

The Clerk of the Committee:

> The subcommittee on agenda and procedure considered the procedure by which the committee might most expeditiously deal with the business which was before it; and agreed to recommend that it continue to hear evidence of the officials of the National Harbours Board until it had dealt with all matters which were reported upon by Mr. Archer in his opening memorandum.

The subcommittee then gave further consideration to the question as to whether "personal and confidential" letters should be required to be produced before the committee. The subcommittee had earlier met on two occasions on the said matter which had been referred to it by the main committee.

During the subcommittee's consideration of this matter the Hon. E. D. Fulton, Minister of Justice, joined and consulted with the subcommittee, on the invitation of the chairman.

After lengthy debate, the subcommittee agreed to report as follows:

1. That the files of the National Harbours Board and its officials which contain personal and confidential letters regarding employment on the Jacques Cartier bridge at Montreal since its inception be produced for examination by the subcommittee and for its reference to the main committee of such of those letters as the subcommittee may decide.

2. That the said files and documents therein be placed in the custody of the Clerk of the Committee with instructions that they be not open to examination by any persons other than members of the said subcommittee.

The CHAIRMAN: Gentlemen, you have heard the recommendations of your steering committee, and I would like to have your opinions in connection with it.

Mr. MCPHILLIPS: Well, Mr. Chairman, I find that a rather extraordinary decision. I expected a decision one way or the other, but a decision to set the steering committee up as an arbiter as to which of the personal and confidential letters should be produced is something I cannot follow. What I mean is this: obviously, we will either have them produced or we will not. However, I cannot follow how we can have that kind of screening, and the committee be allowed to see some and not others. That is not a question of principle, but a question of censorship.

The CHAIRMAN: Back in 1926, when they had the customs investigation, the letters, reports and documents—and it was the R.C.M.P. at that time—were requested, and it was ordered that the said reports and documents be placed in the custody of the clerk of the committee, with instructions that the same should not be opened to examination by any persons other than members of the committee, and that they be not taken out of the clerk's room or committee room. We have that precedent for it.

Mr. CHOWN: May I ask if this does not shut the door, so far as the general committee is concerned, in regard to all correspondence?

The CHAIRMAN: That is entirely up to the committee. This is a recommendation from the steering committee to this committee.

Mr. PRATT: It seems to me that if our citizens have the right of marking "personal and confidential" on letters, it would prevent those letters ever being seen by any parliamentary committee for all time to come. If that were the case, it seems to me that this committee would not be permitted to see those letters.

The CHAIRMAN: Mr. Pratt, feeling of the subcommittee was that they thought the steering committee should see those letters, go through them, and pick out the ones that they thought would be of use to this committee.

Mr. PRATT: Whom are they trying to protect?

The CHAIRMAN: The reason the letters are being requested is so that no one will be protected—absolutely no one. This is an investigating committee, and we want to investigate. We do not want to cover up anything.

Mr. PRATT: Then why not let our committee see the letters?

Mr. DRYSDALE: If the letters contained libelous material, and if they were tabled for the benefit of the committee before a steering committee had an opportunity to scrutinize them, they could do unnecessary damage. That was the objective of having them examined first. There might be something in some of them which is not relevant to the particular hearing, and it might jeopardize the person involved. This is just a precautionary measure, and it was the thought of the steering committee that the main committee might place some confidence in it. It is not for the purpose of hiding anything or to protect anyone from charges or statements which are absolutely necessary so far as the hearings are concerned; but there could be libelous statements, which the committee felt should not be brought out, perhaps, publicly.

Mr. DESCHATELETS: On this point, has the opinion of the Minister of Justice been asked in regard to the advisability of the production of these letters and, if so, what is the opinion that has been given?

The CHAIRMAN: In regard to the legality of it?

Mr. DESCHATELETS: The opinion of the Minister of Justice in regard to it.

The CHAIRMAN: He was present at the meeting last evening.

Mr. SMITH (*Calgary South*): That was in regard to a question which I was going to ask—firstly, whether or not he has given an opinion; has he expressed a view one way or the other. Secondly, I was interested in the remarks of Mr. Drysdale, who said there may be some libelous comments within the letters; and I would like to know if the steering committee has seen any of these which would suggest this is the case.

Mr. DRYSDALE: No, we have not.

The CHAIRMAN: It has not seen, as yet, any letters.

Mr. DESCHATELETS: If the opinion of the Minister of Justice has not been sought, would it not be proper at this time to keep the matter in abeyance until his opinion is asked in regard to the legality or the advisability of producing those letters?

The CHAIRMAN: He was at the steering committee meeting.

Mr. MCGREGOR: We have the opinion of the Minister of Justice. He was at the meeting and he gave the opinion that it was within our rights. There are past precedents for that.

Mr. BALDWIN: Mr. Chairman, as a matter of principle, if letters are intended to be confidential and are marked "private and confidential", I do not think they should be produced. However, you can only judge that from examining the letters. My feeling would be to let the steering committee examine those letters and have them categorize them. Some may be letters which, from their nature, were never intended to be disclosed and, if that was the case, and they are marked, they should not be. However, after the subcommittee has examined them, I think they may be able to divide them into categories. Then they could come back and report to us, and we could come to a firm conclusion.

The CHAIRMAN: That was the thought of the steering committee.

Mr. BALDWIN: We could decide that at a later date.

The CHAIRMAN: At a later date you can decide anything you wish, but at the present time we want to get an opinion from the members of this committee as to whether or not you are going to back up your steering committee.

Mr. PRATT: I see no use of my continuing to serve on a committee, when I am asked to surrender these privileges to a subcommittee. We might as well surrender the entire thing to the subcommittee, and save our time.

Mr. FISHER: In so far as this matter is concerned, I do not know whether you understand that both the Clerk of the Committee and members of the subcommittee spent some time going into past records. Precedents have been established.

The CHAIRMAN: I mentioned that.

Mr. FISHER: I have found one case, in 1908, where a House of Commons committee produced private and confidential letters. The customs investigation of 1926 went into the matter rather fully, and it was decided to do, as we have recommended in this particular case. As I say, we are the steering committee. No one knows what is in private and confidential files, and there is no reason that the whole spectrum of them needs to be exposed to everyone.

The idea of the steering committee was not to protect the persons who wrote those letters, from you or other members of the committee, but to do a sorting job—a classification job—in order to see what was relevant. We felt the members of the committee would have confidence in the subcommittee to do that job, and then produce for you the letters from the files. These files will be rather bulky, and it was felt that some kind of classification of the letters that are relevant should be made. As I understood the feeling of the steering committee, there was no intent to keep anything away from the rest of the committee, but there was an intention, following the advice of the Minister of Justice, to try to do a classification job.

The minister made these points to us: first, a House of Commons committee has every right to demand any paper or memorandum it desires; secondly, there are two kinds of private and confidential documents—those that are immediately relevant to public business, and, then, those that were private and confidential because they dealt in personal matters in a kind of a situation where a public official would not need and want that. He thought the second kind should be protected in every case. That is what we were going to try to do in this examination. Our purpose in the steering committee was to look at those files, go through them, and sort out and decide which letters were worth producing in terms of relevance to the job which this committee is going to do. At no time was there any suggestion, as Mr. Pratt said, that we were trying to keep anything from the rest of the committee. It is a method rather than anything else, and also, to a degree, a certain protection for the people who sent private and confidential letters which had nothing to do with what we are after.

Mr. PRATT: As between the members of the subcommittee and the members of the main committee, I would like to ask what extra protection is there when these are examined by the subcommittee as against the entire committee?

Mr. DRYSDALE: Mr. Beaudet has indicated that in his personal and private correspondence there are letters to his wife, while she was away travelling, and also to his brother. I do not think these would be relevant, so far as the committee is concerned. According to what Mr. Pratt suggests, every letter should be printed and published.

Mr. PRATT: I suggest that they could be examined by us later; they could be examined in secret by this committee.

The CHAIRMAN: I think what we should do is vote on this.

Mr. HORNER (*Acadia*): Mr. Fisher suggested that the letters which are relevant should be brought before the committee. Mr. Baldwin has referred to the letters and said that they should be categorized—and I presume he meant the ones that are actually confidential as against the ones that are not. I am wondering what the subcommittee is going to do. Are they going

to categorize them "confidential" and "not confidential", or are they going to produce those that are relevant, not caring whether they are confidential or not?

The CHAIRMAN: I understand it in this way. The subcommittee will go through these letters, and they will pick out the letters which they feel have "meat" in them—something to go on, something that is relevant to the committee; and they would be brought before the committee.

Mr. PRATT: Is it not a fact that the only ones that were requested are letters from members of parliament and cabinet ministers, in which they asked for reconsideration of firings and dismissals?

The CHAIRMAN: Members of parliament were not mentioned in the subcommittee. This recommendation concerned personal and confidential letters in regard to employment on the Jacques Cartier bridge; it does not mention members of parliament.

Mr. CAMPBELL (*Stormont*): In addition to that, I am interested in anyone who was concerned with dismissals and those who attempted to reinstate people.

The CHAIRMAN: That is covered under employment.

Mr. SMITH (*Calgary South*): Having moved the initial motion that we support the steering committee's recommendation—I think we should place that trust in them; with the right to call for further documents if we are not satisfied with what we receive.

Mr. PIGEON: I second the motion.

The CHAIRMAN: It has been moved by Mr. Smith (Calgary South) and seconded by Mr. Pigeon that both recommendations of the steering committee be concurred in.

Mr. BALDWIN: Would that embrace within it the obligation to report back to the committee as to how they had classified them?

Mr. SMITH (*Calgary South*): Oh, yes.

I want to make it abundantly clear that we are going to have from the steering committee a full report, with the understanding of how they have gone about their job and, after we have received the information they have given us, we will have the right to call for any further information.

Mr. DESCHATELETS: We have no objection to this compilation being made by the subcommittee.

The CHAIRMAN: All in favour of the motion? Those opposed?

Motion agreed to, on division.

The CHAIRMAN: Now, Mr. Archer has some answers, papers and one thing and another which he is either going to table or answer.

Mr. MAURICE ARCHER (*Chairman, National Harbours Board*): Mr. Chairman, I have some papers to table. So has Mr. Beaudet; and Mr. Phair, our treasury officer, has some information to present. I will table mine; then Mr. Beaudet and, following him, Mr. Phair.

I would like to make one correction. In an answer to Mr. Chevrier on page 286 of proceedings No. 6, it is reported that the interest on the deficit debt in 1949 was $7,234,031. "1949" should read "1959", and "$7,234.31" should read "$7,020,691". (*See Corrigendum on the second page of this issue.*)

With your permission, Mr. Chairman, I would like to table at this time the following documents:

(*The said documents are reproduced as appendices to these proceedings, as shown below.*)

Appendix Document

"A" 1. Correspondence and reports amplifying paras. (a) (b) and (c) of page 27, proceedings No. 2 of this committee—as requested by Mr. Drysdale, page 298 of proceedings No. 6. Included are:—

(a) Letter to Mr. Alex Johnston, deputy minister of marine, from Mr. T. W. Harvie, general manager of the harbour commissioners of Montreal, dated October 9, 1928;

(b) Extracts from Price, Waterhouse & Co. audit report of July 21, 1931.

"B" 2. Document showing representation of the city of Montreal on the bridge advisory committee from November 1924 to December 31, 1929—requested by Mr. Drysdale, page 298 of proceedings No. 6.

"C" 3. Provincial legislation relevant to Jacques Cartier bridge—as requested by Mr. Drysdale, page 298 of proceedings No. 6.

"D" 4. Documents relating to the conversion loan of 1949—as requested by Mr. Johnson, page 313 of proceedings No. 6. Included are:—

(a) Exchange of letters between Dr. W. C. Clark, Deputy Minister of Finance, and Mr. B. J. Roberts, Member National Harbours Board;

(b) Board Minutes re the redemption of the bonds—1949-JCB-13 and 1949-JCB-17A—authorizing the borrowing of $20,049,750 from the Government of Canada;

(c) Copy of letter from Mr. Roberts to Dr. Clark enclosing Certificate of Indebtedness re the loan;

(d) Copy of the Certificate of Indebtedness;

(e) Identification of Vote.

"E" 5. Information from Board files re the purchase and leasing of automatic toll equipment and the Board's recommendation to the Minister for Council covering the leasing agreement—as requested by Mr. Baldwin, pages 312, 313 of proceedings No. 6.

The CHAIRMAN: Thank you, Mr. Archer. Now, Mr. Beaudet has some information to table.

Mr. BEAUDET: I have the following list:

Appendix Document

"F" 6. List of applicants for position of toll collector with recommendation from member of parliament or other important person.—Period July 1, 1954 to September 8, 1959.

"G" 7. 102 letters of recommendation by members of parliament or other important persons for applicants for position of toll collector.

"H" 8. Statement showing record of passenger tickets sold for passenger automobiles, trucks and buses paying at regular rates on a single passage basis.—Period 1930 to 1959.

"I" 9. Statement showing record of passengers carried in buses operating at commuted rates.—Period 1930 to 1959.

"J" 10. Statement showing record of passengers carried in buses operating on a regular schedule and paying at tariff rates on basis of 100-trip rates.

"K" 11. Reports on all cases of overages and shortages of toll collectors in excess of $10.00 and typical reports showing disciplinary measures taken against toll collectors in cases of overages and shortages of less than $10.00 but in excess of $5.00.—Period January 1, 1946 to date.

"L" 12. Copies of invoices and financial statements with covering letters forwarded to the province of Quebec to claim contribution toward the deficit on Jacques Cartier bridge, as per tripartite agreement. Period 1930 to 1949 inclusive. Same documents were forwarded to city of Montreal for same period.

Since the documents are exactly the same we do not file them to-day because we considered it was just not necessary.

These documents are filed in answer to a question by Mr. Johnson.

Appendix Document

"M" 13. Records of toll collectors annual overages and shortages.—Period 1947 to 1959 inclusive.

"N" 14. Statement showing the record of checks and investigations of toll collections with 17 appendices.

This document is tabled in answer to a question by Mr. Drysdale appearing in proceedings No. 5, at page 195.

"O" 15. Summary of agreements between National Harbours Board and private companies or individuals covering operation of trucks and buses on Jacques Cartier bridge.—Period 20th May, 1930 to date.

This document is filed in answer to a question by Mr. Fisher to be found in proceedings No. 5 at page 195.

I would now like to answer a question asked by Mr. Denis in proceedings No. 6, at page 282.

We have reviewed our files again and the list of toll collectors. I am sorry I should have said proceedings No. 4, at page 145. None of the toll officers listed there have been recommended by a member of parliament. I think I explained at the last session the case of Mr. Gagne, W., but of the others none have been recommended by a member of parliament.

The CHAIRMAN: Is that all? If so, Mr. Phair has some answers to table.

Mr. J. B. PHAIR (*Chief Treasury Officer, National Harbours Board*): I would like to file a reply to a question asked by Mr. Browne on page 297 of proceedings No. 6 with regard to the annual reduction of debt charges of $445,000.

(*See Document No. 16, at Appendix "P" to these proceedings.*)

The annual interest at 5 per cent on $19 million of harbour commissioners of Montreal bonds amounted to $950,000; and to this you add United States exchange at 10½ per cent, the rate in effect at the time the 1949 annual report of the board was written, and in which reduction in annual net charges was mentioned as $99,750, making a total of $1,049,750.

From that deduct the following: annual interest at 2¾ per cent on $20,049,750 certificate of indebtedness issued to redeem $19 million of harbour commissioners of Montreal bonds, $551,368; and amortization of redemption expenses, $52,488, making an estimated annual reduction in debt charges of $445,894.

I would also like to file a reply to a question asked by Mr. Keays at page 307 of proceedings No. 6 with regard to the market value of investments held by the board as of March 24, 1960 as follows:

	Maturity Value	*Market Value*
Canada Treasury Bills	$ 600,000	$ 600,000
Canada 2¾% bonds, payable April 1, 1960	950,000	949,810
Canada 5½% bonds, payable October 1, 1960	500,000	503,750
Canada 3% bonds, payable May 1, 1961	500,000	498,000
	$2,550,000	$2,551,560

(*See also Document No. 17, at Appendix "Q" to these proceedings.*)

I would like to file a reply to another question asked by Mr. Browne at page 310 of proceedings No. 6 with regard to the interest on the capital debt and the deficit debt for the year 1959.

Capital Debt—$14,926,000

Interest for one year on $14,926,000 at 2¾% per annum	$ 410,465

Deficit Debt—

Principal	$ 6,489,605
Interest	7,020,691
	$13,510,296
Interest for one year on $6,489,605 at 5% per annum	324,480
Total interest charged for the year 1959	$ 734,945

Notes:

1. Interest on the Capital Debt for the year 1959, $410,465, was paid on December 31, 1959.
2. Interest on the Deficit Debt for the year 1959, $324,480, remains unpaid and is included in the interest on Deficit Debt figure of $7,020,691.

(*See also Document No. 18, At Appendix "R" to these proceedings.*)

Mr. BROWNE (*Vancouver-Kingsway*): In other words, there is no interest which the federal government gets on its $7 million odd investment?

Mr. PHAIR: Interest is not compounded.

The CHAIRMAN: If that is all, thank you. Gentlemen, we are on financing of the Jacques Cartier bridge, page 27 of volume 2 of our proceedings. Are there any questions?

Mr. CHOWN: Mr. Chairman. in connection with the returns on overages and shortages as shown, I have skimmed through this material very briefly, but what I find hard to answer in my own mind is the insignificance, by and

large, of these shortages and overages, and how they can be compromised with the amount involved in the charges recently laid against certain individual toll collectors, where the amounts came to $4600 in one case, $3600 in another case, $1500 in another case, $2500 in another case, and $3600 in another case.

This indicates to me, as it does to almost every member of the committee, that there was a method of beating this collection to a degree whereby these individual employees were able to collect a far greater sum which, in some way, was never accounted for.

I would like to have from Mr. Beaudet his explanation as to how this fraud was carried out?

Mr. BEAUDET: That is a rather difficult question to answer because if I knew the answer I do not think that any toll collector would have been arrested yesterday.

I cannot accuse anyone of stealing money unless I have proof that he stole it. I shall try, however, to explain this document on overages and shortages.

I can only give you an opinion, if you wish it, about what you are discussing. This statement represents the total of daily shortages and overages for each toll collector.

I think we explained the other day that upon the completion of his shift the toll collector would deposit the money in a bag which was sealed and put in a strong compartment, and then taken to the treasury office to be counted.

We also explained how the clerk would compute the amount which should have been collected on the basis of the tickets and receipts. And in all cases, except a few, there were overages or shortages; and if the two should balance perfectly, I would say it was something remarkable, having regard to an amount of money as important as the one which these collectors were handling.

We have these reports indicating the average collection per shift, and you can see how it varies from $249 per shift in 1947 to $335 per shift in 1958.

1959 is a split year, where there was partly manual collection and partly automatic collection. So these reports just tabled show the total of overages and shortages obtained in the manner described a minute ago for each toll collector.

You may wish to refer to this morning's papers—but possibly I may not talk about them.

The CHAIRMAN: No, I would prefer that you did not.

Mr. BEAUDET: Thank you.

Mr. MCPHILLIPS: Well, Mr. Beaudet, you volunteered to give an opinion in answer to Mr. Chown.

Mr. BEAUDET: I will give you an opinion, but it will be only an opinion.

Mr. MCPHILLIPS: That is right.

Mr. BEAUDET: But it will refer to the newspapers we are talking about today.

Mr. CHOWN: I think he might express to the committee one or two or more methods which might have been used in his personal analysis of the situation to account somehow to the committee for the discrepancies. As indicated on page 309 of the evidence, collections in September, 1958 and in September, 1959, comparing those two years, went up on an average of $2,140 per day. As between October, 1958 and October, 1959, they went up $3,040 per day. Between November, 1958 and November, 1959 they went up $2,600 per day. Between December, 1958 and December, 1959 they went up $2,790 per day; and between December, 1958 and December, 1959 the figure rose to $2,440 per day.

I feel that this characterizes our whole inquiry. This is what we are trying to ascertain. I feel we are entitled to an explanation as to why, and if need be, in defence of a charge of maladministration, I feel we are entitled to receive some explanation.

The CHAIRMAN: I thought that Mr. Beaudet was going to mention the names that were in the newspapers, and I did not want him to prejudice the case with mentioning names from the newspapers.

Mr. SMITH (*Simcoe North*): It seems to me that we are asking Mr. Beaudet to give us his theories, or to explain his theories as to how the money was stolen at the Jacques Cartier bridge, and if that does not relate directly to the charges which are now pending, I do not know what would.

Mr. CAMPBELL (*Stormont*): Mr. Chairman, I contend that anybody may speculate on methods.

Mr. SMITH (*Simcoe North*): But Mr. Beaudet is not just anybody. He is the manager of the port of Montreal. You and I might speculate, but not Mr. Beaudet.

Mr. CAMPBELL (*Stormont*): He is just as much entitled to speculate on these matters as you and I.

Mr. SMITH (*Simcoe North*): No.

Mr. CAMPBELL (*Stormont*): Why not?

Mr. HORNER (*Acadia*): In proceedings No. 6 there is a list of figures submitted showing the amounts of money taken in in 1958 and 1959. But those lists of figures vary as much as $10,000 for the same month of the same year. Why should the board table two sets of figures for the same months, and why should the figures vary for nearly every month?

The CHAIRMAN: Can you explain that, Mr. Beaudet?

Mr. BEAUDET: Yes, but there again I must impress upon this committee the fact that I am expressing an opinion only.

Mr. Chown was referring to the overages and shortages of the toll collectors, indicating that probably there were some greater overages and shortages in view of this statement in proceedings No. 6.

Now, in my opinion, the answer is that if no receipt was issued by the toll collector, there was no means of accounting for that revenue. Secondly, if there was no charge made by a toll collector on a vehicle, then there was no means for the administration to account for that revenue.

Is this clear to you, or do you wish me to go over it again?

Mr. CHOWN: Your second point is clear to me, that if there was no charge made, then there was no gain for the toll collector, in theory. But I would like an explanation or an elucidation of your first point.

Mr. BEAUDET: Well, if you will look at another document which has been tabled today you will see where I have at great length explained the C.N.R. investigation. This would probably make it easier for me to describe what I have in mind.

Mr. CHOWN: I think I have it here.

Mr. BEAUDET: May I refer to page 7 of this document.

Now, on page 7 there is covered the C.N.R. investigation of August 13 to September 3, 1958. Under collector badge No. 6, you will find there were eight checks made, and then the infractions.

You have four infractions where no receipt was issued for carfare, type (a). There was one infraction where no receipt was issued for carfare, type (b). Types (a) and (b) mean, in the case of type (a), that three cars were used for the purpose of the check. That was the squeeze play which I explained to this committee sometime ago.

Do you want me to go over the squeeze play?

Mr. CHOWN: Yes, if you please.

Mr. BEAUDET: Three cars are being used to make a check on the toll collector. These cars take a constable, one, two or more. Car No. 1 proceeds to the toll lane and hands the money to the toll man for payment of the fare. They insist on receiving a receipt.

Car No. 2 follows immediately behind and gives the same toll man the bus fare. If he is given a receipt he takes it. If he is not given a receipt, he drives on.

Car No. 3 follows immediately car No. 2 and comes up to the toll man and offers money for payment of the toll and insists upon receiving a receipt.

Those receipts are pre-numbered, so if the receipt of the No. 3 car follows in sequence the number on the receipt issued to Car No. 1, it means that the toll collector in the case of the No. 2 car did not issue a receipt to car No. 2, or did not throw the receipt in the mutilating box.

Coming back to what I was trying to explain to you about the toll collector, if no receipt was issued, and no receipt was thrown in the mutilating box, there was no means of accounting for that money by either the supervisor of toll collectors or the treasury office.

Mr. CHOWN: Was there not an automatic counter imbedded in the floor of the bridge at the toll station site?

Mr. BEAUDET: At that time, no.

Mr. CHOWN: When was the automatic counter installed?

Mr. BEAUDET: With the automatic toll collection system.

Mr. CHOWN: Prior to that time there was no vehicle count?

Mr. BEAUDET: That is right.

Mr. CHOWN: There were, according to these figures, literally hundreds of vehicles going over the bridge of which you have no accounting. In other words, you did not ascertain the number of cars which crossed the bridge per day, from these studies?

Mr. BEAUDET: Well, we did not have a record of the number of vehicles which crossed the bridge daily on every shift or every hour, and for obvious reasons. The first was that these machines did not exist in 1930. I mean the first machine that was worth being called a machine, could register up to, let us say, about 10 per cent of accuracy; and that was not until somewhere around 1952, or between 1950 and 1952.

You may have seen on the highways some machines counting vehicles prior to 1952, but these machines did not have any accuracy, close to even 10 per cent. Even the perfected machines that we have today on the bridge—with the automatic toll equipment—are not 100 per cent perfect. There is still a margin of error which the manufacturer promised to be not more than 1 per cent.

Mr. PRATT: May I ask a supplementary question to that?

Mr. CHOWN: Mr. Beaudet had not finished.

Mr. BEAUDET: Yes, I had finished this section of the question, except you asked me another question as to, Why these discrepancies?—which I have not completed yet.

Mr. CHOWN: Would you proceed, if you will?

Mr. BEAUDET: It is obvious that those terrific increases raise a big question mark. Here, again, I express opinions, not facts. I wish I knew the facts.

The items which I correlate are the following:

Firstly, a much better toll plaza arrangement whereby more traffic could be attracted to the bridge because they did not have to suffer some of the delays that did occur in the manual toll collections.

Secondly, just about that time the fifth lane of the bridge was put in operation, which made it easier then to travel on the Jacques Cartier bridge than before. Those are two items of material importance on the bridge.

The third item would be the matter of a machine. A machine, of course, when it comes to the collection of tolls, is more exact than human nature.

The fourth item would be the traffic growth. We have seen the traffic growing every year.

Coming back to these two major items: when I first visited the manufacturer of these toll machines they indicated to me that if we were to put the machine in, we had to expect, on the spot, an increase from 10 to 15 per cent. They said, "You will be faced with this. It has been the same all over, where this machine has been installed. This 10 to 15 per cent," they said, "however, should not indicate malfeasance on the part of any toll collector. It is just normal, because the machine is more exact than a human being when it comes to the collection of tolls."

The next item, traffic trend, would account probably for an 8 or maybe 10 per cent increase. There was a normal increase in traffic, which you can see by looking at some of the graphs that have been filed referring particularly to this one. This indicates a normal growth trend of traffic. Of course, there are the decreases which are related to matters deteriorating in late 1957 and 1958, as I have already indicated to the committee.

There is another document which I have not filed, which is a graph showing, this time, just the revenue from tolls. It has not been asked for yet. This one is the most illustrative.

The CHAIRMAN: Mr. Beaudet, I think we have that graph.

Mr. BEAUDET: It is similar to that one, but in a larger form. This document would show the normal traffic increase would account for, say, 5 or 6 per cent. The better toll installation would account for another 5 per cent.

The CHAIRMAN: We have a graph of that in proceedings No. 2, facing page 35.

Mr. CHOWN: If the composition of this graph is different, as he suggests, could it not be tabled?

Mr. BEAUDET: I have a few copies here, if you want to circulate them.

The CHAIRMAN: Are they much different?

Mr. BEAUDET: It is the same information, but in a different form.

The CHAIRMAN: I do not think we want that printed.

Mr. CHOWN: All right.

Mr. DRYSDALE: Could he explain what that graph means facing page 35? I have great difficulty understanding this.

Mr. HEES: Could you explain that graph to them?

Mr. BEAUDET: This graph on page 34 is to illustrate what I mean by a normal increase or trend increase in traffic. If you were to draw a line parallel to the trend line you would find that in 1960 the revenue or the traffic should be at a certain point. This trend for the previous year represents approximately a 5 to 6 per cent increase.

Mr. DRYSDALE: You have not any comparison on a semi-log scale of the Victoria bridge rate of return? I could not understand what, if any correlation —except in a very remote way—there is between the registration of motor vehicles and gasoline taxes, as to the number of cars going over a specific bridge.

Mr. ARCHER: Maybe I could say a word on that?

The CHAIRMAN: Yes, Mr. Archer?

Mr. ARCHER: We do not usually get the C.N.R. figures; they are not published. But in appendix "M", at page 103 of the proceedings, concerning the committee formed under Mr. Marler, it is reported at the bottom of the page:

> Need for improvements to the bridges.

The CHAIRMAN: That is proceedings No. 3?

Mr. ARCHER: Yes.

> In the nine years since 1945, the traffic on the Jacques Cartier bridge has been increasing at an average annual rate of 14½ per cent—

These are figures which were supplied by the Victoria bridge representative there.

I go on quoting:

> —and on the Victoria bridge at an average annual rate of 12 per cent. In the case of the Jacques Cartier bridge, the rate of increase has varied little in any of those nine years except 1954, when it dropped to 6 per cent. In the case of the Victoria bridge the annual increase was more erratic in the earlier years but equally regular in the four years from 1949 to 1953, dropping sharply to 3 per cent in 1954.

Mr. DRYSDALE: For practical purposes then, we could ignore this matter of the registration of motor vehicles and gasoline taxes? It does not have any correlation?

Mr. BEAUDET: It is just an indication.

The CHAIRMAN: Mr. Denis, do you speak on the same subject?

Mr. DENIS: My question was regarding the money collected on the toll.

The CHAIRMAN: Mr. Beaudet has not finished yet.

Mr. CHOWN: I have the floor, Mr. Chairman, and I yielded it, which resulted in our going off on a bit of a tangent. I do not want to lose my trend of thought.

Mr. Beaudet, you had something else to say?

Mr. BEAUDET: Yes, the last item I could mention is: in late years, as indicated by this curve, definite inefficiency on the part of toll collectors.

Mr. CHOWN: Mr. Beaudet, you mentioned that the improved plaza and opening of the additional lane, the natural increase in the volume of traffic and the installation of this machine collecting equipment, all had a bearing on the increase in the revenues that you were accounting to me for, as a result of an earlier question.

I wanted to point out that after the completion of the new approaches and before the installation of the automatic collecting machines there were nine months, and in six of these months the revenues were down from what they were the year before, and in three they were up.

Secondly, after the opening of the new lane and before the installation of the new machines, there were three months, and in all three months toll revenues were down from the year before.

Therefore, how can you use the two factors you mention—the installation of the automatic machinery and the opening of the additional lane—as your reasons for accounting for the increase in revenue?

Mr. BEAUDET: Mr. Chown, I was replying to a question by you, trying to give you my views or opinions as to the differential in tolls, the large increase in tolls from September 1949 to January 1959. I am familiar with the figures that you have given us for the months. They were giving me tremendous concern. The answer is pretty obvious: inefficiency on the part of the toll collectors.

Mr. CHOWN: Following up my earlier question—

The CHAIRMAN: On the same subject?

Mr. CHOWN: Yes, on the same subject, on traffic counters.

Mr. Beaudet, to your knowledge, having started to pursue this subject with revenue in view, what was the year in which this traffic counter became efficient, and why were they not installed when, to your knowledge, they did become efficient?

Mr. BEAUDET: In 1954 there came on the market a tube to count traffic which, the manufacturer stated, had an efficiency of from 10 to 15 per cent. We thought of installing those machines. However, they would not have produced what we wanted to have, for the following reason: what we wanted to have was to relate the tolls to the number of vehicles crossing the bridge. In order to do that, given a certain number of vehicles crossing the bridge with this machine, we would have to relate that number of vehicles to the receipts sold or handed out by the toll collectors, issued by toll collectors, and then passes used, government free vehicles, and the matter of axles. I will explain every one of those.

We knew exactly how many receipts were issued by toll collectors, but we considered, after trial, that it was impossible to count the commuters' tickets. There were 20,000 commuters using the bridge per day in those days, which meant 20,000 to be counted.

Mr. CHOWN: How did you arrive at that figure?

Mr. BEAUDET: On the basis of books sold per month. This figure has been verified. Today, I am told, the figure is between 24 and 25 thousand.

To count those 25,000 tickets which were in the mutilating box, plus whatever receipts were thrown in there also for those patrons of the bridge who did not take a receipt—which accounted for another 15 or 20 thousand in a day—we found that ten clerks took five days to count one day. We had no locale where we could put an army of clerks to count them. On that basis, and for other reasons which I will explain, we did not put those machines in.

The other reason is that the machine concerned was dealing with axles—two axles representing a vehicle. The type of traffic on the Jacques Cartier bridge is not exclusively of the two-axle type: there is a great number of trucks with three axles, four axles, five axles.

I have also mentioned to you the fact that there were passes on the bridge at the time, and the fact that a number of government-owned vehicles were allowed to cross the bridge without a pass or without paying. When the vehicles were properly identified as such, in accordance with government regulation, it became or it was considered impossible, under the tariff set-up as we had it, to relate the number of vehicles to the revenue, because over and above the matter of the axle, the matter of the tickets, the matter of the free vehicles, there was the matter of classification. There were some 55 items on the tariff. There were some trucks at $2.05, vehicles at 25 cents, some trucks at 40 cents, 60, 65 and 70 cents, way up to $2.35.

What you could have had at best was an indication, which we did get by a method better than the mechanism you are suggesting, and that was the traffic count. I think that one of the documents filed today briefly outlined the purpose of those traffic counts and what we were trying to aim at.

Mr. CHOWN: Dwelling for a moment on this business of counting receipts, was the same receipt used for each class of vehicle, or a different one?

Mr. BEAUDET: No. There were 5-cent receipts for passengers, 10-cent receipts for passengers, 25-cent receipts for automobiles, 25-cent receipts for the 1-ton truck, 40-cent receipts for a truck, 60-cent receipts for a truck, 70-cent receipts for trailers, and $1.00 receipt for trucks. I have missed one out—75-cent receipts for trucks.

Then there was a receipt to cover miscellaneous ones of the 55 items which might not have been covered by one of the receipts available in the collector's box.

Mr. CHOWN: There are two questions I have in mind arising out of what you said. At parking lots they use these machine receipts—a machine receipter, if you want to call it that. They are machines where you have a receipter, in which you put the ticket through a slot and stamp it. Could you not have used one receipt form and used the machine stamp receipter?

Mr. BEAUDET: This is the type of machine used in the gas station?

Mr. CHOWN: In any parking lots at the Chateau Laurier hotel, for instance.

Mr. BEAUDET: I think it would have been a physical impossibility to ask the toll collector to use this type of receipt, in view of the amount of traffic involved.

Mr. CHOWN: This is an automatic counter as well. That is what I am getting at. He runs the ticket through, as they do at the airport in Toronto, for example.

Mr. BEAUDET: When were these machines discovered?

Mr. CHOWN: I do not know, and I would think you would make a point of knowing that.

Mr. BEAUDET: No.

Mr. PRATT: Does that "no" mean you would not make a point of knowing?

Mr. BEAUDET: No, I said I did not know.

Mr. PRATT: I thought you said you did not make a point of knowing.

Mr. BEAUDET: The only thing I can say, Mr. Pratt, is that I have not seen this machine installed in any toll collection on bridges, turnpikes or parkways.

In our investigation of various types of machine used both in the United States and Canada I have never come across such a type of machine being used on any bridge. I do not say it would not go, but it did not come to my attention as being a possible type of machine to use.

Mr. CHOWN: What about a machine to count your receipts, the way the Toronto transit commission and the various transit commissions across the country count their daily take? They have ticket counter machines?

Mr. BEAUDET: Yes.

Mr. CHOWN: Were these on the market?

Mr. BEAUDET: Today they are.

Mr. CHOWN: How were these other utilities balancing their tickets deposited in the boxes in buses and street cars with the cash, in years gone by? Did you look into that?

Mr. BEAUDET: I am given to understand that even today the Canadian National Railways count their tickets by hand, but the number is not sufficiently great that it is not physically possible to do it. They are counted by hand.

Mr. CHOWN: Can you describe to me the machines used by these public transportation utilities to count their tickets at the end of the day?

Mr. BEAUDET: The only one I know of, that we have on our bridge today, is a machine that was basically designed to count paper money. This machine was varied slightly, and it can count tickets, provided they are all a certain type—that is, all of a certain dimension—and also providing a uniform type of paper is used, and that the tickets are not twisted, torn or partly torn.

Mr. CHOWN: Fundamentally, from the administrative point of view, did you look into all forms of automation in this respect, from the time you could get cash counters, automatic counters?

Mr. BEAUDET: Yes.

Mr. CHOWN: Was this the subject of any inquiry?

Mr. BEAUDET: Yes, from 1954, onward, it has been under study continuously. But item 1—and it comes to automation, or the use of any machine—was the matter of a new tariff, because after a thorough study of many, many types of toll collection equipment I came to the conclusion—and I made a report to the port manager at the time—that to put the machine in, the No. 1 thing to do was to streamline the tariff, because no machine could apply the tariff they had at that time.

Mr. CHOWN: Would this suggest then that appendix "O", page 110—which gives you your reported or alleged vehicles in different classifications—is completely inaccurate because you have no accurate way of counting your vehicles properly?

Mr. BEAUDET: This appendix—

Mr. CHOWN: The evidence you give suggests to the committee that the appendix "O", at page 110 of the evidence, cannot possibly be accurate because you had no way of counting the various classifications of vehicle that are listed there.

Mr. BEAUDET: This report is a money report; it is not a vehicle report. It is a revenue report; it is not vehicle.

Mr. CHOWN: I am sorry. You provided the committee with an appendix, a large sheet—I remember that Mr. Fisher examined on it earlier in the proceedings—showing the vehicle traffic. Am I mistaken about that?

Mr. BEAUDET: Passengers.

Mr. CHOWN: That was just passengers?

Mr. BEAUDET: Yes. The document which was requested by Mr. Fisher and filed, always—we are always dealing with passengers. Am I right?

Mr. CHOWN: There is no evidence, then, in the proceedings so far giving a vehicle count by classification?

Mr. BEAUDET: I do not think there is any document showing vehicles crossing the bridge.

Mr. FISHER: On a point of information, Mr. Chairman: you can get it, can you not? Would you agree that you can get it for each year by totalling from your annual report?

Mr. BEAUDET: The vehicles?

Mr. FISHER: Yes. You can get it in the annual report, can you not?

Mr. BEAUDET: Yes.

The CHAIRMAN: I do not think your question was answered, Mr. Horner.

Mr. HORNER (*Acadia*): No. My questions deal with proceedings No. 3, the last page, page 110. For the months September, October, November and December the figures given on that table, dollars and cents, differ by as much as $10,000, when compared with proceedings No. 6, for the same months, on page 309.

I wonder why these figures should not be a little closer.

Mr. BEAUDET: I thought I had answered that question. I am sorry, if I did not. The only explanation I can give—which at the time was worrying me stiff—was inefficiency on the part of toll collectors.

Mr. HORNER (*Acadia*): Why would the table have two different sets of figures for the same months?

Mr. BEAUDET: I am sorry; perhaps I did not understand your question properly.

Mr. HORNER (*Acadia*): On proceedings No. 3, page 110, on the very back cover, for the months of September, October, November and December, for the years 1958 and 1959—

Mr. BEAUDET: Yes.

Mr. HORNER (*Acadia*): —the figures given in that table are different from the figures given in proceedings No. 6, at page 309 for the same months, the same years.

Mr. BEAUDET: I had expected that question many days ago. I even prepared an answer for it. It is a complicated one.

The statement filed, appendix N and O, proceedings No. 3, Wednesday, March 16, 1956, and headed "Jacques Cartier bridge; financial and operating statistics, years 1930-1959" is a copy of the official financial statement which has been audited by the Auditor General's office.

The second column of this statement shows the total proceeds from collection of tolls which were accounted and recorded in the bridge financial books by the employees of the comptroller of the treasury in Montreal.

The statement filed as exhibit 14 and headed "Comparative statement of monthly revenue from tolls by classification of vehicles for the years 1953 to 1959, inclusive", appendix O, proceedings No. 3, is not a financial statement. It is a monthly traffic statement shown in dollars and cents and prepared in this form, at the request of the chairman of this committee, for the purposes of comparison only to establish the trend of traffic.

When I received from my chairman a request to file this document, I immediately mentioned, "Now, there will be figures that will not jibe. Could we give the statement in vehicles, so it will jibe with the financial statement?" My chairman said that the chairman of this committee wanted it in dollars and cents, so we prepared it in dollars and cents. I will explain how this was prepared.

Traffic statistics for the bridge are kept on the basis of the number of vehicles crossing the bridge, and not on the basis of revenue from tolls. Prior to September 8, 1959, records of traffic statistics were based on the number of receipts, or tickets issued for each classification of vehicle. From September 8, 1959, no records of traffic statistics were based on actual count—I am sorry—records of traffic statistics were based on actual count of various types of vehicles passing the toll lanes as registered on automatic counters.

The chairman having requested that the comparative statement be prepared on the basis of revenue from tolls, it was prepared by multiplying the number of vehicles shown on our traffic statistics, for each classification, by the respective toll rate. A statement of official financial records showing the proceeds from collection of tolls on a monthly basis could have been prepared, but it would not show revenues for various classifications, as a financial statement cannot be kept on that basis.

Does that answer your question, or do you want more explanation on it?

Mr. HORNER (*Acadia*): That gives it some explanation all right, although the way it appears to me—and I may not have grasped the answer properly—is, on the one table there might be overages and shortages included, and on the other one there would not, because it was figured exactly from the tickets, multiplied by the tariff. Would that be a proper assumption?

Mr. BEAUDET: Yes. But we give, a bit further on, overages and shortages. The bank is closed on Saturday and Sunday; the treasury office is closed on Saturday and Sunday, so the collections for Saturday and Sunday were deposited with the treasury office on the Monday. I will give maybe the worst example, July 1, which is a holiday following a Monday: so you have the Friday noon, or afternoon collection, the Saturday, the Sunday and the Monday collection, which reached the treasury office on the Tuesday. These revenues

are put in as revenue in July, because they were deposited with the treasury officer in July. But the record of vehicles for up to June 30 midnight is included in the June figures. So if we take the vehicles' record, multiply it by the rate, it will not balance with the money received by the treasury officer. Is that point clear?

Mr. HORNER (*Acadia*): Yes.

Mr. DENIS: Mr. Beaudet, before the automatic toll equipment was installed, did you have an opportunity to examine or study any other system of manual toll collection in the province of Quebec or the United States? Also, will you tell the committee if the way your manual toll collection was operating is any different, better or worse than any other known at the time?

Mr. BEAUDET: Yes, we did that, and I would refer particularly to the Taller and Cooper cash register type of toll collection. The province had such equipment before the tolls were abolished on the Legardeur bridge, I think, at Montreal East.

I paid a visit to that bridge about six months before the tolls were taken off, and while I was in the office talking to the superintendent about this machine—which was supposed to verify all transactions, and the money balanced with the cash register—two toll collectors came in, dropped their money on the table and the cashier counted the money. To one of them, the cashier said, "You are $12 short". The toll collector put his hand in his pocket, took $12 out and put it on the table.

To the next one, he said, "you are $2 over". The cashier took $2 and gave it to the toll collector. I walked away satisfied that the Taller and Cooper equipment was not any better than we had.

Mr. DENIS: Is the system you have on the Jacques Cartier bridge any different from the one on the Victoria bridge?

Mr. BEAUDET: At the present time?

Mr. DENIS: At the time? I mean, the manual toll collection system?

Mr. BEAUDET: Exactly the same.

Mr. DENIS: Did you have the opportunity to go to the United States as well when you made an investigation about automatic toll equipment?

Mr. BEAUDET: Yes. I think I mentioned this in previous proceedings.

Mr. DENIS: Was there any different manual toll collection system than the one you had before the installation of the new, automatic equipment?

Mr. BEAUDET: No. Where the manual collection system was prevailing, it was of the same type, on the basis of a receipt issued.

Mr. DENIS: If I understand correctly, you installed the automatic toll equipment about the same time as they did in the United States, I think, as far as the Everett turnpike is concerned, and the oher one, Parkway?

Mr. BEAUDET: No, shortly after.

Mr. DENIS: Did you try to get from those people whether the difference of system showed, in their case, any increase such as the one we are facing now?

Mr. BEAUDET: Yes, they all indicated to me that there were some increases when automatic toll equipment was installed.

Mr. DENIS: Is the average about the same as ours here, or is it higher, or lower?

Mr. BEAUDET: I think I have mentioned once that it is not possible to obtain figures from those installations in the United States, because they did not place all the toll on the machine at the same time. I have referred to one case, the George Washington bridge. On the George Washington bridge there

are only four automatic toll collectors; the balance of the lanes are operated with another very complicated electronic system called—it is a machine manufactured by a company called Mosler.

Every time I went to the United States I paid a visit to the port of New York authority responsible for the administration of bridges in the United States and the tunnels—Holland and Lincoln tunnels. They had the same problem of toll collections that we had. They recognize that the automatic toll collection equipment is the best, and they are gradually changing it to this new system.

Mr. PRATT: May I ask a supplementary question, Mr. Chairman?

The CHAIRMAN: Just a minute. Let Mr. Denis finish, and then Mr. Pratt.

Mr. DENIS: Are you in a position to say whether the prices of the tickets with this new, automatic toll system is any different from those we had before?

Mr. BEAUDET: I am sorry, Mr. Denis; I did not understand your question.

Mr. DENIS: I want to know if the bridge charges the same price now, with the automatic toll collection system, as they used to charge before?

Mr. BEAUDET: We cannot say it is exactly the same charge.

Mr. DENIS: Have you got that kind of booklet of tickets for those who travel every day?

Mr. BEAUDET: No, those tickets have been replaced by tokens.

Mr. DENIS: I mean, before this automatic equipment was installed, did you have a booklet of tickets for those who used to go to work over the bridge every day?

Mr. BEAUDET: Yes.

Mr. DENIS: At a less expensive price for the fare?

Mr. BEAUDET: Yes.

Mr. DENIS: Could you tell the committee the difference?

Mr. BEAUDET: It was $6 for a 50-trip book.

Mr. DENIS: If the traveller did not buy that—

Mr. BEAUDET: I am sorry. I said $6—it is $3.

Mr. DENIS: It is $3 for a book?

Mr. BEAUDET: That is right. By the way, this is all in the documents.

Mr. DENIS: If the traveller did not buy this book at $3, and paid the ordinary price every time, what would it work out to be?

Mr. BEAUDET: Twenty-five cents for the car—

Mr. DENIS: I mean, the $3 would cost the traveller how much? I want to know how much a traveller would pay if he did not buy that booklet?

Mr. BEAUDET: That is what I am trying to say. Twenty-five cents for the automobile; 2½ cents for a passenger. If he bought a 10-ticket strip, five cents for a passenger; if he did not buy the strip—

Mr. DENIS: You compare $3 with 25 cents. That $3 booklet is for how many?

Mr. BEAUDET: I said, for 50 tickets.

Mr. DENIS: Otherwise he would have to pay 25 times 50?

Mr. BEAUDET: You mean that if they were not using the commuter book, they would have to pay $12.50 instead of $3?

Mr. DENIS: Yes.

Mr. BEAUDET: That is correct.

Mr. DENIS: Which does not exist today, with this automatic toll collection system?

Mr. BEAUDET: Today the tickets have been replaced by tokens, which sell 50 for $4. The little book of 50 tickets which used to cost $3 has been replaced by 50 tokens.

Mr. DENIS: Which cost $4?

Mr. BEAUDET: Which cost $4.

Mr. DENIS: And before, when you had no booklet, for the same number of trips it would have cost $12.50?

Mr. BEAUDET: That is correct.

The CHAIRMAN: Have you any other questions, Mr. Denis?

Mr. DENIS: No.

The CHAIRMAN: Mr. Beaudet, Mr. Horner has sent up a request asking if it would be possible for you to table the explanation you gave regarding finances.

Mr. HORNER (*Acadia*): There was a part that you did not read in. You said you had an answer prepared, but you did not give it all.

The CHAIRMAN: It will be put in.

Mr. BEAUDET: You want this tabled?

Mr. HORNER (*Acadia*): I thought you had it typed out.

Mr. BEAUDET: No, this is a written statement. I can have it typed.

The CHAIRMAN: It is in the record.

Mr. HORNER (*Acadia*): I thought you said you had the answer prepared.

Mr. BEAUDET: If the committee would allow it, I could see you afterwards and give you some examples.

Mr. HORNER (*Acadia*): That is right; it will go in the report.

Mr. PRATT: Mr. Beaudet, you considered it was your duty to keep in close touch with the American authorities in regard to toll collections?

Mr. BEAUDET: I do not think I have made that statement, Mr. Pratt, and I do not think I considered it my duty to be in close touch with them. I thought it was my duty to find out what others were doing, but not necessarily to be in touch with them.

Mr. PRATT: By "close touch" I meant that you did consider it your duty to keep yourself posted on what was going on in other parts of the world as regards the efficient collection of tolls?

Mr. BEAUDET: That is correct.

Mr. PRATT: And this included the American authorities?

Mr. BEAUDET: That is right.

Mr. PRATT: Can you tell the committee if there was any tremendous increase in tolls after the Americans installed equipment similar to the equipment which you now have on the Jacques Cartier bridge?

Mr. BEAUDET: I just answered that question—and those figures cannot be established because the whole toll plaza was not equipped with automatic toll machines all at once. On the George Washington bridge they installed four machines out of, I think it is, 32.

Mr. PRATT: I think we can perhaps shorten this, Mr. Chairman, by accepting Mr. Beaudet's answer, that to his knowledge there was no tremendous increase in tolls in the United States.

Mr. BEAUDET: No. The only one—

Mr. PRATT: I am satisfied, Mr. Chairman, with that answer.

The CHAIRMAN: Is that all, Mr. Pratt?

Mr. PRATT: No, I have other questions.

The CHAIRMAN: All right.

Mr. BEAUDET: May I finish answering your other question?

Mr. PRATT: If you have more to say, I will not stand in your way, Mr. Beaudet. Please continue.

Mr. BEAUDET: Thank you. There was only one exception, which was the Garden State Parkway. In one plaza on the Garden State Parkway, out of nine or ten, I think, they indicated verbally to us that the increase was in the order of 20 per cent.

Mr. PRATT: Mr. Chairman, Mr. Beaudet has said that no machines existed to count traffic before the installation of the present system on the Jacques Cartier bridge.

I think it must be pretty well known to members of this committee that manually operated equipment for counting traffic existed long before this bridge was even thought of. These counters have been used at places of amusement, at sports events, for counting traffic for many, many years.

I would like to ask Mr. Beaudet if such manually operated counting equipment was ever used for routine, frequent periodic checks—and if not, why not?

Mr. BEAUDET: Yes, they have been used. I should say that this is a machine, but on my definition of a machine for counting vehicles I was thinking exclusively of a machine without a person operating it every time a vehicle went over it. But a type of manual counter has been used for traffic counts, which is described in a document I mentioned to you a few minutes ago, which is headed "Record of checks and investigation of toll collection", page 3, item 4, dealing with traffic counts. That type of hand traffic count was used.

Mr. PRATT: I would like to know, if these were used, how frequently they were used—and, if they were efficient, why were they not used more often?

Mr. BEAUDET: They were used between October, 1952 and August, 1959, on three consecutive days each month for a period of three hours during morning peak traffic and three hours during the evening peak traffic.

Mr. PRATT: Why were they not used more frequently—say, once a week?

Mr. BEAUDET: The result that we obtained from those indicated—for the same reason that I have explained in the matter of traffic counts by other methods—that they were far from being conclusive. We carried them on just the same for two reasons, which I outlined here—to establish a traffic trend for bridge design, and widening purposes. But unless we were capable of relating the revenues to the vehicle counts, there was not much point in making a vehicle count just for the sake of making it. And I have explained, in answering Mr. Chown, that we could not relate the two, because of the commuter's ticket.

Mr. PRATT: Why could not this group relate these two, when it is used efficiently in other fields of activity where there are customers? These automobiles and trucks, although they differ in character, they are still customers. Why could not this system be used to count these customers efficiently, in relation to your sales of tickets? I do not understand this.

Mr. BEAUDET: I know what you are driving at, Mr. Pratt. It would have been possible—this is what you are driving at—to have a toll collector at one end of the bridge and somebody at the other end of the bridge?

Mr. PRATT: Very possibly.

Mr. BEAUDET: Somebody at the other end of the bridge collecting the receipts. But in San Francisco this was done—but the collector beat it.

Mr. PRATT: How?

Mr. BEAUDET: They just got in cahoots and only took part of the receipt for one vehicle, instead of two parts of one receipt for two vehicles.

Mr. PRATT: So in order to keep these men from getting into cahoots, you dropped the system entirely and let them free?

Mr. BEAUDET: Yes.

Mr. PRATT: That does not make sense.

Mr. BEAUDET: That is a question in my mind, and this is only a matter of opinion; it is not a matter of fact. Do you think that the traffic on the bridge would have stood up for this? That is one thing. No. 2, it would have been necessary to put some gates at both exits of the bridge; that is, the Montreal end and the south shore end of the bridge.

Mr. PRATT: Do you not think with the loss involved of something like $1 million that it would be worth while?

Mr. BEAUDET: Have you established that there was a loss of $1 million?

Mr. PRATT: Apparently there is a difference of $1 million between the increase which took place in September, 1959.

Mr. BEAUDET: Apparent.

Mr. PRATT: With such an apparent loss would it not be worth while to put gates at the end of the bridge?

Mr. BEAUDET: At that time, no.

Mr. PRATT: You were aware of leakage?

Mr. BEAUDET: In 1958, I was aware of losses.

Mr. PRATT: Never before 1958?

Mr. BEAUDET: Yes. I told this committee it started in 1957.

Mr. PRATT: You thought it not worth while to put in gates?

Mr. BEAUDET: No. In 1956, the board had approved in principle the installation of the automatic toll equipment. The bridge was being raised at the time, and as I say it was a physical impossibility to put in the type of barriers you are talking about at both ends of the bridge. Certainly I do not think the Montreal traffic would have stood for it. Of course, this probably is no reason to stop it. But the big thing is, what would you have got out of it?

Mr. PRATT: That is a very good question, Mr. Beaudet. I would like to ask one more question. Mr. Beaudet has claimed that the extra lane is partially responsible for this tremendous increase in 1959. Now it seems to me an extra lane would speed up traffic. I do not see how it would add one car to the traffic crossing the bridge. Would you explain how an increase in the number of lanes would increase the traffic? If this is so, why not add ten more lanes and make a real killing? I take your silence to mean there is no answer.

Mr. BEAUDET: I could crack jokes too, but I think I should be just permitted to answer your questions.

Mr. PRATT: That is no joke.

Mr. BEAUDET: There were about 45,000 or 50,000 vehicles, so-called commuter vehicles, between Montreal and the south shore. These vehicles can use either the Jacques Cartier bridge or the Victoria bridge. If the traffic conditions are better on the Jacques Cartier bridge it stands to reason that more commuters will be attracted to the Jacques Cartier bridge.

Mr. PRATT: Was there a loss on the Victoria bridge after September, 1959 which would show a transfer of the traffic which increased the traffic flow across the Jacques Cartier bridge?

Mr. BEAUDET: This is a question which should be directed to the Canadian National Railways.

Mr. PRATT: Do you not think in your position that you should have these figures, as they are rather important ones.

Mr. BEAUDET: We have some traffic figures in respect of bridges which indicate that during the construction period the commuter traffic switched back and forth between the Jacques Cartier bridge and the Victoria bridge, depending on the work conditions during the lifting of the Jacques Cartier bridge and the changing of the Victoria bridge. But we have no figures on revenue.

Mr. SMITH (*Simcoe North*): Mr. Beaudet, when you were preparing the schedule of tolls and were submitting it to the Quebec government and the federal government, did you do any projection of revenue as to whether the revenues based on any set of figures would be increased or decreased?

Mr. BEAUDET: Yes. We made an attempt to establish this. All we could do was to make an attempt. I would like to elaborate on this. To start with, we knew that we would lose some $200,000 or more by eliminating the passenger fare, but that was to be compensated for by an increase in the commuter rate from $3 for fifty tickets to $4 for fifty tokens. There were cases in which it was more difficult. There was the question of trucks. In the old tariff we had trucks at 40 cents and trucks at 60 cents and so on. Those figures of 40 cents and 60 cents, by the way, were based on the carrying capacity of the vehicle or what is called the curb weight of the vehicle. I might mention that was a very difficult thing to assess. I myself have seen many vehicles. The supervisor of the toll collectors sometimes would ask me "What is this truck; is it 40 cents or 60 cents?" I could not answer. I wrote to the manufacturers or the company to try to have something which we could give the toll collectors. The manufacturers themselves were not capable of telling me this truck should go for 40 cents and that one for 60 cents, because with a different type of box a truck can carry more. Anyway, the new tariff being on the axle, we were trying to relate those axles to the various types of vehicles and classifications. We were aiming at having the truck which had paid 40 cents paying 50 cents, and the truck which had paid 60 cents paying 50 cents; but it was difficult to attain this because the two tariffs were on a completely different basis, the present one on the carrying capacity of the vehicles and the newer one on the number of axles.

Mr. SMITH (*Simcoe North*): What was the net amount of your projection so far as it went based on the same traffic?

Mr. BEAUDET: We estimated an increase in trucks of from ten to twelve per cent.

Mr. SMITH (*Simcoe North*): Which would have been a net increase in revenue of how much?

Mr. BEAUDET: An overall decrease of $100,000.

Mr. SMITH (*Simcoe North*): Your projections then indicated there would be a net decrease in revenue of $100,000 with the new tariff based on the year 1956?

Mr. BEAUDET: Yes.

Mr. SMITH (*Simcoe North*): The study indicated, so far as your statistics went, that after the new tariff had been in effect in 1956, there would be a net decrease in revenue of $100,000.

Mr. BEAUDET: Yes.

Mr. SMITH (*Simcoe North*): Which in some ways makes the later discrepancy even more startling than might appear on the face of it.

Mr. BEAUDET: I must agree with you.

Mr. CAMPBELL (*Stormont*): Mr. Beaudet, was it ever considered that these toll collectors who handled public money should be bonded?

Mr. ARCHER: Yes.

Mr. J. F. FINLAY (*Legal Adviser, National Harbours Board*): They are covered now under the Financial Administration Act.

Mr. CAMPBELL (*Stormont*): Were they covered prior to the installation of the automatic tolls?

Mr. FINLAY: They were, at least technically.

Mr. CAMPBELL (*Stormont*): Individually, as a condition of employment, did you ever consider having them give a bond as a consideration for employment?

Mr. FINLAY: My understanding is it was never done.

Mr. CAMPBELL (*Stormont*): Have you any idea why that was not done? Would it not be a very normal precaution in respect of persons handling public funds, as a prerequisite of employment, that they be bonded?

Mr. FINLAY: No. Then you would have a duplication. At least from the legal standpoint they were covered under the public officers guarantee fund.

Mr. CAMPBELL (*Stormont*): Were any claims ever made against the fund?

Mr. FINLAY: No.

Mr. CAMPBELL (*Stormont*): Is there any likelihood of any claims being made? Is that anticipated?

Mr. ARCHER: I think that will depend largely on the results of the R.C.M.P. investigations. There was no evidence of dishonesty.

Mr. CAMPBELL (*Stormont*): Do you know of any places other than the Jacques Cartier bridge where there is a receipt system where the receipts are not collected? Is not the basis of issuing receipts that they will be collected?

Mr. BEAUDET: The Victoria bridge was on the same system as the Jacques Cartier bridge.

Mr. CAMPBELL (*Stormont*): Do you know of any other system, whether the entrance to a theatre or a ball park, or any place else, where a receipt is issued and is not collected? Is not that the raison d'être?

Mr. BEAUDET: Yes. This is a system you see at every one of those places you just mentioned.

Mr. PRATT: In other words it was not for income tax purposes.

Mr. BEAUDET: Perhaps, Mr. Campbell, I did not understand you correctly.

Mr. CAMPBELL (*Stormont*): Previously you mentioned that in respect of bridges, tunnels or that short of thing you had investigated a number in the United States, or you knew of them, and the most common system of collection involved receipts. I would think, certainly in my experience, that any time there are receipts the receipts are collected.

Mr. BEAUDET: Collected by the man who handed the receipt out?

Mr. CAMPBELL (*Stormont*): No; by another man so that there is a check on them. Otherwise, there is no check on the receipt.

Mr. BEAUDET: I do not agree with you. The only installation of which I know where a receipt was issued at one end and collected at the other end was the Victoria bridge, and I believe that was prior to 1920.

Mr. CAMPBELL (*Stormont*): By way of clarification, you mentioned some possible reasons for the discrepancy between the income before and after the installation of the automatic tolls, and the Montreal *Star*, with which we are familiar, made an analysis of these figures. They suggested that from their analysis there was roughly a discrepancy of approximately 30 per cent on the Jacques Cartier bridge and approximately 5 per cent on the Victoria bridge. Would that seem to be reasonably possible?

The CHAIRMAN: Mr. Campbell, I do not think Mr. Beaudet can compare the Jacques Cartier bridge to the Victoria bridge, as he does not have the figures on the Victoria bridge.

Mr. CAMPBELL (*Stormont*): These are the questions I have to ask of Mr. Beaudet, but I would like to ask the accountant some questions.

Mr. Phair, you are a chartered accountant I presume?

Mr. PHAIR: A certified public accountant.

Mr. CAMPBELL (*Stormont*): I presume that all the accountants whether employed by the Jacques Cartier bridge, working on records of the harbours board or as treasury officers, are also C.P.A.'s?

Mr. PHAIR: No, they are not.

Mr. ARCHER: They are not employed by us but by the Civil Service Commission.

Mr. CAMPBELL (*Stormont*): Would not the chief accountants who are concerned with the Jacques Cartier bridge be professional men, or C.P.A.'s?

Mr. PHAIR: No.

Mr. CAMPBELL (*Stormont*): There were two groups concerned with the financing of the Jacques Cartier bridge, some of them civil servants employed by the National Harbours Board and others employed by the Receiver General. Is that right?

Mr. PHAIR: The accounting was done by the members of the staff of the comptroller of the treasury.

Mr. CAMPBELL (*Stormont*): Who had the responsibility for the accounting?

Mr. PHAIR: Employees of the comptroller of the treasury.

Mr. CAMPBELL (*Stormont*): In your work over the years did you have any doubts or apprehension at all, first about the system of accounting on the Jacques Cartier bridge and, secondly, about the accuracy of the figures you were receiving? Did you have any questions at all about it? Did it seem to you to be as foolproof a system of accounting as you were familiar with elsewhere?

Mr. PHAIR: All we did was the accounting. The collecting was done by the National Harbours Board.

Mr. CAMPBELL (*Stormont*): I appreciate that. But as C.P.A.'s you should be familiar with the adequacy of the accounting system. Were you fairly satisfied that the system on the Jacques Cartier bridge was as foolproof as could be devised?

Mr. PHAIR: Again, we are not the auditors of the National Harbours Board. We do the accounting.

Mr. CAMPBELL (*Stormont*): I realize that. As you do the accounting, you were men immediately concerned with the accounting system, and all the auditors had to do was check your figures and any reports. Since you were concerned with the accounting, were you thoroughly satisfied that the system of accounting on the Jacques Cartier bridge was as satisfactory as it was possible to make it? Had you any doubts at all as to the system.

Mr. PHAIR: Personally I did not have.

Mr. CAMPBELL (*Stormont*): Do you know if any of the others had?

Mr. PHAIR: No.

Mr. CAMPBELL (*Stormont*): None whatsoever?

Mr. PHAIR: No.

Mr. CAMPBELL (*Stormont*): In other words you were quite convinced at the time it was as foolproof a system of accounting as you would have installed for this type of office? You were thoroughly satisfied with the system?

Mr. PHAIR: I would like to say I have been in my present position only since December, 1957.

Mr. CAMPBELL (*Stormont*): Who were your predecessors?

Mr. PHAIR: Mr. R. E. Davis was my predecessor.

Mr. CAMPBELL (*Stormont*): So far as you know, neither Mr. Davis nor anyone else concerned with the accounting ever voiced a hesitation whatsover about the system in use on the Jacques Cartier bridge, and they were fairly satisfied it was as reliable and foolproof a system as could be devised.

Mr. PHAIR: To my knowledge I know of no doubts about the accounting system.

Mr. CAMPBELL (*Stormont*): If there were any doubts would it not be your duty or the duty of those who were in charge at the time to voice that doubt?

The CHAIRMAN: May I interrupt. The treasury officer at Montreal I believe would be the person to answer those questions.

Mr. CAMPBELL (*Stormont*): Thank you. I will address them to him when he is before us.

Mr. BALDWIN: Mr. Beaudet, I think you were hired in 1954.

Mr. BEAUDET: Yes.

Mr. BALDWIN: And shortly after, in 1955, you became concerned with the question of toll collection on the Jacques Cartier bridge.

Mr. BEAUDET: Yes.

Mr. BALDWIN: You formed a very definite opinion and tried to supply the system of manual collection by one of automatic machines.

Mr. BEAUDET: Yes.

Mr. BALDWIN: And you made trips to the United States to inspect similar operations?

Mr. BEAUDET: Yes.

Mr. BALDWIN: And I think in 1956 your views were described in your strong recommendation which you made to the National Harbours Board that a certain type of equipment should be installed.

Mr. BEAUDET: Yes.

Mr. BALDWIN: You are familiar with the report which Mr. Archer has turned in, and I imagine you were largely concerned in the preparation of that report in connection with this committee inquiry.

Mr. BEAUDET: To which report do you refer?

Mr. BALDWIN: The report turned in by the National Harbours Board. You will find it on page 27 of proceedings No. 2. Would you mind directing your attention to pages 28 and 29. I want to refer you to certain phrases there which I find significant. Looking at towards the bottom of page 28 there is this:

> It became apparent in 1955 that something would have to be done to expedite traffic movements on the bridge and facilitate and provide further safeguards for the collection of tolls.

Then over on page 29 about a third of the way down the page:

> A comprehensive revision of the tariff should be made in order to—

Then item (b):

permits the control of toll collection by mechanical equipment in order to ensure that tolls are collected from every vehicle crossing the bridge and that the proper charge is made for each vehicle.

Then, further down on page 29

—that it still required the toll collectors to continue the collection of money—

And finally:

—decision was deferred on the matter as it was felt that to be most effective the machine must remove the human element from the money transaction—

I think that at that time you meant that the application of human frailty in the collection of these tolls left something to be desired.

Mr. BEAUDET: Definitely.

Mr. BALDWIN: In connection with the strong recommendation you made for the installation of the automatic machines, were you motivated in part—and I use that word advisedly—by a suspicion—and I also use that word advisedly—that there were irregularities in connection with the collection of the tolls.

Mr. BEAUDET: Yes.

Mr. BALDWIN: Had you entertained that suspicion for some time?

Mr. BEAUDET: When I became port manager, in looking over the confidential file of the former port manager, these things particularly dealing with the C.N.R. investigation, I was led to believe it was not 100 per cent correct. It was at that time also, or a little later, maybe in 1955, when I started to hear people mentioning that toll collectors were living on means very much greater than their annual remuneration. However, I would like to express another opinion. I never thought that it could be in 1958 or 1959 as extensive as it has been shown to be.

Mr. BALDWIN: In appearing before the National Harbours Board did you convey your suspicions to the members of the National Harbours Board, in explaining why you wanted automatic tolls?

Mr. BEAUDET: Definitely.

Mr. BALDWIN: Did you have the opinion that they entertained the same suspicion, or did you think so from your conversations with them?

Mr. BEAUDET: I tried to explain to the best of my ability what the situation was. I might even go further and say when I was first confronted with the bridge problem I became more or less convinced they were making their lunch money. Then the C.N.R. investigation disclosed that perhaps it would be greater than that. Although none of these investigations were of the squeeze play type, I think there was no proof that the receipts had not been deposited in the mutilation box. However, to the best of my ability I certainly explained to the board members that I thought there was something wrong and that is why we had to go to the machine system.

Mr. BALDWIN: Mr. Archer, to your knowledge did you or the other members of the board at the time Mr. Beaudet made this recommendation in October, 1956, have suspicions there were irregularities in connection with the tolls on that bridge?

Mr. ARCHER: I was always suspicious where people handled money in a toll system. When I came to the board I looked after the engineering and other matters in respect of the other ports, and when the matter of the simplification of the tariff came up I thought it was a good thing. I went on

the second trip with Mr. Beaudet to see the automatic system in the United States, and I thought it was a very good system. In those days I felt the same as Mr. Beaudet. I did not feel it was to the extent it did in 1957, or 1958 and 1959.

Mr. BALDWIN: In October 1956, you had two meetings of the National Harbours Board and there was some degree of suspicion entertained by Mr. Beaudet.

Mr. ARCHER: He wanted to put in the system, and we agreed at the board meeting of October, 1956.

Mr. BALDWIN: Was this desire to substitute an automatic toll machine conveyed to the minister?

Mr. ARCHER: I was not chairman at that time. The former chairman talked about this with the minister, and I think he could better answer that.

Mr. BALDWIN: Nothing was done until July of 1958?

Mr. ARCHER: I would say there were certain things done. First of all we had to revise the tariff. When we approved the system in principle we wanted to know the exact cost of the installation and to go into the details of it.

Mr. BALDWIN: If you refer to the minutes of your meeting held on October 24, 1956, I see the actual costs of the temporary installation are contained in the minutes of that meeting—that is, the cost of installation and the cost of rental are contained in that resolution.

Mr. ARCHER: That is the temporary one, and we wanted to know about the fully automatic.

Mr. BALDWIN: The recommendation contained in this resolution was for the immediate installation, on a temporary basis.

Mr. ARCHER: We had to revise the tariff at the time. I think further studies were made by Mr. Beaudet concerning the actual total cost of the installation of the automatic.

Mr. BALDWIN: I understand; and you said in your resolution, that there is a 4 to 6 months' lag between placing the order and acquiring the machinery. If you read your resolution, I think the suggestion is that it can be installed on a temporary basis, and then re-installed after the improvements had been made in the bridge. However, we do not need to pursue that.

As I read the minutes, nothing was done as far as securing the bond of the Quebec government was concerned, till July, 1958.

Mr. ARCHER: The tariff we had at the time we revised. We could not go to the province with it. To start with, because it was for books of tickets, and we had to change it to tokens. We were discussing the matter of dropping the passenger fare, which was a drop in revenue of $200,000.

As explained by Mr. Beaudet, in the total revision of the tariff—though something had been done about the revision, it still had to be revised. We went to the province in May, 1958.

Mr. BALDWIN: I have here a document you were good enough to file at my request, and that says:

> On April 26, 1958, the board authorized the Montreal port manager to place an order with the Quebec Electro Control Limited for the purchase of all necessary equipment required to operate the automatic toll machines. The order was placed on May 20, 1958.

I assume the first concrete steps that were taken in connection with this were taken in May, 1958?

Mr. ARCHER: Concerning the equipment itself, but not as to tariff and the studies about the tariff.

Mr. BALDWIN: I understand that.

Mr. ARCHER: We sort of anticipated approval of the tariff, because we ordered the equipment before knowing whether it would be approved or not.

Mr. BALDWIN: There would probably be six or eight months prior to the placing of these orders? You would have done about eight months' preliminary work?

Mr. ARCHER: About six months.

Mr. BALDWIN: The procedure which was followed in the placing of orders would have originated some time in the latter part of 1957?

Mr. ARCHER: I think that was discussed—there were discussions with the minister at the time, and revisions of tariffs. We changed them three or four times. First we thought we might put, I think, 10 cents for a token, or 50 tokens for $5.00; and we changed to 50 for $4.00. We discussed the matter as to whether we should sell tokens to everyone or limit it to a certain area—to commuters—and we came up with the conclusion it was not practical.

Mr. BALDWIN: You went to the present minister in April, 1958?

Mr. ARCHER: Yes, as chairman.

Mr. BALDWIN: Within two or three weeks of going to him you secured authorization to proceed?

Mr. ARCHER: Yes, very shortly after.

The CHAIRMAN: Mr. Keays.

Mr. KEAYS: Mr. Beaudet, I understand that you had the collectors' daily sales report made?

Mr. BEAUDET: Correct.

Mr. KEAYS: And occasionally spot check reports?

Mr. BEAUDET: Yes.

Mr. KEAYS: Occasionally you had spot checks made?

Mr. BEAUDET: Yes.

Mr. KEAYS: As I look over the statistical record which you have handed us this morning—

The CHAIRMAN: Is that toll collectors' overages and shortages?

Mr. KEAYS: No, it is the statistical record of toll collectors' overages and shortages.

Mr. BEAUDET: Yes, I have those documents.

Mr. KEAYS: P. Normoyle—this is 1947—

The CHAIRMAN: I will be glad if you would not mention toll collectors' names.

Mr. KEAYS: Thank you.

Way down the list one has a shortage in 1947, of $77.60, which is the highest in that year?

Mr. BEAUDET: Yes.

Mr. KEAYS: In 1948 the same one has the highest shortage in that year, a shortage of $86.20?

Mr. BEAUDET: Yes.

Mr. KEAYS: In 1949 the same person has a high shortage, although he is only fourth in the list. In 1950 he has the second highest shortages of that year?

Mr. BEAUDET: Yes.

Mr. KEAYS: In 1951 he has the fifth highest?

Mr. BEAUDET: Yes.

Mr. KEAYS: In 1952 he is improving: his shortage is lower.

In 1953 he is improving more, and is tenth down the list. In 1954 he is still down, and down heavily. In 1955 he is still down. In 1956 he is down, but he was transferred for inefficiency in that year?

Mr. BEAUDET: Yes.

Mr. KEAYS: It seems to me that from 1947 to 1957 the same person would be ranking about first in order of shortages in the ten years, and it took that time to find out that he was inefficient?

Mr. BEAUDET: I do not think that he would have been dismissed for inefficiency on the basis of those reports.

Mr. KEAYS: Why not? The same think happens year after year. It could happen occasionally, but not ten years in a row.

Mr. BEAUDET: To start with, could I be told where you see this particular collector we are dealing with has been dismissed for inefficiency?

Mr. KEAYS: It is in your report, proceedings No. 3.

Mr. BEAUDET: Yes?

Mr. KEAYS: I am sorry, he was laid off.

To go to another case, it appears in 1947, and he goes along every year—with the exception of one—and has had a net deficit in his collections.

Mr. BEAUDET: Could you tell me which number from the top?

Mr. KEAYS: No. 2 on the list.

Mr. BEAUDET: Yes.

Mr. KEAYS: Then I go to another one, who comes along in 1949, third down the list. He has a net deficit every year. I cannot see anywhere in proceedings No. 3 where anything has happened to him yet.

Mr. BEAUDET: This particular man is now a clerk.

Mr. KEAYS: He has had a net deficit every year since he has been employed?

Mr. BEAUDET: It is quite possible.

Mr. KEAYS: Somebody just mentioned Steinbergs would not put up with it.

Mr. BEAUDET: We have to remember that we are dealing with one annual report. There are some 200-odd shifts in that year. That is at 25 cents shortage per shift. That will annually be $40.

Mr. KEAYS: That is his lunch money?

Mr. BEAUDET: I do not think they were having 25 cent lunches.

I do not think even Mr. Steinberg would dismiss any of his girls for shortages of 25 cents. Since you refer to them, it is very interesting that last Saturday I happened to talk to the manager of Steinbergs in my community.

Mr. PRATT: With a view to what, Mr. Beaudet?

Mr. BEAUDET: Just to find out what the shortages and overages were in the cash register. He tells me they vary from 5 cents to $20 on every shift. I asked that very question, "When there is a shortage of $20 do you recover that $20 or fire the employee?" The answer was, "No, we do not fire the employee." The $20 shortages usually occur with new employees, and with older employees it may go up to $10, which they do not recover.

Mr. KEAYS: Do you not think over a period of years, when these things keep happening year after year, special attention should be given to them?

Mr. BEAUDET: Who says no special attention was given them?

Mr. KEAYS: In that one, for example, of April 14 your supervisor of toll collectors made a report to the port manager?

Mr. BEAUDET: Which document is this?

Mr. KEAYS: 1947.

Mr. BEAUDET: Might I say I was not in charge at the time?

Mr. KEAYS: At any rate, concerning No. 19 he says:

> I have been advised, this date, by Mr. Oliver, treasury officer, that a discrepancy of $25 occurred ... (on) the 18th March.

Down further, there is a third paragraph:

> When asked for a statement regarding this shortage... (he) ... could not offer any satisfactory explanation merely stating that he could not remember that far back.

Then the next sentence goes on, with a few words in there:

> ...thereby disregarding regulations which definitely forbid such practice.

That is where he balanced his cash receipts with his sales report on that day.

> For this irregularity, I recommend that... (he) ...be suspended for 15 days effective 18th April to 2nd May, 1947 inclusive.

He was suspended in 1947 and carried on for quite a few years afterwards, always with a shortage. Special attention does not seem to have been given to that?

Mr. BEAUDET: This is a case where a disciplinary measure was definitely warranted.

Mr. KEAYS: After 10 years.

Mr. BEAUDET: That took place in 1947, and it is not after ten years.

Mr. KEAYS: He was still working in 1957?

Mr. BEAUDET: I must repeat that a shortage of $100 on 200-and-some-odd shifts is certainly not abnormal, because apart from those shortages there are some overages for those same men.

Mr. KEAYS: When you have a shortage of roughly 10 per cent of your total collections, that is a good profit?

Mr. BEAUDET: No, it is not 10 per cent.

Mr. KEAYS: Your average number of collections per shift is mentioned on each sheet, and it is roughly $200.

Mr. BEAUDET: The total yearly shortage would be equivalent to 10 per cent on a daily average, is that what you mean?

Mr. KEAYS: Yes.

Mr. BEAUDET: That is not very impressive on me.

Mr. DESCHATELETS: What is the amount involved in a year?

The CHAIRMAN: Let Mr. Keays finish.

Mr. KEAYS: I have gone along with those who have been short.

Mr. BEAUDET: Yes.

Mr. KEAYS: I will go along now with the collector who is No. 1 on the list in 1947. You will note that in 1947 he had the highest overages?

Mr. BEAUDET: Yes.

Mr. KEAYS: In 1948 he had the highest?

Mr. BEAUDET: Yes.

Mr. KEAYS: In 1949 he was second. In 1950 he was the highest. In 1951 he was the third highest. In 1952 he dropped down a little bit, but he was retired on pension. He had the highest average of overages in all the time that he was so employed, and then, fortunately, they retired him. Apparently he did not have much lunch money.

Mr. BEAUDET: The only answer I can give is that he was a little sharper than the others when it came to making change.

Mr. BALDWIN: It sounds like retroactive social security.

Mr. KEAYS: I would like to ask Mr. Beaudet if he is convinced that there was close scrutiny or a close check on the collectors.

Mr. BEAUDET: I think I can anwser from the time I took over as port manager. Then there was definitely very close control of these facilities. You have to remember that my representatives on the site are the supervisor of toll collectors and the assistant supervisor of toll collectors, whose duties are, at every minute, to make sure that the tolls are properly collected. They are the people responsible to make sure the tolls collected are properly collected.

Mr. MCPHILLIPS: I move we adjourn, Mr. Chairman.

Mr. BEAUDET: It is, of course, my duty to see that these people carry out their job.

Mr. KEAYS: With regard to the first man I have mentioned, way down the list by number—and I am sure you know about him—how many times has disciplinary action been taken against him?

Mr. BEAUDET: Let us look at the year 1947.

Mr. KEAYS: He is 16th down the list.

Mr. BEAUDET: I remember this case very well. He was disciplined many times, and although it says "laid off" it was more than "laid off". He was politely—

Mr. KEAYS: Fired?

Mr. BEAUDET: Yes, fired.

Mr. FISHER: Have we a quorum? I move we adjourn until after lunch.

Mr. CHOWN: I second that.

The CHAIRMAN: Mr. McPhillips made a motion seconded by Mr. Chown that we adjourn.

Before we adjourn I have one or two comments. Mr. Creaghan is away and Mr. Bourbonnais has been selected in his place. Is that satisfactory?

Agreed to.

The CHAIRMAN: Mr. Fisher is here ex-officio at the present time, and he will be put on the committee again this afternoon, I understand.

Mr. Archer and Mr. Beaudet, re these letters that is was moved by this committee should be produced, "personal and confidential", regarding employment, and handed over to the clerk of the committee, when can that be done?

Mr. BEAUDET: These files are in my personal locker, and I have the key in my pocket. If I am afforded time to go to Montreal tomorrow I will come back with them.

The CHAIRMAN: That is fine. We are not sitting tomorrow. If you could produce them for us on Friday? They are to be placed in the hands of Mr. Jones, the clerk of this committee. He has a locker into which they can go, and they will be locked up. Have you any idea of the size of the file?

Mr. BEAUDET: No, but it is very small.

The CHAIRMAN: Thank you very much.

Mr. PRATT: Mr. Chairman, would I be in order in raising a small question of procedure before we adjourn?

The CHAIRMAN: Yes, Mr. Pratt?

Mr. PRATT: It was pointed out by the chairman that the resolution of Mr. Smith at page 274 did not specify letters of members of parliament or ministers.

I would like to point out to the members of the steering committee that this motion sprang from an original request of Mr. Pigeon at page 163, in which Mr. Pigeon asked:

> would it be possible for us to have, in the case of each employee mentioned in pages 98 and 99, in each case, the employees suspended, transferred or who resigned, letters of recommendation addressed in this regard by members of parliament or ministers, including letters addressed by members of parliament for reconsideration of the matter in the case of suspension or dismissal, in each case?

The CHAIRMAN: The motion in this case will cover all that.

Mr. PRATT: Thank you.

The CHAIRMAN: We will meet at 3.30 again today.

Mr. FISHER: Where?

The CHAIRMAN: Right here, in this room, at 3 o'clock or as soon after 3 o'clock as you can get here.

Mr. MCGREGOR: Right after orders of the day?

The CHAIRMAN: Right after orders of the day, we will meet in this room.

The committee took recess.

AFTERNOON SESSION

TUESDAY, April 5, 1960

3.20 p.m.

The CHAIRMAN: Gentlemen, I see a quorum. Mr. Finlay, the legal advisor, said that he had an answer for Mr. Campbell on bonded employees. I am going to ask Mr. Finlay to speak.

Mr. FINLAY: I wanted to amplify my reply this morning. I said it was the Financial Administration Act. That was through from 1952 on. Prior to that there was a public officers' guarantee account, a system which was somewhat different. A particular crown corporation obtained as much security as it wished for any of its employees and paid a premium into the account. In fact, the harbours board from 1936 to 1952 had security of $1,000 each on each toll collector and paid a premium into the account. From 1952, on, there was no limit on the security. Prior to that the Montreal harbour commissioners put bonds on these collectors, prior to 1936.

Mr. CAMPBELL (*Stormont*): That $1,000 contribution, would that be roughly equivalent to what would normally be required for private business to be payable—the same amount of money?

Mr. FINLAY: Well, that I would not know.

The CHAIRMAN: I might remind the committee that the interpreters and the officials of the harbour board are still under oath. Mr. Browne is next, then Mr. Chown.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Beaudet, this morning you gave a statement as to some of the reasons it was anticipated that tolls were raised when the automatic toll gates were put in. I would like to deal with one specific aspect of that and refer you to appendix O on page 110, proceedings No. 8. On that page you will find under the heading "Trucks and Buses" and under the month of September, 1959 when the automatic toll gates went in there was a very tremendous increase in trucks, seeming to me to be far and beyond any other increase—about of the order of 40 per cent as far as I can

see, and it reached heights which had never been reached before. I was wondering if there was any explanation of why it would have increased more than any other class.

Mr. BEAUDET: The answer to this is, No. 1, by changing the tariff we expected, as I said this morning, an increase of 10 to 12 per cent in trucks. This is more, of course, than the 10 or 12 per cent. The only explanation would be that possibly the toll collectors were more inefficient on trucks than on automobiles. In all the verifications, in most cases they were done on private automobiles, as I have described at the previous meetings. It was not easy to make verifications on trucks unless you were prepared to hire a fleet of trucks or put more policemen on them. The only verifications that could be done on trucks were the ones carried out by the police and by our own staff, when trucks were stopped in the middle of the bridge to see whether they had a receipt or not. This, incidentally, is equivalent to having somebody pick up receipts at the other end of the bridge, as was suggested this morning.

Those checks on vehicles were made once daily on every shift. A typical example, I think this was tabled this morning—this is the type of check that was made by the supervisor or the assistant supervisor of toll collectors.

Mr. BROWNE (*Vancouver-Kingsway*): In other words, there has never been any investigation, to your knowledge, that went as far as to the trucking operators to determine if they were satisfied with what their employees were doing in going across?

Mr. BEAUDET: Yes, we have inquired from a number of trucking companies and the answer was always, "we know of no irregularities as far as paying of fares or tolls is concerned."

However, I think it was in 1954 when we instituted a system to protect the revenue from trucks. It was this way: we were selling tickets in advance for various types of trucks. So in selling tickets in advance, which is referred to in our documents as reel tickets, for trucks, the National Harbours Board was admittedly getting the revenue from those trucks, and the trucks on going on the bridge would issue one part of the ticket and maintain the other one while crossing the bridge. We sold those tickets. We tried to encourage as many as possible of the large trucking companies to buy these tickets in advance. Towards 1958 they were rather popular. It simplified their own accounting system, and it was a guarantee of revenue on our part.

Mr. BROWNE (*Vancouver-Kingsway*): So then the trucker would not get a receipt when he went across the bridge?

Mr. BEAUDET: No, these tickets were in two parts, the coupon part and the receipt part. Upon going to the tollman he would have to present two parts, one of which was retained by the tollman and the other part he would keep while crossing the bridge. So if he was stopped on the bridge by the police or on a check like this, he would have a receipt to show.

Mr. BROWNE (*Vancouver-Kingsway*): What I was interested in was, I felt if there was any discrepancy on these the trucking operators would have to show them. When they would be filing income tax returns they would have to have receipts of some sort so as to recover the amount of bridge tolls they had paid. I wondered if any investigation had ever been made along those lines?

Mr. BEAUDET: Correct, but I do not think there is any more I can add.

Mr. BROWNE (*Vancouver-Kingsway*): No, I see the point I was driving at.

Mr. CHOWN: I believe this morning, Mr. Beaudet, you said that these suspicions that there was inefficiency in toll collections started in your mind when—what year was it, was it 1954?

Mr. BEAUDET: Prior to that, between 1952 and 1954, 1952 being the year when the former port manager asked me to look into the bridge matter.

Mr. CHOWN: When he made this request of you did he allow that he was suspicious that the tolls were not being collected efficiently?

Mr. BEAUDET: No, I do not remember him mentioning to me that there would be any malfeasance.

Mr. CHOWN: Did you discuss these suspicions on your part with the chairman of the harbour commission, starting back in 1952 or between 1952 and 1954?

Mr. BEAUDET: It was not my duty at that time to report directly to the board. I was reporting to the board through the port manager, but I think that there is a case where I personally was present at a board meeting when the matter of collections was discussed. Yes, it was in 1952. If you will refer to the documents that I filed this morning "list of reports on all cases of overages and shortages of toll collectors in excess of $10 and a few typical reports showing disciplinary measures taken against toll collectors in cases of overages and shortages of less than $10 but in excess of $5—. January 1, 1946 to date" you will find a copy of a letter dated December 11, 1952. This is a memorandum which I, as assistant port manager, wrote to the port manager. You will note that there is a note on the bottom of this document which says:

> This matter was discussed in detail at a board meeting in Montreal on December 12th.

1952. That was a case of the Auditor General upon a surprise audit finding a shortage of $15 on toll collector W. Forest. So I did, as a matter of fact, mention it to the board prior to 1954 because I remember being at that board meeting.

Mr. CHOWN: Who was the port manager at that time?

Mr. BEAUDET: Mr. A. G. Murphy.

Mr. CHOWN: Where is he now?

Mr. BEAUDET: Chief engineer, St. Lawrence seaway.

Mr. CHOWN: Who was the chairman of the harbour commission at that time?

Mr. BEAUDET: Mr. R. K. Smith.

Mr. CHOWN: Have you any personal knowledge that Mr. Murphy reported this to Mr. Smith?

Mr. BEAUDET: Yes. I do not recall the case, to be exact, but these documents would indicate that both the port manager and I, as assistant port manager, discussed this matter of a shortage of $15 on toll collector Forest at that particular meeting, and discussed in general lines the matter of efficiency of toll collectors.

Mr. CHOWN: Upon the appointment of Mr. Archer, did you discuss this matter with him as well?

Mr. BEAUDET: Yes.

Mr. CHOWN: And you were appointed when, Mr. Archer?

Mr. ARCHER: 1958; February, 1958.

Mr. CHOWN: And did you on any occasion discuss this with the former Minister of Transport?

Mr. ARCHER: When we considered bringing in the automatic toll collections I did mention to him the revision, and one of the reasons was to safeguard the tolls. I do not think I mentioned to him that I thought there were major irregularities. I do not think I believed there were major irregularities at that

time; but around that time there were growing rumours that there was an abnormal situation on the bridge. We brought in the R.C.M.P. and I discussed that with the minister, that I was bringing in the R.C.M.P. to verify. Then the Canadian National Railways came in at the same time; After the Canadian National Railways investigation in 1958 I brought to the attention of the minister that following the railways investigation we were going to dismiss eight men, and the minister told me to take every disciplinary action possible against these men.

Mr. CHOWN: What minister do you refer to?

Mr. ARCHER: Mr. Hees.

Mr. CHOWN: I misled the committee slightly because I referred to the former Minister of Transport. You were not appointed under his aegis. That would have to be answered by the former minister or the former chairman of the harbour commission.

One other question, Mr. Chairman, before I leave off. Is there any exchange of information at all between you, Mr. Beaudet and your opposite member on the Victoria bridge?

Mr. BEAUDET: Yes, there are exchanges of information on the matter of tariff and on the matter of vehicles. We have never received from Victoria bridge any information on the matter of the amount of collections on that bridge. The new tariff was changed and discussed at numerous meetings—I would say at least 20 meetings, between us, that is, me and my officials in Montreal and representatives of the Canadian National Railways at the level of the road transport superintendent.

Mr. CHOWN: These tariffs are now completely identical?

Mr. BEAUDET: Correct.

The CHAIRMAN: Mr. McGregor?

Mr. MCGREGOR: Mr. Beaudet, I would like to ask a couple of questions in connection with how the money was transferred. In the first place when the collector puts it in a bag, then what happens?

Mr. BEAUDET: The collector, before placing it in a bag, verifies it with the assistant supervisor.

Mr. MCGREGOR: Two or three men are counting the money?

Mr. BEAUDET: No, there is the collector and the supervisor or assistant supervisor of tolls. After they have verified the count the money is deposited in a bag and the bag is sealed. After the bag had been sealed it was deposited in the safety box.

Mr. MCGREGOR: Where would this safety box be?

Mr. BEAUDET: At the bridge toll house.

Mr. MCGREGOR: The toll house?

Mr. BEAUDET: Correct. From there it was picked up by Brinks Express under contract, to be brought in to our main office in Montreal, 357 Common Street, where it was turned over to the treasury officer. The treasury officer would unseal the bag and count the money anew before depositing it in the bank.

Mr. MCGREGOR: This was put in a safety vault. Who had the key to the vault?

Mr. BEAUDET: Brinks Express. They were the only ones who had a key to the vault—and the treasury officer in the main office, in case the key would be lost.

Mr. MCGREGOR: And these discrepancies that you speak about there were between the count after it was taken out of the vault and when it was put in the bank?

The CHAIRMAN: Mr. McGregor, will you speak louder?

Mr. MCGREGOR: The discrepancies that you showed here this morning were made between the time the money was put into the bag—

Mr. BEAUDET: No, before being put in the bag. The Auditor General came on the site and asked the toll collector to come into the office to check his cash. So he checked his cash versus his receipts and found a shortage of $15, a shortage or overage, I do not remember.

Mr. MCGREGOR: There could not be any possibility of any leak between the time that money was put in the bag and the time it was counted and put in the bank?

Mr. BEAUDET: Yes, we have seen cases of shortages between the bridge and the treasury office. I have never been able to determine—they were small, but I have never been able to determine whether it was Brinks Express or the clerks in the treasury office, except one morning one of the clerks in the treasury office asked me to go up there and he showed me how, with a twist of the hand, he was able to fish out a $1 bill out of the sealed bag.

Mr. MCGREGOR: Without unlocking the bag?

Mr. BEAUDET: Without unsealing the bag.

Mr. MCGREGOR: There must have been a hole in the bag.

Mr. BEAUDET: No, it was right through the bag. They were using the same type of cash bags that were used by the Bank of Canada, and those are locked through a padlock; and there is a wee bit of a space through the knob—

The CHAIRMAN: Through the ring?

Mr. BEAUDET: That is the word I wanted, through the ring that holds the padlock. And through that little hole with a small wire, by twisting the wire, they could, with trouble, mind you, get one bill out of the bag.

Mr. CHOWN: The question arises, who was left holding the bag?

Mr. MCGREGOR: How much was missing out of that bag at that particular time?

Mr. BEAUDET: We had two shortages of this type reported, one of $2 and one of $1.

Mr. MCGREGOR: How would you know whether that discrepancy was through being pulled out of the bag or whether it was between the time it was put in the bag and counted before it was put in the bag, and when it was finally sent to the bank? How would you know the difference?

Mr. BEAUDET: I do not know. That is what I said, we could not pin it down, whether it was an error on the bridge, somebody fishing out of the bag, or an error in the treasury office.

Mr. MCGREGOR: Well, there have been many errors in the counting of that. How would you arrive at the difference of—we will say there was a discrepancy of $35, and somebody else got another $2, that would make it $37. How would you arrive at how that other $2 got into it?

Mr. BEAUDET: The discrepancies you are talking of, I think when you look at your paper you are referring to shortages and overages?

Mr. MCGREGOR: Yes.

Mr. BEAUDET: So these are not based on actual money amounts. They were based on a comparison between the sale of tickets on the one hand and the money on the other hand. However, when two people count a certain amount of money and sign a paper to the effect that there is so much in the bag and then it goes from that point by Brinks Express to another point where two people check the money again, if between those two last points there is a discrepancy you might consider that the loss took place en route, but you cannot prove it.

Mr. MCGREGOR: These discrepancies that you have shown here today, are they in money or on the basis of a comparison with tickets. I am getting a little tired, to be exact, and Mr. Clement could explain that as well as I could. Do you mind if he does so, Mr. Chairman?

The CHAIRMAN: Mr. Clement?

Mr. J. A. CLEMENT (*Superintendent of Bridges, Montreal Harbour, National Harbours Board*): I will have to go back a little bit and explain how the cash was put into those bags after a man came off his shift.

Mr. MCGREGOR: Before the man came off the shift.

Mr. CLEMENT: All right, before. He sold tickets or receipts—let us take one example, and try to make the case a little simpler. You would give 25 cents to the toll collector, and he would give you a receipt. At the end of the shift he had to account for that receipt of 25 cents with 25 cents in money. I am just taking one case to make it simpler. When he came off the shift he took all the money that he had collected during the shift and made a report that we call a denominations of cash report—so many $10 bills, so many $5 bills, so many $2, so many $1 bills, and so many quarters. That money was put into a bag that was locked and sealed, and was dropped into the strong box. Then he would go home.

Mr. MCGREGOR: That is the strong box at the end of the canal?

Mr. CLEMENT: That is the strong box at the end of the bridge.

Mr. MCGREGOR: At the end of the bridge?

Mr. CLEMENT: Yes, in the toll house.

Mr. MCGREGOR: Who had the keys for that strong box there?

Mr. CLEMENT: The treasury officer had the keys, and the Brinks Express had the keys. I am not too sure whether the supervisor of toll collectors did not have the key for Brinks. I think it was Brinks that had the key.

Mr. MCGREGOR: At least two people had keys for that safe?

Mr. CLEMENT: Yes. The money was dropped into the box. Then the toll collector would go home. Of course, before going home he would have to report the ending number of his tickets. Do you understand that?

Mr. MCGREGOR: Yes.

Mr. CLEMENT: The ending number of his tickets was the commencing number for the next day.

Of course, before he dropped his money in the bag the clerk or the assistant supervisor of toll collectors, whichever the case may be, as directed by the supervisor, would check that money like a cashier in the bank would check your money before entering it into the book.

Mr. MCGREGOR: This is before it went into the bag?

Mr. CLEMENT: Yes, this is before it went into the bag. It was verified by the assistant supervisor of toll collectors or a clerk working there. So the toll collector would sign his name to the effect he had reported so much money, so much cash. The clerk or assistant supervisor of toll collectors or the supervisor would verify and sign the denominations slip to the effect there was so much money deposited in that bag.

Once he was gone the clerk or assistant supervisor would prepare the sales report from the receipts. In other words, he would say, "Receipt No. 1 commencing yesterday, and today the ending number is receipt No. 2"—so that man had sold one receipt during that day and had to produce 25 cents for that ticket. In that way the sales report for each toll collector amounted to so much money.

All these reports were sent to the treasury office. In the treasury office they would first verify the cash, to make sure the money reported by the toll collector and verified by the supervisor was in the bag. Then they would

compare that cash with the sales report, and that is where those overages and shortages occurred of 25 cents, 50 cents, 75 cents and, in some cases, $5.08.

Mr. McGregor: Will you explain the difference between what Mr. Beaudet says was missing out of a bag and the regular schedule you have here in this book?

Mr. Clement: Yes, I will explain one particular case which I remember, if you will give me just one minute to browse through this. I think we have it here. This is the case of collector R. Houle, dated April 7, 1957. If you want to refer to the document that was tabled in the list of reports on all cases of overages and shortages, and so on. This is the report dated April 7, 1957.

On that day, or the day previous to that, the treasury officer or, rather, the bridge accountant reported to me that there was a shortage of $10 in the cash of collector Houle. He is the one that knew. He reported to me there was a $10 shortage in the cash of collector Houle.

I, in turn, asked the supervisor of toll collectors, Mr. Poole, to investigate and to report on this case. He investigated, and the reports are here. In the case of Houle he said,

> Concerning the shortage of the $10 in my cash return I remember having three $10 bills. The only thing I can see it must have been misplaced amongst the papers I had on the table, or it might have fallen on the floor.

I will explain to you exactly what the discrepancy was which was found by the treasury.

The assistant supervisor who had checked that cash return had to make his report too:

> Concerning shortage of $10 in collector Houle's cash report of April 3, 1957. I wish to state that when I checked the collector's cash, there was two $10 bills. I admit I was inaccurate in making the extension which shows $30 instead of $20 but regardless of this error, it is evident, in any opinion a shortage of $10 would have shown.

Presumably, what happened there was that in his cash collector Houle had three $10 bills. He wrote on his denomination of cash report three $10 bills for $30.

Now the assistant supervisor of toll collectors is supposed to have verified that cash, but frankly if he did verify it he did not verify it properly. So, when the cash came to the treasury office they were short of $10, as reported on that particular report. The explanation of the toll collector is that $10 which he had put in with the others, in one way or another slipped—he said it may have fallen on the floor or was misplaced with other papers.

The report of the supervisor of toll collectors was:

> The explanation given by collector Houle is plausible and I see no reason why it should not be accepted. However seeing that he admits having originally had three $10 bills, he has been instructed to remit $10, to cover the discrepancy.

He admitted that he had three $10 bills, but in some way or another—whether he had kept that $10 or misplaced it—one was missing and he was responsible, and he had to give it back.

Mr. McGregor: That is why he says it disappeared out of the bags.

Mr. Clement: Not in this case. In this case it could have disappeared out of the bag, but the toll collector admitted he had three ten-dollar bills.

Mr. McGregor: And one of them disappeared.

Mr. Clement: Yes. And, apparently, the collector paid it.

Mr. McGregor: If there was a hole in the bag, it must have been a good one.

Mr. BEAUDET: This is in 1957, and at that time we found another way of sealing those bags so no one could fish any money out of the bag.

Mr. MCGREGOR: And the fishing still continued?

Mr. BEAUDET: No. We found a new way of sealing it.

Mr. MCGREGOR: And they found a new way of getting it some other way?

Mr. CLEMENT: In this case, if there was some cash missing it had to go back to the bridge; if there was an error at the bridge they had to make it good, like he did.

Mr. MCGREGOR: If this money did not disappear between the time it was put in the bag and the time it was picked up by Brinks, you have no other suggestion how it disappeared?

Mr. CLEMENT: Other than the explanation given by the toll collector. Now, as to whether it disappeared between the bridge and the treasury office, we cannot answer that. We were satisfied that the bags at that time were sealed in such a way that it could not. I never tried to dish money out of the bag; I do not think they could.

Mr. PIGEON (*Interpretation*): I wish to refer to one of the documents submitted this morning entitled "record of checks or investigations of toll collectors". I would like to ask the following question: for each investigation mentioned in this report, how many toll collectors were there whose file remained intact from any irregularity or infraction?

Mr. BEAUDET (*Interpretation*): In order to answer adequately this question, all the reports of the Canadian National Railways would have to be reviewed. If you permit me, I may be able to give you a report at the next sitting. However, if I understand your question correctly, you want to know whether collector 1, 2 or 3 for each investigation mentioned never had an irregularity of any kind on any of the investigations?

Mr. PIGEON (*Interpretation*): Whether any toll collectors whose files remained intact from any irregularity?

Mr. BEAUDET: I will get that information for you and it will be available at the next sitting.

Mr. PIGEON (*Interpretation*): And my second question: how many are there at the present time at the toll collectors station—system—employees who have had no infractions proved in toll collecting?

Mr. BEAUDET (*Interpretation*): I believe I can reply to this question immediately. I believe, Mr. Pigeon, that it would be better to check our files in this regard.

Mr. PIGEON (*Interpretation*): You will give me the answer at another sitting?

Mr. BEAUDET (*Interpretation*): With pleasure.

Mr. PIGEON (*Interpretation*): Mr. Beaudet, my last question: in the last three investigations, if I am not mistaken, I notice there are no employees with no irregularities—if I checked correctly.

Mr. BEAUDET (*Interpretation*): Among those that were verified, the answer is correct.

Mr. PIGEON (*Interpretation*): Then among the last three verifications all the employees were recognized to have had infractions or irregularities.

Mr. BEAUDET (*Interpretation*): Not all the employees, but all those who were verified.

Mr. CAMPBELL (*Stormont*): Since you took over as port manager in 1955 I notice that you have obviously made every effort possible to get a revision of tariffs and also to get the installation of automatic tolls. Would you know

whether at any time prior to 1955, from the date of the inception of the bridge, there was any effort made to revise the tolls or to simplify the toll system? Were there any revisions at all during the whole period which you know, between the inception of the bridge and 1955, when you first brought the matter up?

Mr. BEAUDET: I can only answer on what I have seen going through the files; and I do not recall having seen in our files any such case where the matter would have been brought up. However, I may say that we have some 280 files on the Jacques Cartier bridge alone. It might have happened, but that possibly would be a question to which my predecessor could better reply.

Mr. CAMPBELL (*Stormont*): In addition to my question as to whether the question was brought up, you would know whether there had been in fact, prior to 1955, any revision in the tolls?

Mr. BEAUDET: There was, along the line, some small revision.

Mr. CAMPBELL (*Stormont*): But no substantial over-all revision?

Mr. BEAUDET: No. We have every tariff that has been in effect on the bridge since 1950. You can find it in proceedings No. 5, appendix A. It is set out at page 209 and the following pages.

Mr. CAMPBELL (*Stormont*): When you suggested a revision in 1955, would you know whether the then minister took any action in an effort to get an interim simplification of tolls? Would you know that?

Mr. BEAUDET: No. It would never be brought to my attention.

Mr. CAMPBELL (*Stormont*): Would you, Mr. Archer, know whether or not the minister at that time took any action so far as an interim simplification of tolls was concerned?

Mr. DESCHATELETS: I do not think the witness, Mr. Archer, was in office at that time. How could he know that.

Mr. CAMPBELL (*Stormont*): All right. I notice that the first investigation of which we have record by the Canadian National Railways police was in 1934. There were eight investigations from that time on till 1959, but I notice in each instance up until 1958 all the investigations were made by the C.N.R. This question should be directed more properly to your predecessor, but I am wondering would you know why the C.N.R. rather than the R.C.M.P. in each case was selected up until 1958.

Mr. BEAUDET: The only answer I can give is from the records on our files. The harbour commissioners of those days considered the matter of verification of toll collection was an important thing that had to be done. They considered hiring some private detectives and they thought maybe they should consult the C.N.R. in the matter as they were operating the Victoria bridge. After consultation with the Victoria bridge authorities the C.N.R. officials agreed to do an investigation of both bridges at the same time.

Mr. CAMPBELL (*Stormont*): But after all this was dominion government property, or substantially so, and we have a fairly competent dominion police. Would it not have been natural in order to get a more independent investigation that the R.C.M.P. should have been consulted.

Mr. BEAUDET: Yes. I think I would like to refer to—

Mr. CAMPBELL (*Stormont*): I realize they were consulted in July or August of 1958, but prior to that in no case were they consulted.

Mr. BEAUDET: If you will give me a minute I think I can read a letter from our files where my predecessor in the 1940's, I think, attempted to get the Royal Canadian Mounted Police interested in this.

Mr. CAMPBELL (*Stormont*): Would that be Mr. Roberts?

Mr. BEAUDET: No. I think it was Mr. Ferguson. I also tried to interest the Royal Canadian Mounted Police in 1958 and I would like to give you that case in a minute. I shall deal first with Mr. Ferguson. It might take a minute or two to find the letter.

The CHAIRMAN: Could that be looked up and given later?

Mr. BEAUDET: Yes. I could give you some extracts from it. Basically it sounded like this. The Royal Canadian Mounted Police did not think that they had the personnel to do it nor that it was their duty to do it. In August, 1958, in the wee hours of the morning in order that our staff would not know, I went to meet Royal Canadian Mounted Police inspector Willis. I knew there was a check to be made on the bridge by the Canadian National Railways and that it would certainly divulge some pretty drastic irregularities. In my own mind I thought the only way of curing this thing was to have the Royal Canadian Mounted Police put undercover men in as toll collectors. I discussed the matter at length with inspector Willis. Of course, he said he could not take action himself without referring it to his headquarters. What happened from thereon and why they did not place undercover men on the bridge I do not know, but I would think the Royal Canadian Mounted Police could quite properly say that this is a police matter and what I know about police is rather limited. However, we did go so far as sending them application forms so that the Royal Canadian Mounted Police could fill in the application form and pass the examination in order that they would not be known to anybody on my staff and so that they could go on the bridge as undercover men. What followed after that was an attempt by my board to get the Royal Canadian Mounted Police interested in the matter. When they tried to be more interested they found that the Canadian National Railways were already conducting an investigation and I think they declined to go further.

Mr. CAMPBELL (*Stormont*): I think that was a most excellent suggestion and it is my opinion that if one of the undercover men had been put in there ten years ago this whole business might not have occurred.

Did you get the impression that most of the time when the Canadian National Railways police began to make an investigation that the toll collectors on the bridge were aware this investigation was pending?

Mr. BEAUDET: It is a matter of opinion, but I do not think the toll collectors knew the C.N.R. was making an investigation. I certainly for one did not know and I am sure the superintendent of the bridges did not know and I am quite positive it was not known to the toll collectors because I think they would have acted better if they had known.

Mr. CAMPBELL (*Stormont*): But would you not say it would have been easier for the toll collectors to know the C.N.R. police were making an investigation than for them to know the R.C.M.P. were, because after all there was at Victoria bridge and it would have been easier for them to find out that the C.N.R. police were investigating than the R.C.M.P.

Mr. BEAUDET: No. At the grievance hearing they tried very hard to find out who was making the investigation. Before the setting up of this committee it was never disclosed who made the investigation on the bridge except to Mr. Lande the investigator. All along, the brotherhood and the collectors were thinking that the Royal Canadian Mounted Police were making the investigation. That was at least, of course, the opinion.

Mr. CAMPBELL (*Stormont*): Would you know if the C.N.R. police made any investigations into the personal affairs of the toll collectors, in other words the fact that they were living beyond their means? Did they inquire into the bank accounts, spending, and so on of these persons?

Mr. BEAUDET: Do you mean the C.N.R. police?

Mr. CAMPBELL (*Stormont*): Yes.

Mr. BEAUDET: No.

Mr. CAMPBELL (*Stormont*): They did not do anything?

Mr. BEAUDET: No. Personally I tried by giving the local income tax man in Montreal, I think in 1958, a list of the cars that these toll collectors were driving and whatever information that came to my knowledge about the toll collectors such as, for instance, I had heard that two of them had a very expensive hunting lodge in the Laurentians and I had heard another one was operating an airplane, and various information of that type. It is in a very confidential report sent to the income tax people for whatever use they could make of it. I certainly could not order them to make an investigation. It was entirely up to the income tax people to decide whether they wished to take action on the matter or not.

Mr. CAMPBELL (*Stormont*): The Canadian National Railways investigation in each case was strictly confined to the operations of the bridge. It did not go into the character, background, or habits of the toll collectors themselves?

Mr. BEAUDET: That is correct.

The CHAIRMAN: Mr. Archer has something to say on the last question.

Mr. ARCHER: I was going to say about income tax that I spoke personally to the deputy minister, and he said he was prepared to move in. But again unfortunately after Mr. Beaudet had seen the R.C.M.P. went in, and we mentioned it to the R.C.M.P. and they said it would be preferable if the income tax people did not go in at that time.

Mr. CAMPBELL (*Stormont*): That was in 1958. But previous to 1958 as far as you know, neither the Canadian National Railways officials, nor the national revenue people, nor the R.C.M.P. investigated the personal habits or the private lives of the toll collectors. Is that correct?

Mr. BEAUDET: That is correct.

Mr. CAMPBELL (*Stormont*): What financial arrangements were made with the Canadian National Railways by the National Harbours Board to pay for these investigations? Could you summarize it for us?

Mr. BEAUDET: Yes. We were paying them for their transportation expenses and fares all the time, and for the officers at so much per hour and the out-of-pocket expenses, including wages, of the constables.

The CHAIRMAN: Now, Mr. Pratt.

Mr. PRATT: Mr. Chairman, earlier in this investigation I asked Mr. Beaudet some questions about the extraordinary size of the weekly pay cheques for the men who were being paid at the rate of only $1.64 an hour. Mr. Beaudet stated that it was due to overtime, and he filed some documents in detail which are to be found at page 330 of the minutes.

Those statements show that overtime was paid every week to every men over long periods of time. In some cases a man got as much as 25 per cent in overtime; in many cases a man got 25 per cent of his regular time in overtime. Sometimes they got 50 per cent for overtime, and there is one case of a man getting 75 per cent of his pay in overtime.

I am not trying to be facetious, and I am not trying to extract any unnecessary humour from this, but there seemed to be an extraordinary willingness on the part of these men to work overtime. Apparently these men so loved their jobs that they hated to leave their posts. I would like to ask Mr. Beaudet why there was so much overtime. Was this normal, or were extra men so hard to get?

Mr. BEAUDET: Mr. Pratt, could you point out to me one or two specific cases?

Mr. PRATT: Yes. In the case of Mr. Andre Decarie on page 1, his regular hours were 48, and his overtime was 11¼, which is approximately 25 per cent.

Then there was another case further down where there was 32 regular hours with an overtime of 13½.

The CHAIRMAN: I would prefer it if you did not give names, if you can avoid it.

Mr. PRATT: Very well. There are examples here which anyone on this committee can find. There is one on the next page of 50 per cent overtime, and another one of 50 per cent, and on the last page one gentleman was paid 40 hours for regular work and for thirty hours overtime, which is 75 per cent.

Mr. BEAUDET: I am afraid I cannot answer that question. Perhaps Mr. Clement can do so. Perhaps he can give us an explanation. He is responsible as supervisor of the toll collectors, and he has the responsibility of deciding how many men he needs at any period, and whether toll collectors have to be maintained on the job at overtime in order to cope with certain traffic conditions.

I asked you for clarification because I wanted to make sure that you were not referring to overtime and compensatory adjustments.

Mr. PRATT: No. That was my first question a long time ago, and you answered by saying that all this included overtime also.

During this period did it not occur to you that men are not anxious usually to work overtime, particularly continuously; and did it not occur to you that there might be some reason these men should wish to remain there normally and not leave their post? Did it never occur to those in charge that money might have been saved by hiring extra men at normal rates of pay rather than paying overtime to these men?

Mr. BEAUDET: We are dealing with a very specific period, which is June 1959 to September 1959; probably it is April, but I think it is March in one case; we are dealing with the period from March 1959 to September 1959.

Mr. PRATT: Do I understand that such a state of affairs did not exist previous to this time, and that overtime was not paid in this manner in previous years?

Mr. BEAUDET: I do not think it was.

Mr. PRATT: But you are not sure?

Mr. BEAUDET: I am not sure, because I did not see the payroll.

Mr. PRATT: Would you table it?

Mr. BEAUDET: For how many years back do you want it?

Mr. PRATT: Could we have a survey made for as far back as five years?

Mr. BEAUDET: Yes, I could make some special checks and have them filed. It would be done by the personnel of the department. They would tell you how much overtime was paid in any one specific period.

Mr. PRATT: It has been suggested that it would be better for the purpose of this committee if we asked for the pay cheques in these specific matters back for that period.

Mr. BEAUDET: The pay cheques would not show overtime.

Mr. PRATT: I mean a similar list to these filed for these particular men for the five previous years.

Mr. BEAUDET: For the five previous years for the same men.

Mr. PRATT: As far back as these men go.

Mr. BEAUDET: That is right, and for no other men. You want it for these men only?

Mr. PRATT: That is right, for the period of time in question.

Mr. BEAUDET: I did not see the payroll personally. But if and when it is brought to my attention and there is too much overtime, and an unreasonable amount of overtime being worked anywhere, I certainly see to it that this situation is corrected.

Mr. PRATT: In your position it was not customary for you to see these payrolls?

Mr. BEAUDET: No. This is something for the supervisor. And as I said, perhaps you would like to hear from Mr. Clement.

Mr. PRATT: Is there a sworn witness here who could answer the question?

The CHAIRMAN: Mr. Clement?

Mr. CLEMENT: There is some explanation, but I do not think I can give all the explanations for all the overtime. In the case of Mr. Decarie I would have to look at the file. I see there was 11¼ hours of overtime. Maybe a man reported sick and he was asked to carry on for so many hours.

And then there are Sundays, for instance, or week-ends. There is a period of two or three hours on Sunday night. I am trying to give you some explanation. There is a period of two or three hours on Sunday night where, if you have to hire men to work for that period, when normally we would only need about three men to handle the traffic for a period of three or four hours, instead of maybe five men or six men to handle it. We cannot hire extra men just for a period of three hours on a Sunday night. So in those cases we have to ask the toll collectors to work for 12½ hours, which means about three or four hours overtime, because they work an eight hour shift.

Mr. PRATT: Are these questions not handled very smoothly with such bodies as a police force, or the navy where the men have to work so many hours per day every week? Could it not be done in the same way as that?

Mr. CLEMENT: I am not familiar with the police force or the navy.

Mr. BEAUDET: I think when it comes to police work we have a somewhat different situation from the police, because the police are paid on a monthly basis. It does not affect their pay if they have to work longer hours because under the governing regulations they get compensatory leave in lieu of pay to compensate them for their overtime work. But that does not affect us.

We are dealing now with toll collectors on an hourly basis. I meant to complete my answer in stating that at that period we expected any date to put in a new system and to get new men in to operate it, so we were not very anxious to get new men in the position of toll collectors.

Mr. PRATT: If this situation did not exist in the prior years, I can accept that explanation for a specifically short period, such as last year, when you were expecting to put this toll system into operation.

Mr. BEAUDET: We will file the documents on that.

Mr. PRATT: I have another question, Mr. Chairman. I would like to ask this question on a slightly different subject, and it refers to the documents regarding regulations that governed the toll collectors, as compared with the regulations that govern what you call a toll officer. I notice the regulations governing toll collectors decreed that these men were liable to dismissal, and obviously they had the right of appeal, because after they had taken their appeal they were reinstated; whereas in the new regulations covering your toll officers, in the last clause the penalty for infraction of regulations 4 (a), 9, 10 or 12 is immediate dismissal without any right of appeal.

This seems to be an excellent thing. Would it not have been a very good idea to have instituted such a regulation earlier—and, if so, why was it not done?

Mr. BEAUDET: It was not done because these people were under bargaining rights. They were under labour bargaining rights since 1945. Therefore, when a man is under bargaining rights you cannot dismiss him without appeal; he has the right to raise a grievance in connection with this dismissal and you have to listen to the grievance. You have to take it right up to arbitration, if required, as we did in the case of the eight who were dismissed in October 1958.

In the case of a toll officer, however, these men are sworn in as special constables, and since they are sworn in as special constables they cannot belong to any union or brotherhood, so they are not unionized and they do not belong to any association.

Mr. PRATT: Did the previous toll collectors have to check in on a time clock when they came to work and when they left?

Mr. BEAUDET: No, there was no time clock.

Mr. PRATT: What method was used for keeping a check on their time?

Mr. BEAUDET: The supervisor of toll collectors would register the time of arriving and departing on a time sheet, which was forwarded to the time-keeping department.

Mr. PRATT: In other words, the present system seems to be, without criticism, compared with the old system—there is no comparison in the efficiency of the new system and the old one.

Mr. BEAUDET: A good thousand and many, many, many, zeros better.

Mr. PRATT: The amazing thing about this is that it took so long.

Mr. CHOWN: Following up Mr. Pratt's question, Mr. Beaudet, did it occur to you to raise the standard of qualifications for toll collectors and also the rate of pay, having become suspicious that there was some malfeasance as early as 1954, and to what extent was this done?

Mr. BEAUDET: There were no substantial increases in pay of toll collectors from 1954 on. However, I am sure, Mr. Chown, that you have negotiated a labour agreement before.

Mr. CHOWN: Yes.

Mr. BEAUDET: You have to be careful. If you give a 30 per cent increase in one classification, the chances are that the union will want the same thing for all the other classification. Since these 30 odd toll collectors represented a very, very small part of our labour force—which is 1,000—I could not be placed in the position where the brotherhood would force, say a general increase of 30 per cent, because we insisted upon getting a slightly better remuneration for the toll collectors. However, from 1954 to 1959 I think they got three increases, and they were rather substantial increases. They were over and above what the other group receives.

Mr. CHOWN: In other words, you were tied to the bargaining table in this respect?

Mr. BEAUDET: That is correct.

Mr. CHOWN: And had little or no free initiative. I have one other question. You told me the tariffs as between the Jacques Cartier bridge and the Victoria bridge were identical; is that right?

Mr. BEAUDET: The last one, yes. I think so.

Mr. CHOWN: Are the tokens you sell at Jacques Cartier bridge identical with the tokens sold at Victoria bridge?

Mr. BEAUDET: Yes.

Mr. CHOWN: When these sales are carried out, how do you apportion the revenue received, when a man purchases 50 tokens—to use your own figure of this morning—at Jacques Cartier bridge, and then proceeds to cross Victoria bridge, or mixes the crossings between the two bridges?

Mr. BEAUDET: If I was to tell you that the tokens—the counting for tokens between the two bridges is on the basis of tokens redeemed, would you follow me; or would I have to explain further?

Mr. CHOWN: I take it from the word "redeemed" that it means tokens that are expended.

Mr. BEAUDET: There is the equivalent of a trust company that purchases the tokens. From there on the tokens are bought from the trust company by either bridge; each bridge sells the tokens to the patron. The token comes in the machine, and after it is collected from the machine it goes back to the trust, which reimburses whoever brings the token to the trust.

Mr. CHOWN: All right. Prior to the installation to this automatic machinery, what was the system?

Mr. BEAUDET: The tickets were of various colours. The C.N.R. would collect and separate their own tickets; we would collect and separate our own tickets, and we would exchange these on the money value of each ticket at the end of each month.

Mr. CHOWN: Mr. Chairman, we are getting close to the closing time, I believe, and I want to move, seconded by Mr. Pratt, that the hon. Lionel Chevrier and the hon. George Marler be summoned before this committee for examination.

The CHAIRMAN: Would you leave that for the time being, Mr. Chown, as there already is a list of those whom we wish to have called, whose names have been put before the steering committee—referred to it. Mr. George Marler is on here; and Mr. Chevrier, in the steering committee, said he would be quite willing to appear before the committee.

If you will leave this with the steering committee until after we get Mr. Archer's report cleared up, then we will look after it.

Mr. CHOWN: Then I take it that I can delete Mr. Marler's name, as you have already got him on your list of witnesses?

The CHAIRMAN: These names will have to come before the committee later on for an over-all resolution in order that notices can be sent out to them and the proper proceedings gone through by our clerk of committee.

Mr. PRATT: Is it just a question of when these gentlemen will be called which has to be decided by the steering committee, or is it a question of whether or not to call them?

The CHAIRMAN: No, this committee decides.

Mr. PRATT: But which?

The CHAIRMAN: Who is to be called. You and the rest of the committee have to decide who is to be called?

Mr. PRATT: Oh, yes. It is up to the committee to make a motion.

Mr. CHOWN: Do I take it, Mr. Chairman, that Mr. Chevrier's name was not on this list of witnesses before?

The CHAIRMAN: We have Mr. Chevrier's name now. It was added last night.

Mr. PRATT: Is Mr. Lande's name also there?

The CHAIRMAN: Yes, it is there.

Mr. DESCHATELETS: Is Mr. Hees' name there?

The CHAIRMAN: No, Mr. Hees is here, and you can always question Mr. Hees.

Mr. DESCHATELETS: You did not forget to put all the names down?

The CHAIRMAN: No, I have them on the list.

Mr. CHOWN: It does not mean we are going to call them all.

The CHAIRMAN: Mr. Chown, would you withdraw that motion for the time being?

Mr. CHOWN: I would not mind withdrawing the motion. The only thing I would like to say is that if we are going to examine these witnesses we should start from the top. That means we should start, therefore, with the former minister so that we can develop the pattern of our proceedings in a logical sequence from the top down.

The CHAIRMAN: Well, of all the names that have been suggested to be called, as I said this morning, there is only one we cannot call, owing to the view of the Department of Justice, and that is the chief of harbour police at Montreal harbour.

Somebody mentioned the mayor of Montreal, Senator Fournier. There is a procedure to go through before we can have him appear before this committee. This committee will have to make a report to the House of Commons asking that he be caled, and the House of Commons has to send a message to the Senate requesting that he appear before this committee.

Mr. CAMPBELL (*Stormont*): Can he not be called in his capacity as mayor rather than in his capacity as senator?

The CHAIRMAN: No, he is a senator and we will have to go through the proper procedure according to citation 132 of Beauchesne; and also of Senate rule 94.

Mr. CAMPBELL (*Stormont*): Does this conflict arise by virtue of his being a mayor or a senator?

The CHAIRMAN: Because he is a senator.

Mr. CAMPBELL (*Stormont*): There is another question I would like to ask.

The CHAIRMAN: Now, wait, there is another member before you, and it is already past 4.30.

Mr. CAMPBELL (*Stormont*): It is about a witness. Mr. Shea, retired C.N.R. police head, is he on your list?

The CHAIRMAN: No, he is not.

Mr. CAMPBELL (*Stormont*): Have you any head of the C.N.R. police on your list at present?

The CHAIRMAN: No.

Mr. CAMPBELL (*Stormont*): Would you put Mr. Shea down for consideration, retired head of the Canadian National Railways investigation police?

The CHAIRMAN: I will put him on.

Now, gentlemen, I have a list of those who have asked to speak, and there are Mr. Horner, Mr. Asselin, Mr. Bourbonnais and Mr. Howe. I will keep this list and we will use it at the next meeting, which is on Thursday next at 9.30 in this room.

THE FOLLOWING IS THE TEXT OF THAT PART OF THE COMMITTEE PROCEEDINGS CONDUCTED IN THE FRENCH LANGUAGE

ON TROUVERA CI-DESSOUS LE TEXTE DE LA PARTIE DES DÉLIBÉRATIONS DU COMITÉ QUI S'EST DÉROULÉE EN FRANÇAIS

COMITÉ DES CHEMINS DE FER, CANAUX ET LIGNES TÉLÉGRAPHIQUES

(Page 441)

M. PIGEON: Je désire "référer" au document qui nous a été remis ce matin, intitulé "Record of Cheques or Investigations of Toll Collections." Je désire poser la question que voici. Combien, pour chaque enquête mentionnée dans ce rapport... y a-t-il eu de percepteurs de péage dont le dossier est resté vierge de toute irrégularité et infraction?

M. BEAUDET: Pour pouvoir répondre à ces questions adéquatement, il faudrait reviser tous les rapports du "CNR". Si vous me le permettez, on pourra vous donner la réponse à la prochaine séance. Mais, si je comprends bien votre question, vous voulez savoir si les collecteurs nº 1, nº 2 ou nº 3...

M. PIGEON: Pour chaque enquête mentionnée.

M. BEAUDET: N'ont jamais commis d'irrégularité ni aucune infraction?

M. PIGEON: Y a-t-il eu des percepteurs de péage dont le dossier est resté vierge de toute irrégularité? Je vais avoir cela à la prochaine séance?

M. BEAUDET: A la prochaine séance.

M. PIGEON: Ma deuxième question. Combien y a-t-il actuellement, au service de perception du péage, d'employés contre lesquels on n'a pu prouver aucune infraction commise dans la perception des péages?

M. BEAUDET: Je crois que je peux répondre à celle-ci immédiatement. Non. Je crois qu'il vaudrait mieux que je vérifie nos "filières" sur cette question-ci.

M. PIGEON: Voulez-vous me donner réponse à une autre séance?

M. BEAUDET: Avec plaisir.

M. PIGEON: M. Beaudet, une dernière question. Dans les trois dernières enquêtes je remarque,—si je ne me suis pas trompé,—qu'il n'y a pas d'employé qui n'ait commis d'irrégularité, si j'ai bien vérifié. Est-ce que c'est réel?

M. BEAUDET: Parmi ceux qui ont été vérifiés?

M. PIGEON: Comme cela, lors des trois dernières enquêtes qui ont été faites, tous les employés ont été reconnus coupables d'avoir commis des irrégularités?

M. BEAUDET: Pas tous les employés; tous les employés qui ont été vérifiés.

LIST OF APPENDICES

APPENDIX

"A" Correspondence and reports amplifying paras. (a) (b) and (c) of Page 27, Proceedings No. 2 of the Committee—as requested by Mr. Drysdale, Page 298 of Proceedings No. 6. Included are:—

(a) Letter to Mr. Alex. Johnston, Deputy Minister of Marine, from Mr. T. W. Harvie, General Manager of the Harbour Commissioners of Montreal, dated October 9, 1928;

(b) Extracts from Price, Waterhouse & Co. audit report of July 21, 1931.

"B" Document showing representation of the City of Montreal on the Bridge Advisory Committee from November 1924 to December 31, 1929—requested by Mr. Drysdale, Page 298 of Proceedings No. 6.

"C" Provincial legislation relevant to Jacques Cartier Bridge—as requested by Mr. Drysdale, Page 298 of Proceedings No. 6.

"D" Documents relating to the conversion loan of 1949—as requested by Mr. Johnson, Page 313 of Proceedings No. 6. Included are:—

(a) Exchange of letters between Dr. W. C. Clark, Deputy Minister of Finance, and Mr. B. J. Roberts, Member, National Harbours Board;

(b) Board Minutes re the redemption of the bonds—1949-JCB-13 and 1949-JCB-17A—authorizing the borrowing of $20,049,750 from the Government of Canada;

(c) Copy of letter from Mr. Roberts to Dr. Clark enclosing Certificate of Indebtedness re the loan;

(d) Copy of the Certificate of Indebtedness;

(e) Identification of Vote.

"E" Information from Board files re the purchase and leasing of automatic toll equipment and the Board's recommendation to the Minister for Council covering the leasing agreement—as requested by Mr. Baldwin, Pages 312, 313 of Proceedings No. 6.

"F" List of applicants for position of toll collector with recommendation from Member of Parliament or other important person.—Period July 1, 1954 to September 8, 1959.

"G" 102 letters of recommendation by Members of Parliament or other important persons for applicants for position of toll collector.

"H" Statement showing record of passenger tickets sold for passenger automobiles, trucks and buses paying at regular rates on a single passage basis.—Period 1930 to 1959.

"I" Statement showing record of passengers carried in buses operating at commuted rates.—Period 1930 to 1959.

"J" Statement showing record of passengers carried in buses operating on a regular schedule and paying at tariff rates on basis of 100-trip rates.

"K" Reports on all cases of overages and shortages of toll collectors in excess of $10.00 and typical reports showing disciplinary measures taken against toll collectors in cases of overages and shortages of less than $10.00 but in excess of $5.00.—Period 1st January, 1946 to date.

"L" Copies of invoices and financial statements with covering letters forwarded to the Province of Quebec to claim contribution toward the deficit on Jacques Cartier Bridge, as per tripartite agreement. Period 1930 to 1949 inclusive. Same documents were forwarded to City of Montreal for same period.

"M" Records of toll collectors annual overages and shortages.—Period 1947 to 1959 inclusive.

"N" Statement showing the record of checks and investigations of toll collections with 17 appendices.

"O" Summary of agreements between National Harbours Board and private companies or individuals covering operation of trucks and buses on Jacques Cartier Bridge.—Period 20th May, 1930 to date.

"P" Statement re annual reduction of $445,000 in debt charges.

"Q" Jacques Cartier Bridge investments as at March 24, 1960.

"R" Interest on Capital Debt and Deficit Debt for the year 1959.

APPENDIX "A"

HARBOUR COMMISSIONERS OF MONTREAL

Montreal,
9th October, 1928

Alex. Johnston, Esq.,
Deputy Minister of Marine,
Ottawa, Ont.

Sir:—

Montreal-South Shore Bridge

On the 1st May, 1925, plans, specifications and estimates, in triplicate, were submitted to you, by direction of the Commissioners, for the Southern half of the Montreal-South Shore Bridge, that is to say, the portion from St. Helen's Island to the South Shore.

The estimates were as follows:

Substructure	$1,287,016.75
Superstructure	1,441,479.00
Total	2,728,495.75

In your communication to the Commissioners on the subject, however, dated 18th May, 1925, you pointed out among other things, that the Governor-in-Council would not entertain a proposal to approve half of the proposed bridge without at least some preliminary knowledge of what the other half was to be and where it was likely to be constructed, and that general information regarding the whole project would have to be submitted before the plans and specifications for the Southern half were submitted for the approval of the Governor-in-Council.

On the 19th May, 1925, a complete copy of report of the Advisory Board of Engineers, dated 22nd January, 1925, together with all relative Appendices and plans, were submitted, and in the accompanying letter it was stated that a roughly approximate estimate of the physical cost of the undertaking submitted by the Advisory Board before the borings were made, not including the cost of acquiring property, amounted to, in round figures, $8,600,000.00.

Some discussions then ensued between the Department and the Commissioners with regard to the financing of the project, and eventually on the 25th July, 1925, a proposition regarding the financing of the project was submitted to the Department, and the development of the physical scheme having considerably advanced it was deemed advisable to submit, along with the proposition a more detailed estimate based on the informaiton then available.

The estimate then submitted was as follows:

Total physical cost	$ 8,663,777.00
Engineering and Inspecting	564,000.00
Property	1,800,000.00
Tramways	200,000.00
Total	11,227,777.00
Contingencies	1,122,777.00
	$12,350,554.00

At this time, of course, the actual scheme of financing the project had not been decided upon, and as a matter of fact a definite scheme was not authorized until the 28th October following. No allowance was, therefore, made in this estimate for the cost of financing or interest during construction, since no definite basis had been determined on which a reliable estimate could be arrived at.

The above estimate of $12,350,554 was duly approved by Order-in-Council dated 29th July, 1925 (P.C. 1239).

Prior to the authorization of the third borrowing on the 26th July, 1928 (P.C. 1336), you requested for the information of the Minister, in your letter of 14th July, 1928, the Engineer's estimate of what amount of expenditure was still necessary to complete the bridge ready for operation. This estimate has now been prepared and a statement is submitted herewith in triplicate showing the estimated cost as brought out in estimate approved 29th July, 1925 (P.C. 1239); actual cost to 30th June, 1928 as submitted to you prior to the approval of the third borrowing; and estimated cost for completion as at 31st December, 1930.

This statement shows that there has been expended to date of 30th June, 1928—$7,949,372.88—and that the estimated ultimate physical cost will be $12,744,872.88, as compared with $9,530,154 brought out in the estimate of July 1925, an increase of $3,214,718. Of this amount $662,847 applies to the substructure and $2,551,871 to the superstructure.

In the case of the substructure the strata conditions were as expected, the foundations of the main piers for the Cantilever span having to be constructed to a much lower elevation than contracted for, while three additional piers not intended under the contracts to be done pneumatically had to be constructed by that process at much greater cost. The filling on the approaches was also altogether underestimated as to unit price. Briefly, the increase in cost of the substructure over the July 1925 estimate is due to variations in classifications and quantities occasioned mainly by strata conditions and various unforeseen items for which the allowance for contingencies, namely 10%, was insufficient. In exceptionally heavy foundation work of this type and magnitude the hazards are very great and the excess of cost over estimate in this case of $662,847 is by no means unusual or immoderate, while the allowance of 10% for contingencies in this class of work is unusually optimistic.

With regard to the superstructure, the situation is altogether different. The increase of cost over estimate is almost entirely in the contract for steelwork, arising from two causes, namely, increase of actual quantities over estimated quantities and increase of actual price over estimated price.

The City of Montreal agreed to contribute their share towards the maintenance of the bridge on the express condition that provision was made for a ramp at Craig Street, and this arrangement was confirmed by the Provincial Government. The design of the bridge had accordingly to be modified, the north approach being elevated and extended and much weight of steel being added locally. After consultation and Public Utility interests it was also decided to enlarge the capacity of the structure to carry power and telephone ducts, gas mains, etc., and additional steelwork was necessary to support these features which, of course, will provide revenue when in operation. It was also decided to substitute steel curbs for concrete curbs between the Rapid Transit Tracks and the roadway in the interests of future remodelling. The cost of the steelwork will of course, be offset to some extent by the cost of the concrete it replaces. The development of the scheme of erection also necessitated additional weight in the floorbeams, bracing and other members. In the aggregate these various circumstances added some 4,000 tons of steel to the Engineers' preliminary estimate of 28,000 tons, representing an increase of approximately $720,000. The question of price, however, is more serious. When the Com-

missioners called for bids the lowest tender received was very much in excess of the Engineers' estimate and the disparity between estimates and actual cost on this score amounts to approximately $1,600,000. Other items of the superstructure are not important, and require no particular comment unless perhaps Item 10 for Electric Light Installation. The preliminary estimate merely was intended to cover the lighting of the bridge and was even so perhaps inadequate, but the Commissioners now intend to carry light and power from their own stations for the Bridge, Pavilion on St. Helen's Island, etc., and the sum stated, $180,000, is to cover these services, as compared with $38,500 for Bridge lighting only in the July 1925 estimate.

With regard to items outside of the actual physical cost, the most important is that for land and property purchase. The estimated amount in July 1925 was $1,800,000—the estimate now submitted is $2,102,703.30. Having in mind that a considerable sum, which cannot be reliably estimated now, will be obtained from re-sale of land not required for the bridge, the land purchase compares very well with the estimate and cannot be regarded otherwise than as satisfactory.

The Items covering Engineering, Inspecting and Contingencies being proportionate to the actual cost, are obviously increased correspondingly to the increase in cost.

The total disparity in estimate of July 1925 and that now submitted is $4,054,152.81—the difference between $12,350,554 and $16,404,706.81.

As hereinbefore stated, no allowance has been made for cost of financing or interest during construction in previous estimates, but the Commissioners are now in a position to give reasonably approximate figures. To date of 30th June, last, $671,791.40 had been expended on interest during construction but the charges will now accumulate much more rapidly, and taking 31st December, 1930 as the date of completion for safety, although it is expected the bridge will be in operation considerably before that date, it is estimated about $1,850,000 will be required to meet interest charges for the remaining period of construction before the bridge is in operation.

The enclosed statement shows the total estimated ultimate cost, including interest during construction, to be $18,926,498.21, and although, as already stated, there will be a considerable sum obtained from re-sale of land that cannot now be estimated, the Commissioners think it would be prudent to contemplate at the present time a total ultimate expenditure of $19,000,000.

In the meantime, there is being forwarded by this mail an application for authorization of a fourth borrowing of $5,000,000.

I have the honour to be, Sir,

Your obedient servant,

(sgd.) T. W. Harvie,

General Manager.

HARBOUR COMMISSIONERS OF MONTREAL

Statement showing Original Estimated Cost of MONTREAL-SOUTH SHORE BRIDGE Construction, Actual Cost to 30th June, 1928, and Estimated Approximate Cost for Completion at 31st December, 1930.

Item Description of Work	Original Estimated Cost	Contingencies Proportion of 10%	Sub Totals	Total Estimated Cost	Expenditure to 30th June, 1928	Estimated Cost to Complete	Sub Totals	Estimated Ultimate Cost
	$	$	$	$	$	$	$	$
SUBSTRUCTURES:—								
1. South Half, Piers 0 to 19	964,977.00	96,497.00	1,061,474.00	—	1,087,358.41	37,500.00	1,124,858.41	—
2. Moving Swimming Clubhouse	1,700.00	170.00	1,870.00	1,063,344.00	1,812.80	—	1,812.00	1,126,671.21
3. North Half, Piers 20 to 56	1,500,600.00	150,060.00	—	1,650,660.00	1,706,062.80	350,000.00	—	2,056,062.80
4. Filling in City & S. Shore	110,000.00	11,000.00	121,000.00	—	234,617.08	65,000.00	229,617.08	—
5. Concrete Railings & Approaches	15,000.00	1,500.00	16,500.00	137,500.00	—	32,000.00	32,000.00	331,617.08
TOTALS FOR SUBSTRUCTURES	2,592,277.00	259,227.00	—	2,851,504.00	3,029,851.09	484,500.00	—	3,514,351.09
SUPERSTRUCTURES:—								
6. Steel work in Bridge	5,127,300.00	512,730.00	—	5,640,030.00	4,706,652.74	3,300,000.00	—	8,006,652.74
7. Paving of Bridge	225,000.00	22,500.00	247,500.00	—	—	261,000.00	—	—
8. Reinforced Concrete	332,500.00	33,250.00	365,750.00	—	—	315,600.00	—	—
9. Scuppers and Drains	1,700.00	170.00	1,870.00	615,120.00	—	1,900.00	—	578,500.00
10. Elec. Light Installation	35,000.00	3,500.00	—	38,500.00	—	180,000.00	—	180,000.00
11. Pavilion, Steel work	143,000.00	14,300.00	157,300.00	—	114,873.55	17,500.00	132,373.55	—
12. Pavilion, Concrete Walls, etc.	157,000.00	15,700.00	172,700.00	330,000.00	97,995.50	180,000.00	277,995.50	410,369.05
13. Island Ramp, complete	50,000.00	5,000.00	—	55,000.00	—	55,000.00	—	55,000.00
TOTALS FOR SUPERSTRUCTURES ETC.	6,071,500.00	607,150.00	—	6,678,650.00	4,919,521.79	4,311,000.00	—	9,230,521.79
TOTAL PHYSICAL COST	8,663,777.00	866,377.00	—	9,530,154.00	7,949,372.88	4,795,500.00	—	12,744,872.88
14. Engineering Services	564,000.00	56,400.00	—	620,400.00	614,816.27	200,875.00	—	815,691.27
15. Land & Property Purchases	1,800,000.00	—	—	1,800,000.00	1,902,703.30	200,000.00	—	2,102,703.30
16. Tramways	200,000.00	—	—	200,000.00	—	200,000.00	—	200,000.00
17. Balance of Contingencies	—	200,000.00	—	200,000.00	354,439.36	187,000.00	—	541,439.36
TOTALS OF ESTIMATES & COMPLETION	11,227,777.00	1,122,777.00	—	12,350,554.00	10,821,331.81	5,583,375.00	—	16,404,706.81
18. Interest during Construction not provided in Estimates	—	—	—	—	671,791.40	1,850,000.00	—	2,521,791.40
	11,227,777.00	1,122,777.00	—	12,350,554.00	11,493,123.21	7,433,375.00	—	18,926,498.21

(sgd) Alex Ferguson
Acting Comptroller

MONTREAL, Que., 9th October, 1928.

EXTRACTS FROM PRICE, WATERHOUSE & CO. AUDIT REPORT DATED JULY 21, 1931, RELATIVE TO DETAILS REGARDING ORIGINAL ESTIMATE AND FINAL COSTS OF JACQUES CARTIER BRIDGE

ACTUAL EXPENDITURES:

We have examined tenders, contracts, progress statements, cancelled cheques and properly approved vouchers supporting the expenditures made by the Montreal Harbour Commissioners and charges to the cost of the Harbour Bridge. The actual quantities of materials used were certified by the Engineers and the unit prices paid for the various materials were in accordance with the contracts.

The total expenditures of the Montreal Harbour Commissioners charged to the construction of the Montreal Harbour Bridge after allowing for uncompleted work aggregated $18,841,276.62 up to December 31, 1930 and we give below, in summarized form, a comparison of these expenditures with the corresponding amounts shown on the Estimate:

—	Estimate including 10% for Extras	Expenditure		Excess Expenditure
		To Dec. 31 1930	Estimated to Complete	
	$	$	$	$
Land and Building Purchases	1,980,000.00	1,944,704.53	—	35,295.47
Substructures excluding Gravel Filling	2,714,004.00	3,155,761.15	—	441,757.15
Superstructures, including Gravel Filling	6,816,150.00	9,863,215.97	—	3,047,065.97
Engineering services and Inspection	620,400.00	904,311.02	(1) 69,150.61	353,061.63
Tramways	220,000.00	19,182.70	(2)200,817.30	—
	12,350,554.00	15,887,175.37	269,967.91	3,806,589.28
Add:				
Expenditures not provided for in Estimate:				
Interest	—	2,037,455.33	—	2,037,455.33
Expenses	—	641,667.59	—	641,667.59
Bond Discount	—	5,010.42	—	5,010.42
	12,350,554.00	18,571,308.71	269,967.91	6,490,722.62
				18,841,276.62

(1) $69,150.61 represents 10% of the Architects' fee withheld under agreement.

(2) The only portion of the Bridge on which tramways have been laid is that part which constitutes the roof of the Pavilion.

In addition to the physical cost of the bridge there have been other charges for interest and expenses incurred during the period of construction, details of which are given below:—

INTEREST:		
Royal Bank of Canada—Loans		
From February 1926 to Dec. 15 1929	$ 1,624,127.73	
Stamp Tax on notes	9,870.20	
		$ 1,633,997.93
Bonds—from December 16 1929 to May 13 1930	$ 381,404.10	
U.S. Premiums thereon	2,681.17	
		384,085.27
Montreal Harbour Commissioners		
Interest on expenditures prior to 1926	$ 18,942.29	
Interest on Temporary Loan in 1926	2,186.00	
		21,128.29
Dufresne Construction Co. Ltd.		
Settlement of claim of $23,487.45 for interest on delayed payments on contracts		15,000.00
		$ 2,054,211.49
Less: Interest received on Funds in hands of Minister of Finance		16,756.16
Total Interest charged to Construction		$ 2,037,455.33

EXPENSES DURING CONSTRUCTION:		
Remuneration to Members of the Advisory Board		$ 132,666.65
Proportion of staff administration salaries and expenses charged by Montreal Harbour Commissioners		70,873.72
Montreal Trust Company, expenses in connection with Bond Issue		9,916.39
Legal and Notarial Expenses—		
Perron, Taschereau, etc. Fee for supervision of Property purchases	$ 100,000.00	
Cook & McGee—re Bond Issue	20,807.07	
Geoffrion & Prudhomme	6,831.90	
Fair & Cameron	8,911.50	
Desaulles, Garneau, Desy & Hebert	2,685.00	
Miscellaneous	5,176.35	
		144,411.82
		$ 357,868.58
Premiums on Contractors Security Bonds		148,390.33
Montreal Harbour Commissioners, Rent of Spaces for contractors' materials		107,163.44
Altering Pole Lines		295.00
Moving Poles		92.74
Advertising Tenders for Contracts		1,518.64
Toll House Furniture & Equipment		6,120.46
Printing Bonds		10,875.75
Miscellaneous expense items		9,342.65
Total expenses charged to Construction		$ 641,667.59

BOND DISCOUNT:

The First Mortgage Gold Bonds which were issued in 1929 were sold at a discount of 2% and the proportion of the discount up to May 13 1930, the date on which the Bridge commenced operations, has been charged to construction, amounting to $5,010.42.

APPENDIX "B"

NATIONAL HARBOURS BOARD

Montreal Harbour

MONTREAL, Que.,
2nd April, 1945.

National Harbours Board, Ottawa, Ontario

Jacques Cartier Bridge

Replying to yours of the 21st ultimo, the attached statement is submitted as answering the questions asked in Mr. L. A. Lapointe's letter of 10th March addressed to the Minister of Public Works.

Referring particularly to question 3, "Was the City officially advised as to the cost of Jacques Cartier Bridge at the date of opening?", it is significant to note that an Advisory Board of Engineers was appointed by the Commissioners on the 19th November, 1924. This Board consisted of five members, of which Mr. H. A. Terreault was one. Mr. Terreault was appointed to the Board "as representing the City of Montreal". This Advisory Board continued in office until the 31st December, 1929, at which date the physical construction of the bridge was practically completed. The Advisory Board had full knowledge of the progress of the construction of the bridge. It is reasonable to suppose that the City was kept informed by its representative, Mr. Terreault.

In replying to question 1, I have given the full detail of the breakdown of capital cost as determined shortly after the completion of the bridge. The requirements of the City may be satisfied by giving as detailed cost the sixteen items—engineering, right-of-way, grading, etc.

"Alex Ferguson"
Port Manager.

APPENDIX "C"

PROVINCIAL LEGISLATION RELEVANT TO JACQUES CARTIER BRIDGE, MONTREAL HARBOUR

CHAPTER 2

An Act respecting the building of a bridge between Montreal and Longueuil

(Assented to, the 24th of March, 1926)

Whereas it is in the interests of the city of Montreal, of Montreal district and of the whole Province that a bridge be built connecting the city of Montreal with the south shore of the River St. Lawrence, at Longueuil;

Whereas, by the act of the Parliament of Canada, 14-15 George V, chapter 58, the corporation of The Harbour Commissioners of Montreal was authorized to construct such bridge and was vested with certain rights and powers therefor;

Whereas such authorization, rights and powers must, insofar as the rights and jurisdiction of the Legislature of this Province are concerned, be authorized by the provincial authority;

Whereas the corporation of The Harbour Commissioners of Montreal has declared itself ready to build such bridge;

Whereas in order to secure the erection of the said bridge it is necessary to have the concurrence of the Province, of the city of Montreal and of the corporation of The Harbour Commissioners of Montreal;

Whereas the city of Montreal and the corporation of The Harbour Commissioners of Montreal are each prepared to contribute a third towards the erection and maintenance of such bridge, provided that the Province itself contributes the other third;

Whereas the probable cost of the said bridge will be about ten million dollars, and the annual charges would be as follows:

Interest at four and a half per cent on $10,000,000.00	$ 450,000.00
Sinking-fund of one per cent for forty years	100,000.00
Maintenance	50,000.00
Making a total of	$ 600,000.00;

Whereas the bridge will be a toll-bridge, and the estimated yearly revenue will be about two hundred and fifty thousand dollars, leaving a balance of three hundred and fifty thousand dollars to be provided by the Province, the city of Montreal and the corporation of The Harbour Commissioners of Montreal, one-third by each, that is to say one hundred and sixteen thousand, six hundred and sixty-six dollars and sixty-six cents;

Whereas, however, with the development of Montreal and of the region, the yearly revenues must increase, but, at the start, it is necessary to provide for the unforeseen, and an amount of one hundred and fifty thousand dollars per annum, payable respectively by the Province, the city of Montreal and the corporation of The Harbour Commissioners of Montreal may be necessary;

Whereas it is expedient to grant to the corporation of The Harbour Commissioners of Montreal the requisite authorization and powers for the erection and maintenance of the bridge; and

Whereas it is expedient to provide for the payment of the share of the Government of this Province;

Therefore, His Majesty, with the advice and consent of the Legislative Council and of the Legislative Assembly of Quebec, enacts as follows:

1. The authorization granted to the corporation of The Harbour Commissioners of Montreal to erect, possess, maintain, manage, operate and use a bridge between the city of Montreal and the town of Longueuil, as well as the other rights and powers given to this end by the act of the Parliament of Canada, 14-15 George V, chapter 58, are, insofar as the rights of the Province and the jurisdiction of the Legislature are concerned, confirmed and ratified, provided that such of the rights and powers as appertain to the Legislative authority of this Province be exercised in conformity with its laws and according to the procedure prescribed thereby.

2. The Lieutenant-Governor in Council may authorize the Minister of Public Works and Labour to enter into, for and in the name of the Government of this Province, a contract with the corporation of The Harbour Commissioners of Montreal and the city of Montreal, to provide for the erection, maintenance and operation of a bridge, over the River St. Lawrence between the city of Montreal and the town of Longueuil.

3. To secure the erection, maintenance and operation of the said bridge, the Government may provide, by the said contract, for the contribution by the Province of a sum of not more than one hundred and fifty thousand dollars per annum during a period of forty years, such annual amount, however, to be reduced in proportion to the revenues derived from the said bridge.

4. The plans and specifications of the said bridge shall be submitted to the Lieutenant-Governor in Council and must receive his approval.

5. It shall be stipulated in the above-mentioned contract, that the Province shall not be bound for the payment of the said annual sum, except insofar as the bridge shall remain a toll-bridge throughout the full duration of the contract, that the tariff of tolls shall be approved by the Lieutenant-Governor in Council and that it shall not be amended without his authorization.

6. The Lieutenant-Governor in Council may order the insertion in the said contract of any other conditions, not inconsistent with this act, which may assure the erection of the bridge, its maintenance and operation, and at the same time better protect and secure the Province for the obligations assumed by it under this act.

7. The contributions, stipulated above, shall be paid to the party entitled thereto by the Provincial Treasurer, out of the consolidated revenue fund, upon certificate of the Minister of Public Works and Labour declaring the conditions of the contract to have been complied with up to that date and specifying the amount due.

8. This act shall come into force on the day of its sanction.

CHAPTER 71

An Act to amend the charter of the City of Montreal

(Assented to, the 24th of March, 1926)

Whereas the city of Montreal has, by its petition, represented that it is in the interest of the city and necessary for the proper administration of its affairs that its charter, the act 62 Victoria, chapter 58, and the acts amending the same, be amended; and

Whereas it is expedient to grant its prayer;

Therefore, His Majesty, with the advice and consent of the Legislative Council and of the Legislative Assembly of Quebec, enacts as follows:

25. The city shall contribute towards the construction, administration and maintenance of a bridge between Montreal and Longueuil, and the resolution adopted in this connection by the council of the said city, on the 16th of March, 1925, is declared valid and legal to all intents and purposes.

The contribution of the city of Montreal shall, however, be subject to the obligation by the Harbour Commissioners to construct a declivity for vehicles on the western side of the proposed bridge in the neighborhood of Craig and Notre-Dame streets. The city shall provide the right of way for this purpose. The plans and specifications of the said bridge as well as the site where same shall be erected in the city of Montreal shall be approved by the said city of Montreal.

The annual contribution of the city shall not, however, in any case, exceed one hundred and fifty thousand dollars, during forty years, such annual amount reducible, however, proportionally to the revenues arising from said bridge.

(NOTE: The above quoted S. 25 is the only provision in the above statute relevant to the Jacques Cartier Bridge).

APPENDIX "D"

NATIONAL HARBOURS BOARD

OTTAWA, October 13, 1948

Dr. W. C. Clark,
Deputy Minister,
Department of Finance,
Ottawa, Ontario

Re: $19,000,000, 5% Dominion-Guaranteed Harbour Commissioners of Montreal Bonds, Maturing 1st November, 1969.

Dear Sir:

Under Clause 16 of the Trust Deed, the above-mentioned bonds may be redeemed on the 1st day of November, 1949, at 105. It would now appear that it will be in the public interest to redeem these bonds on the earliest call date.

It may be too early for your Department to indicate definitely the policy which it will recommend. There are the alternatives, of course, of issuing new guaranteed securities to the public or of redeeming the outstanding bonds out of an advance to the National Harbours Board of the principal amount, plus redemption premium of 5% and exchange on U.S. funds. If new guaranteed bonds are to be issued, Chap. 58, S.C. 1924, would provide the authority.

In connection with the preparation of our estimates for 1949-50, it would be desirable to know, if possible what plan is to be adopted. From the Board's point of view, the preferable course would appear to be to include in its estimates an amount by way of advance sufficient to provide for the redemption of these bonds on 1st November 1949.

In deciding upon this matter, no doubt some consideration should be given to the relationship existing between the Province of Quebec and the City of Montreal on the one hand and the National Harbours Board on the other with respect to undertakings of the Province and City to defray a portion of the annual bridge deficit. As you are aware, the Province and the City have not paid their contributions for the years 1944 to date. Legal action against the City is pending in the Courts. It would not appear, however, that our rights under the agreement would be affected by reason of any change in the form of financing.

Yours very truly,

B. J. Roberts,
Member.

DEPARTMENT OF FINANCE
CANADA

Office of the
Deputy Minister

OTTAWA, October 16, 1948

Mr. B. J. Roberts,
Member,
National Harbours Board,
West Block,
Ottawa, Ont.

Dear Mr. Roberts:—

I have your letter of October 13th with reference to the policy to be followed in connection with the redemption of Harbour Commissioners of Montreal 5% Bonds due November 1, 1969 and callable on November 1, 1949 at 105%.

I agree that it would be in the public interest that these bonds be called at the earliest possible date. The method to be followed in providing the necessary funds is one that cannot be determined at the present time. I think it would be desirable for you to include the amount in your estimates for the fiscal year ending March 31, 1950. In this way we would have the authority either to refund the issue or pay it off in Government funds.

It would be of assistance in arriving at a decision if we knew how many of these bonds are held in the United States. It should be possible to obtain this information from the records of recent interest payments.

Yours very truly,
"W. C. Clark"

MINUTE OF MEETING OF THE NATIONAL HARBOURS BOARD HELD AT OTTAWA ON TUESDAY, THE 16TH DAY OF AUGUST, 1949.

Present: R. K. Smith, Chairman; J. E. St. Laurent, Vice-Chairman; B. J. Roberts, Member; C. P. Buckley, Secretary.

Redemption of Bonds—Jacques Cartier Bridge—(71-6-15)
1949-JCB-13

Reference was made to,

(a) Trust Deed of Hypothec Mortgage and Pledge dated as of November 1st, 1929 (hereinafter called the "said Deed") between the former Harbour Commissioners of Montreal (hereinafter called the "Harbour Corporation"), Montreal Trust Company (hereinafter called the "Trustee") and His Majesty in right of Canada (hereinafter called the "Crown") therein acting and represented by the Minister of Finance—all pursuant to the provisions of Chapter 58 of The Statutes of Canada for the year 1924—under which said Deed there was authorized in respect of the Jacques Cartier Bridge, Montreal Harbour, the issue of Forty-year Five Percent First Mortgage Guaranteed Gold Bonds of the Harbour Corporation to a total amount of $19,-500,000.00 at any time outstanding, the Crown guaranteeing such Bonds, and the Harbour Corporation mortgaging to the Trustee under said Deed certain properties therein more particularly referred to, said Deed providing, inter alia, that the Harbour Corporation may at its option redeem the said Bonds in whole or in part on November 1st, 1949, all upon compliance with the various formalities and conditions more particularly set forth by the said Deed and the schedules thereto attached;

(b) Correspondence and memoranda indicating that the Board had informally decided to redeem on November 1st, 1949 all the said Bonds outstanding, that agreement as hereunder indicated had been reached between the Board and the Trustee, and that on August 16th, 1949 instructions had issued for the preparation of this present formal minute;

and it was Resolved:

In respect of the aforementioned Bonds (hereinafter collectively called the "said issue") that the Trustee be authorized and directed

(a) in respect of any holder of a Fully Registered Bond of the said issue, any holder of a Coupon Bond of the said issue which has been registered, and any holder of a Coupon Bond which has not been registered but who has registered his name and address with the Trustee:—to send, not later than sixty days before November 1st, 1949, to any such holder through the post, in a registered prepaid letter addressed to such holder at his registered address, notice of the Board's intent to redeem such Bond as of November 1st, 1949;

(b) in respect of the said issue in its entirety:—to arrange for the publication on August 30th, September 13th, September 27th and October 11th, 1949, in the Montreal Daily Star, the Toronto Star, The Wall Street Journal, New York, U.S.A., and The Financial Times, London, England, of notice of redemption in the form already submitted by the Trustee to the Board and hereby approved.

"R.K. SMITH"
Chairman
"C.P. BUCKLEY"
Secretary

MINUTE OF MEETING OF THE NATIONAL HARBOURS BOARD HELD AT OTTAWA ON THE TWENTY-EIGHTH DAY OF DECEMBER, 1949.

Present: R. K. Smith, Chairman; J. E. St. Laurent, Vice-Chairman; B. J. Roberts, Member; C. P. Buckley, Secretary.

(Montreal—Jacques Cartier Bridge)

Harbour Commisioners of Montreal 5% First Mortgage Guaranteed Gold Bonds—called for redemption Nov. 1, 1949—Issuance of Certificate of Indebtedness Series "M" No. 27 for $20,049,750 at 2¾% (4-29-2)

1949—JCB—17A

It was reported to the Board that the Department of Finance made provision temporarily for the redemption of $19,000,000 Harbour Commissioners of Montreal 5% First Mortgage Guaranteed Gold Bonds, due November 1, 1969 (called for redemption November 1, 1949) by advancing $19,950,000 in United States funds on October 31, 1949; and that provision having been made for these and other maturing Government-guaranteed securities by the sale in New York of $100,000,000 Government of Canada 25-year 2¾% bonds, due 1st September, 1974, the Government has fixed the cost of U.S. exchange to the Board at ½ of 1%, or $99,750; and it was resolved:

That the Board be authorized to borrow from the Government of Canada the sum of $20,049,750 for the purpose of reimbursing the Department of Finance for the amount advanced temporarily for the redemption of the above-mentioned bonds, plus cost of exchange, and that the issuance of Certificate of Indebtedness Series "M" No. 27 for $20,049,750, with interest at 2¾% per annum from October 31, 1949, to December 31, 1961, be authorized.

"R. K. SMITH"
Chairman

"C. P. BUCKLEY"
Secretary

NATIONAL HARBOURS BOARD

OTTAWA, December 30, 1949

Redemption of $19,000,000—
Harbour Commissioners of Montreal
5% Guaranteed Gold Bonds

Dear Sir:

I am enclosing Certificate of Indebtedness in respect of advance under Vote 559(a), appropriations for 1949-50, to redeem the above-mentioned bonds, made up as follows:

Principal amount	$19,000,000
Premium on redemption, 5%	950,000
U.S. exchange—½ of 1%	99,750
	$20,049,750

The Certificate of Indebtedness bears interest at 2¾% per annum from October 31, 1949, the date of the advance, to December 31, 1961.

By Journal Voucher, a repayment of $73,336.55 is being made, representing moneys held by the Trustee arising from the disposition of mortgaged premises, plus a small unexpended balance from the proceeds of the original bond issue. It is understood that credit for this repayment will be given as of November 21, 1949.

Yours very truly,
B. J. Roberts

Enclosure

Dr. W. C. Clark,
Deputy Minister of Finance,
Confederation Building,
Ottawa.

NATIONAL HARBOURS BOARD
CERTIFICATE OF INDEBTEDNESS

Series "M"
No. 27

(Issued under the authority of Sections 29 and 30 of The National Harbours Board Act, 1936.)

NATIONAL HARBOURS BOARD, duly authorized for the purposes hereof by Resolution of the said Board, HEREBY CERTIFIES that it is indebted to the Government of the Dominion of Canada in the sum of .....
Twenty million and forty-nine thousand,
seven hundred and fifty .....00/100 dollars ($20,049,750.00) representing payments to the Board from the Consolidated Revenue Fund.

This Certificate of Indebtedness shall bear interest from October 31, 1949 to December 31, 1961 at the rate of two and three-quarters per centum (2¾%) per annum, payable semi-annually on the 1st days of January and July.

Dated at Ottawa, Ontario, this thirty-first day of December 1949.

NATIONAL HARBOURS BOARD
(SEAL)
"B. J. Roberts"
Member of the Board.
"C. P. Buckley" Secretary.

ESTIMATES, 1949-50

LOANS AND INVESTMENTS

National Harbours Board

VOTE No. 559. Advances to National Harbours Board, subject to the provisions of Section 29 of National Harbours Board Act, to meet expenditures applicable to the calendar year 1949 on any or all of the following accounts:

(a) Retirement of Maturing Bonds—		
Montreal		$20,049,750
(b) Reconstruction and Capital Expenditures—		
Montreal	$1,199,400	
Vancouver	32,700	
	1,232,100	
Less amount to be expended from Replacement Funds	50,900	1,181,200
		$21,230,950

APPENDIX "E"

JACQUES CARTIER BRIDGE

PURCHASE AND LEASING OF AUTOMATIC EQUIPMENT

National Harbours Board files show that:

On April 26, 1958, the Board authorized the Montreal Port Manager to place an order with the Quebec Electro Control Limited for the purchase of all necessary equipment required to operate the automatic toll machines. The order was placed on May 20, 1958. No Order in Council was required for this transaction.

On July 23, 1958, the Board authorized the Montreal Port Manager to enter into a short term agreement for the leasing from Quebec Electro Control Limited of all the necessary equipment to complete the automatic toll collection installation. This agreement was executed on August 26, 1958, with the delivery date set for December 1, 1958. This lease required approval of Council and a copy of the Board's recommendation to the Minister is attached.

In the two transactions outlined above, the Board was anticipating approval by the Province of Quebec of the revised Bridge tariff. This approval was received on February 26, 1959.

Lessor: Quebec Electro Control Limited and Grant Money-Meters of Canada Ltd., hereinafter referred to as the Companies.

Lessee: The National Harbours Board, hereinafter referred to as the Board.

Subject: The lease to the Board by the Companies of automatic toll collection equipment for use at Jacques Cartier Bridge, Montreal Harbour.

Term: One year commencing from the date of completed installation and acceptance by the Board, provided that the Agreement may be renewed by the Board for further periods of one year each under the same terms and conditions, and provided further that if the Agreement is cancelled by the Board during the first year of the Agreement, or if the Agreement is not renewed for a first one year period, the Board shall pay to the Companies a compensation in the amount of $13,500.00 upon completion of removal of said equipment, and should the Agreement not be renewed for a second one year period or should it be cancelled during any renewal period due to failure of the Board to adhere to the terms of the Agreement, the Board shall pay to the Companies a compensation in the amount of $7,000.00 upon the completion of removal of said equipment.

Rental: Daily rental of $14.10 per lane for lane numbers, 1S, 2S, 3S, 4S, 5S, 1N, 2N, 3N, 4N, and 8N; and $16.90 per lane for lane numbers 6S, 7S, 8S, 9S, 5N, 6N, 7N, and 9N, commencing on the date the equipment is installed and in good operating condition.

Other Terms and Conditions: The Agreement to contain such other terms and conditions that the Board may consider necessary in the leasing of the equipment.

Remarks: In order to expedite the collection of tolls and consequently speed up the movement of traffic to avoid congestion, and also to secure better control of toll collection, at Jacques Cartier Bridge, Montreal Harbour, the Board propose to install automatic toll collection equipment similar to that installed at the Victoria Bridge in Montreal by the Canadian National Railways early in 1958.

JACQUES CARTIER BRIDGE

List of Applicants for Position of Toll Collector with Recommendation from a Member of Parliament or Other Important Person.

Period July 1st, 1954 to September 8th, 1959.

Date of Application	Name	Address	Recommended By	Remarks
20 Aug., '54	Bouchard, A.	2405 Dessaules, St. Hyacinthe	A. Vincent, M.P.	Over age limit
14 Sept., '54	Lacaille, H.	St. Basil le Grand	M. Théoret (private secretary to the Secretary of State)	Eligible
27 Oct., '54	Laferté, A. F.	1175 Verchères, V.J.C.	A. Vincent, M.P.	Eligible
29 Oct., '54	Champagne, Z.	1649 Viau, Mtl.	J. P. Deschatelets, M.P.	Adverse confidential report from C.N.R
15 Nov., '54	Hachey, R.	16 Boisvert, Ste. Rose	Y. Leduc, M.P.	Hired on Sept. 15, '55
14 Dec., '54	Tobin, V.	2640 Bourbonnière, Mtl.	J. P. Deschatelets, M.P.	Failed to report for educational test.
14 Jan., '55	Séguin, G.	1412 Valiquette, Verdun	Y. Leduc, M.P.	Adverse confidential report from H.N. B. police.
18 Jan., '55	Luca, D.	1828 St. Timothée, Mtl.	A. Gagliardi Member, Executive Committee, City of Montreal.	Failed to report for educational test.
14 Feb., '55	Piché, H.	345 Hawthorne, Longueuil	A. Vincent, M.P. H. Hanson, Vice-President, Executive Committee, City of Montreal.	Over age limit
11 Mar., '55	Turcotte, Armand	5120 Garnier, Mtl.	J. G. Ratelle, M.P.	Failed to report for educational test.
14 May, '55	Barrette, R.	4277 Fabre, Mtl.	J. G. Ratelle, M.P.	Failed in educational test. Over age limit.
24 May, '55	Brassard, J. P.	1930 St. Georges, Ville Lemoyne	A. Vincent, M.P.	Failed in educational test.
4 July, '55	Murrin, William	2831 Rouen, Mtl.	R. Eudes, M.P.	Failed in educational test.
9 July, '55	Roy, Frank	4550 Notre Dame E.	J. P. Deschatelets, M.P. Hon. S. Fournier, Senator.	Over age limit.
18 July, '55	Mayer, L.	9th Ave., Boucherville	R. Eudes, M.P.	Eligible
23 Sept., '55	Papillon, F.	2205 Bordeaux, Mtl.	H. Dupuis, M.P.	Failed in educational test
30 Sept., '55	Wilson, J. M.	515 Marguerite Bourgeoys Park	T. P. Healy, M.P.	Adverse confidential report from previous employer.
4 Feb., '56	Dostie, E.	377 Canning St., Mtl.	J. P. Deschatelets, M.P.	Failed in educational test.
10 Feb., '56	Porlier, P.	3835 Hochelaga, Mtl.	R. Eudes, M.P.	Failed in educational test.
11 Feb., '56	Chantelois, A.	1866 Church Ave.	J. P. Deschatelets, M.P.	Adverse confidential report from N.H. B. Police
27 Mar., '56	Charrette, G.	7078 DesEcorces, Mtl.	A. Meunier, M.P.	Failed to report for educational test.
3 Apr., '56	Gleason, C.	262 Young, Mtl.	T. P. Healy, M.P.	Not bilingual.
1 May, '56	Duceppe, M.	3225 Cirier, Mtl.	R. Eudes, M.P.	Hired on Sept. 17, '56.
7 May, '56	Vachon, R.	108 Verchères, V.J.C.	A. Vincent, M.P.	Over age limit.
1 June, '56	Boyer, L.	256 St. Charles, Greenfield Park	A. Vincent, M.P.	Failed in educational test.
22 June, '56	Fitzgerald, E.	7117 Côte des Neiges	A. Macnaughton, M.P.	Failed in educational test.
13 Aug., '56	Poupart, G.	452 St. Georges, St. Lambert	A. Vincent, M.P.	Failed in educational test.
28 Aug., '56	Robidoux, A.	2371 Lafontaine, Mtl.	H. Dupuis, M.P.	Failed in educational test

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR—*Concl.*

JACQUES CARTIER BRIDGE

List of Applicants for Position of Toll Collector with Recommendation from a Member of Parliament or Other Important Person.

Period July 1st, 1954 to September 8th, 1959.

Date of Application	Name	Address	Recommended By	Remarks
1 Sept., '56	Auger, G. E.	1117 Verchère, V. J. C.	A. Vincent, M.P.	Failed in educational test.
10 Sept., '56	Léger, C. E.	5783 Drake, Mtl.	J. A. Bonnier, M.P.	Hired on May 16, '57
14 Sept., '56	Yalenti, V.	6201 Des Ecores, Mtl.	A. Meunier, M.P.	Eligible.
15 Sept., '56	Léonard, A.	216, 8th Ave., St. Eustache	E. Leduc, M.P.	Hired on Oct. 20, '56.
15 Sept., '56	McDonald, C.	1716 Nicolet, Mtl.	R. Eudes, M.P.	Eligible.
25 Sept., '56	Vincent, D.	181 St. Charles, Longueuil	A. Vincent, M.P.	Eligible.
17 Oct., '56	Fournier, H.	486 Dollard, Mtl. South	R. Pinard, M.P. Hon. P. Sevigny, M.P.	Hired on Nov. 1, '57.
18 Oct., '56	Law, R. C.	1186 Crawford, Verdun	Y. Leduc, M.P.	Hired on April 16, '57.
5 Nov., '56	Prévost, G.	993 Préfontaine, V.J.C.	A. Vincent, M.P.	Eligible.
14 Nov., '56	Joly, G.	7763 Querbes Ave.	A. Macnaughton, M.P.	Failed in educational test.
21 Nov., '56	Gauthier, W.	2120 Prieur, Apt. 4	G. Rouleau, M.P.	Eligible.
4 Jan., '57	Veuilleux, P.	9155—15th Ave., St. Michel	J. P. Deschatelets, M.P.	Hired on May 20, '58.
1 Feb., '57	Courville, H.	3295 Monsabré	J. P. Deschatelets, M.P.	Over age limit.
4 Feb., '57	Turcotte, André	3305 Duquesne, Mtl.	J. P. Deschatelets, M.P.	Hired on May 2, '57.
5 March, '57	Auclair, J. R.	3312 Mackay, Laflèche	A. Vincent, M.P.	Hired on April 1, '57.
25 March, '57	Tremblay, A.	3246 Rouville	R. Eudes, M.P.	Failed in educational test.
15 April, '57	Dupuis, L.	1112 Ste. Elizabeth, Longueuil	A. Vincent, M.P.	Failed in educational test.
16 April, '57	Tessier, M.	1481 Létourneau, Mtl.	J. P. Deschatelets, M.P.	Failed in educational test.
8 May, '57	Robitaille, A.	1709 Beaudry, Mtl.	R. Beaudry, M.P.	Failed to report for educational test.
31 May, '57	Stewart, D.	7487 Querbes Ave.	A. Macnaughton, M.P.	Eligible.
21 June, '57	Pinard, Léo Paul	1957 Kent	E. Charbonneau, M.P.P.	Failed in educational test.
16 Sept., '57	Presseau, M.	724 Versailles	G. E. Sullivan, C.R.	Failed in educational test.
20 Sept., '57	Sirois, L.	71 Jannette, Ville Lemoyne	A. Vincent, M.P.	Failed in educational test.
18 Oct., '57	Pinard, Urbain	1037 Berri, Mtl.	R. Perron, Official conservative candidate, Mtl.—St. James.	Failed in educational test.
21 Oct., '57	Gravel, Jacques	1580 Fullum, Mtl.	P. Sévigny, M.P.	Adverse confidential report from previous employer.
22 Oct., '57	Ménard, J. P.	2074 Bordeaux, Mtl.	G. Valade, M.P.	Adverse confidential report from previous employer.
22 Oct., '57	Gauthier, R.		G. Valade, M.P.	Failed to report to fill application for employment.
19 March, '58	Evrard, J. G.	175 Légion, Croydon, St. Hubert	G. Payer Maire, ville de St. Hubert.	Failed in educational test.
18 Apr., '58	Robidoux, A.	5696 Orléans	J. P. Deschatelets, M.P.	Failed in educational test.
22 Apr., '58	Dubuc, L.	1863 Beaudry, Mtl.	C. E. Campeau, M.P.	Over age limit.
13 May, '58	Lafortune, J. E.	L'Assomption, Conté l'Assomption.	L. J. Pigeon, M.P.	Over age limit.
26 June, '58	Archambault, J.	2383 Chambly Rd., V.J.C.	J. R. Préfontaine Executive to the Deputy Speaker.	Failed in educational test.

7 Sept., '58	Chaput, G.	2083 Bourbonnière, Mtl.	R. Eudes, M.P.	Failed in educational test.
30 Sept., '58	Marotte, C.	8164 Wolfe, Mtl.	C. E. Campeau, M.P.	Unsuitable character.
30 Sept., '58	Boutin, M.	2578 Hogan, Mtl.	G. Valade, M.P.	Failed to report for educational test.
6 Oct., '58	Bergeron, L.	1465 Lepailleur	A. Gillet, M.P.	Failed in educational test.
6 Oct., '58	Asselin, R.	1578 Cartier	Geo. Valade, M.P.	Failed in educational test.
7 Oct., '58	Bellis, R.	1255 Dalcourt	Geo. Valade, M.P.	Physically unfit.
11 Oct., '58	Martin, C.	St. Rémi, Comté Napierville	Hon. R. O'Hurley, M.P.	Eligible
6 Oct., '58	Raymond, J.P.	2080 Délorimier	Geo. Valade, M.P.	Over age limit.
6 Oct., '58	Steben, H.	2133 Bordeaux	Geo. Valade, M.P.	Failed to report for educational test.
7 Oct., '58	Simoneau, D.	1322 Lagauchetière E.	Geo. Valade, M.P.	Failed in educational test.
7 Oct., '58	Godin, D.	2424 St. Charles	Peter Van Loo	Hired on Oct. 14, '58.
10 Oct., '58	Mott, D.P.	673 Hibernia	Peter Van Loo, President, St. Ann's Progressive Conservative Assoc. Inc.	Failed in educational test.
14 Oct., '58	St. Martin, R.	2722 Sherbrooke	Geo. Valade, M.P.	Over age limit. Failed in educational test.
17 Oct., '58	Beaupré, C.	1677 Iberville, Mtl.	Geo. Valade, M.P.	Failed in educational test.
11 Oct., '58	Gareau, A.	3950 St. Hubert	C. E. Campeau, M.P.	Adverse confidential report from previous employer.
17 Oct., '58	Paradis, A.	1282A Blvd. Curé Poirier	P. Sevigny, M.P.	Failed in educational test.
18 Oct., '58	Lesiège, F.	4843 Des Erables, Mtl.	C. E. Campeau, M.P.	Hired on May 16, '59.
20 Oct., '58	Perron, J. J.	2006 Nicolet St.	R. Eudes, M.P.	Failed in educational test.
22 Oct., '58	Nicolas, E.	56 Charron, Ville Lemoyne	Pierre Sévigny, M.P.	Failed in educational test.
25 Oct., '58	Gagné W.	10561 Belleville, Mtl. N.	A. Gillet, M.P. F. Caron, Lawyer	Hired on Oct. 31, '58
31 Oct., '58	Geary, James	302 Egan, Verdun	H. E. Monteith, M.P.	Over age limit.
28 Nov., '58	Beauchemin, R.	3224 Grand Blvd., Mackayville	P. Sévigny, M.P.	Over age limit.
28 Nov., '58	Delaney, Paul	3276 Rouville	P. Sévigny, M.P.	Adverse confidential report from previous employer.
12 Nov., '58	Quintal. J.	2344 Rouville	P. Sévigny, M.P.	Failed to report for educational test.
4 Dec., '58	Richard, David	447 Brodeur, V.J.C.	P. Sévigny, M.P.	Failed in educational test.
12 Dec., '58	Nadon, Paul	4669 Amos St., Mtl. N.	A. Gillet, M.P.	Failed in educational test.
21 Apr., '59	Savard, J. A.	7039 Chambord St.	P. Sévigny, M.P.	Over age limit.
15 Apr., '59	Barbeau, C.	1714 Champigny	H. Lessard, M.P.	Failed to report for educational test.
15 May, '59	Brassard, E.	253 McCord	G. E. Sullivan, C.R.	Over age limit.

NOTE: Above list does not include students employed for short periods during summer months only.
MARCH 30th, 1960.

APPENDIX "G"

LE SECRÉTAIRE D'ÉTAT

Canada

OTTAWA, 20 août 1954.

Cher monsieur Beaudet,

A la demande de mon ministre qui est en ce moment absent de son bureau, il me fait plaisir de vous recommander monsieur Hubert Lacaille de St-Basile le Grand, Co. Chambly, qui sollicite un emploi de percepteur au pont Jacques-Cartier.

Monsieur Lacaille est marié et apparemment sans travail depuis quelque temps. S'il vous était possible de faire quelque chose pour venir en aide à monsieur Lacaille, je puis vous assurer que le ministre vous en serait reconnaissant.

J'ai écrit aujourd'hui à monsieur Lacaille pour lui suggérer de se présenter à vos bureaux.

Je vous prie d'agréer tous mes remerciements et vous prie de me croire,

Votre tout dévoué,

MARCEL THÉORET,
Secrétaire particulier

Monsieur G. Beaudet,
Gérant intérimaire,
Port de Montréal,
Montréal, P.Q.

CHAMBRE DES COMMUNES

Canada

507 Place d'Armes

MONTRÉAL, le 26 août 1954.

Cher monsieur Beaudet,

M. Arthur Bouchard domicilié à 2405 rue Dessaules à St-Hyacinthe, Québec, veut élire domicile à Saint-Lambert. M. Bouchard a fait une demande d'emploi comme percepteur au pont Jacques-Cartier.

Il me fait plaisir de recommander M. Bouchard à votre attention.

Votre tout dévoué,

AUGUSTE VINCENT, M.P.
Longueuil.

AV/GM

M. G. Beaudet,
Commission des Ports Nationaux,
357 de la Commune,
Montréal.

CHAMBRE DES COMMUNES

Canada

St-Lambert, Qué.

Cher monsieur Beaudet,

Il me fait plaisir de vous recommander M. Fernando Laferté, domicilié dans mon comté sur la rue Verchère à Cité Jacques Cartier.

Mr. Laferté sollicite un emploi comme percepteur du pont. Monsieur Laferté est bien connu dans cité Jacques Cartier et jouit d'une excellente réputation.

Tout ce que vous ferez sera grandement apprécié.

Votre tout dévoué,

AUGUSTE VINCENT, M.P.
Longueuil.

CHAMBRE DES COMMUNES

Canada

Rec'd 29 Oct. 54

Cher Monsieur Beaudet,

Je tiens à vous recommander M. Zénon Champagne de mon comté, lequel désirerait travailler comme percepteur du pont Jacques Cartier.

M. Champagne a travaillé comme tel au pont Victoria, et je suis persuadé qu'il a toute la compétence voulue pour un tel poste.

Vous remerciant d'avance,

J. P. Deschatelet, M.P.
Maisonneuve-Rosemont

HOUSE OF COMMONS

Canada

1489 Wellington Street
Montreal, Quebec
November 15th., 1954.

Mr. Guy Beaudet,
Acting Port Manager
Harbour Commission
Montreal, Quebec.

Dear Mr. Beaudet:

I am writing you regarding an application made by Mr. Peter Buchkowsky who is a veteran with some five years over-seas.

He is very anxious to have a position as Toll Collector with the Harbour Board.

I would be pleased if you would give his name every consideration when a vacancy occurs.

Yours truly,

T. P. HEALY, M.P.
St. Ann's.

CHAMBRE DES COMMUNES

Canada

VERDUN, 18 novembre 1954.

A qui de droit,

Permettez-moi de vous recommander fortement Monsieur J.-Roger Hachey domicilié à 3690 rue Gertrude à Verdun, qui désire obtenir un emploi comme percepteur au pont Jacques-Cartier.

Monsieur Hachey vient d'être honorablement licencié de l'Armée canadienne après avoir servi au Canada et en Extrême-Orient et avoir obtenu les médailles de Corée et du service des Nations Unies.

Il est âgé de vingt-deux ans, vit chez ses parents qui sont citoyens de Verdun depuis une quinzaine d'années et il est en excellente santé.

Eu égard à sa bonne réputation, à sa constitution physique et à ses services militaires, vous m'obligeriez beaucoup de tenter de lui être utile.

Votre obligé,

Yves Leduc,
Député fédéral de Verdun.

CHAMBRE DES COMMUNES

Canada

MONTRÉAL, le 11 décembre 1954.

Major G. Beaudet, Gérant-adjoint,
Conseil des Ports Nationaux,
357, rue de la Commune,
Montréal, P. Qué.

Re: Zénon Champagne,
1649, rue Viau, Montréal.

Cher monsieur,

Monsieur Champagne est venu me voir concernant une application qu'il a faite à vos bureaux pour une position de percepteur au pont Jacques-Cartier.

Il m'informe avoir passé les examens (test) au commencement de novembre et il serait fort anxieux de commencer à travailler.

Pourriez-vous me dire quelles sont les possibilités d'emploi pour lui?

Croyez-moi, cher monsieur,

Votre tout dévoué,

Jean Paul Deschatelets, député
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES
Canada

14 décembre 1954.

Cher monsieur Beaudet,

J'ai le plaisir de vous présenter un de mes électeurs, M. Valentin Tobin, 2640 Bourbonnière—CL. 4173.

C'est un vétéran de la Corée, où il a passé 14 mois.

Il est bilingue, a une belle personnalité, et je suis persuadé qu'il ferait un excellent percepteur de pont.

Puis-je compter que vous lui ferez confiance dès qu'une vacance se présentera?

Merci à l'avance.

Jean Paul Deschatelets, M.P.,
Maisonneuve-Rosemont.

VILLE DE MONTRÉAL
Canada

Hôtel de ville, le 18 janvier 1955.

Bureau des Conseillers
Monsieur Guy Beaudet,
Maître de port intérimaire,
357, rue des Communes,
Montréal.

Cher monsieur Beaudet,

La présente, aux fins de vous recommander d'une façon toute particulière monsieur Dominico Luca, 1828 rue St-Timothée, FA. 8534, qui désire devenir percepteur au pont Jacques-Cartier.

Ce jeune homme encore, 37 ans, dont je ne puis dire que du bien, a fréquenté le collège Notre-Dame-Auxiliatrice pendant plusieurs années. Il est père de trois jeunes enfants, parle trois langues parfaitement. Son apparence est des meilleures et il est d'un abord agréable.

Je vous serais infiniment obligé s'il vous était possible de lui confier le poste qu'il convoite et j'ai l'assurance que vous n'auriez pas à vous en repentir.

Avec mes remerciements anticipés pour tout ce que vous voudrez bien faire à ce sujet, je vous prie de croire, cher monsieur Beaudet, à mes meilleurs sentiments,

Alfred Gagliardi,
Conseiller municipal,
District No. 6.

CHAMBRE DES COMMUNES
Canada

Ottawa, le 10 février 1955.

Major Guy Beaudet,
Directeur du Port,
357, rue de la Commune,
Montréal, P. Qué.

Cher monsieur Beaudet,

Je suis informé que monsieur Zénon Champagne, 1649, rue Viau, Montréal, aurait réussi ses examens comme percepteur.

Monsieur Champagne est âgé de 25 ans, bilingue, et j'ai tout lieu de croire qu'il rendrait de très bons services. De plus, je dois vous dire qu'il a travaillé comme tel durant un an au pont Victoria.

A l'occasion, puis-je compter que vous l'appellerez au travail.

Croyez-moi, cher monsieur Beaudet,

Votre tout dévoué,

Jean Paul Deschatelets, député
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES
Canada

Le 14 février, 1955.

Cher monsieur Beaudet,

Il me fait plaisir de vous recommander M. Hercule Piché, domicilié au numéro 345 rue Hawthorne, Longueuil, qui sollicite un emploi comme percepteur au pont Jacques-Cartier. M. Piché est père d'une famille de six enfants. Tout ce que vous pourrez faire en faveur de M. Piché sera grandement apprécié.

Vous remerciant de l'attention que vous porterez à la demande de M. Piché, je me souscris, votre tout dévoué,

Auguste Vincent, M.P.,
Longueuil.

VILLE DE MONTRÉAL CITY OF MONTREAL

Canada

COMITÉ EXÉCUTIF
EXECUTIVE COMMITTEE

HÔTEL DE VILLE,
CITY HALL,
February 16, 1955.

Mr. Guy Beaudet,
Manager, Port of Montreal,
Montreal.

Dear Mr. Beaudet:

I understand that Mr. Hercule Piché has applied to you for a position as collector on Jacques-Cartier Bridge.

Mr. Piché was employed by the National Breweries for a period of 32 years, and, on account of the change in control, lost his position a couple of years ago.

He is 53 years of age, married with six children and, at the present time, he is unemployed.

I take pleasure in recommending him to you and trust that you will find a position for him.

With best personal regards.

Yours very truly,
C. Hugh Hanson
Vice-Chairman—Executive Committee

CHAMBRE DES COMMUNES

Canada

Ottawa,
le 29 avril 1955

Monsieur Guy Beaudet,
Gérant du Port de Montréal,
Conseil des Ports Nationaux,
Montréal, P.Q.

Monsieur,

J'ai bien le plaisir de vous recommander M. Roméo Barette, demeurant au n° 4277, rue Fabre, Montréal, pour qui je désirerais, s'il était possible, trouver un emploi au Port de Montréal, ou comme collecteur au Pont Jacques-Cartier.

M. Barette que je connais depuis de nombreuses années est un ami personnel; c'est un garçon honnête, sobre et laborieux. Je sais à l'avance qu'il saura bien remplir les charges qu'on voudra bien lui confier.

M. Beaudet, si je tiens à ce que M. Barette obtienne une position c'est qu'il est père de famille et que, depuis le mois d'octobre dernier, il est sans emploi. C'est pourquoi j'ai pensé qu'au Port de Montréal il serait peut-être possible de lui offrir du travail au moins durant la saison d'été, et s'il y avait moyen un emploi à l'année.

Je vous remercie à l'avance de l'attention que vous voudrez bien donner à ma lettre, et je demeure

Votre tout dévoué,
J.-G. Ratelle, député,
Montréal-Lafontaine.

HOUSE OF COMMONS
Canada

St-Lambert, Que., 24 May '55

Dear Mr. Beaudet,

I would like Mr. Brassard to be admitted to pass the examination to qualify as a toll Collector on the Jacques Cartier Bridge. Mr. Brassard is one of my personal friends and I would like something to be done on his behalf.

Thanking you for your cooperation I remain.

Yours truly,

Auguste Vincent, M.P.
Longueuil.

CHAMBRE DES COMMUNES
Canada

Ottawa, ce 23 juin 1955

Monsieur Guy Beaudet,
Directeur du port de Montréal,
Conseil des Ports nationaux,
Montréal.

Cher monsieur,

Permettez-moi de recommander à votre attention bienveillante, monsieur William Murrin, 2831, rue Rouen, à Montréal, qui sollicite une position comme péager sur le pont Jacques-Cartier.

M. Murrin est un excellent citoyen, sobre, honnête et digne de confiance. Il semble avoir les qualifications requises pour remplir ses fonctions à la satisfaction de ses supérieurs.

Je vous remercie de la considération que vous accorderez à cette demande et vous prie de croire à mes meilleurs sentiments.

(signé) R. Eudes,
Raymond Eudes, député,
Montréal-Hochelaga

LE SÉNAT
Canada

OTTAWA, le 29 juin 1955

Monsieur Guy Beaudet,
Gérant du Port de Montréal,
rue des Communes,
Montréal, P.Q.

Cher monsieur Beaudet,

J'ai bien le plaisir de vous recommander monsieur William Murin, 2831 rue Rouen, Montréal. Je comprends que monsieur Murin désire obtenir un emploi de percepteur de payage sur le pont Jacques-Cartier.

Si vous pouviez le favoriser en ce sens, j'en serais heureux et obligé.

Sincèrement à vous,

(signé) Sarto Fournier
Sarto Fournier.

CHAMBRE DES COMMUNES
Canada

OTTAWA, le 29 juin 1955

Major Guy Beaudet,
Directeur du Port,
Port de Montréal,
357,rue de la Commune,
Montréal.

Re: Frank Roy

Cher monsieur,

Monsieur Frank Roy qui travaille actuellement pour le Conseil des Ports nationaux, comme peintre, m'a fait part de son grand désir de travailler comme percepteur au pont Jacques-Cartier.

S'il y avait possibilité de lui donner la chance d'établir ses qualifications pour ce poste, j'en serais bien heureux et j'aimerais que vous donniez suite à la présente.

Vous remerciant, je demeure,

Votre dévoué,

(signé) Jean Paul Deschatelets
Jean Paul Deschatelets, député
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES
Canada

OTTAWA, ce 5 juillet 1955.

Monsieur Guy Beaudet,
Directeur du port de Montréal,
Conseil des Ports nationaux,
Montréal.

Cher monsieur,

Permettez-moi de recommander à votre attention bienveillante, monsieur Léo Mayer, Boucherville, P.Q., qui sollicite l'emploi de percepteur au pont Jacques-Cartier.

M. Mayer est un excellent citoyen, sobre, travailleur et digne de confiance.

Je vous remercie de la considération que vous accorderez à cette demande et vous prie de croire à mes meilleurs sentiments.

Raymond Eudes, député,
Montréal-Hochelaga

CHAMBRE DES COMMUNES
Canada

OTTAWA, le 19 juillet 1955.

M. Guy Beaudet,
Gérant du Port de Montréal,
357, rue de la Commune,
Montréal.

Cher monsieur Beaudet,

A votre suggestion, je vous fais parvenir la demande d'emploi de monsieur Frank Roy.

J'espère bien qu'il vous sera possible de retenir ses services.

Votre dévoué,

Jean Paul Deschatelets, député
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES
Canada

MONTRÉAL, le 7 septembre 1955.

Major Guy Beaudet,
Gérant du Port de Montréal,
357 de la Commune,
Montréal, Québec.

Cher monsieur,

Permettez-moi de recommander à votre bienveillante attention, monsieur Léo Mayer, 9e avenue Boucherville, qui récemment remplissait une application afin d'obtenir un emploi comme percepteur de péage au pont Jacques-Cartier.

A la suite de cette application monsieur Mayer a subi un examen qu'il croit avoir réussi.

Je connais personnellement monsieur Mayer et je suis heureux de vous assurer qu'il est un excellent citoyen, digne de la plus entière confiance et que je crois bien qualifié pour l'emploi qu'il sollicite.

Vous remerciant à l'avance de la considération que vous lui accorderez, je vous prie de me croire,

Votre bien dévoué,

Raymond Eudes,
Député de Montréal-Hochelaga.

CHAMBRE DES COMMUNES
Canada

MONTRÉAL, le 17 septembre 1955.

M. Guy Beaudet,
Gérant du Port de Montréal,
Commission des Ports Nationaux,
rue des Communes,
Montréal.

Cher monsieur,

M. Fernand Papillon, 2205 Bordeaux, Montréal, désire obtenir un emploi de percepteur de billets de passage, sur le Pont Jacques-Cartier.

Je le recommande particulièrement à votre considération, convaincu que l'on trouverait en lui un homme fiable, laborieux et ponctuel, qui saurait exécuter son travail à la satisfaction de ses supérieurs.

Avec l'espoir qu'il pourra être donné suite à la présente, veuillez recevoir mes remerciements anticipés, et me croire,

Votre tout dévoué,

Hector Dupuis, M.P.,
Montréal-Ste-Marie

HOUSE OF COMMONS

CANADA

1489 Wellington Street
MONTREAL, Quebec, September 30th., 1955.

Mr. A. Poole
Superintendent
Harbour Bridge
Montreal, Quebec.

Dear Mr. Poole:

This will introduce to you Mr. Melvin Wilson of 515 Marguerite Bourgeoys Park Montreal. This veteran has made application some six months ago for a position as "toll Collector".

I believe there is a vacancy and I am pleased to recommend this young man as a good reliable, trustworthy person. Hoping you will give his name every consideration, I remain,

Yours truly,

T. P. HEALY, M.P.
ST. ANN'S.

HOUSE OF COMMONS

CANADA

1489 Wellington Street
MONTREAL, Quebec, October 8th., 1955.

Mr. G. Beaudette
Port Manager
National Harbour
Montreal, Quebec.

Dear Mr. Beaudette:

I am taking the liberty of writing you regarding an application made by Mr. Melvin Wilson of 515 Marguerite Bourgeoys Park, Montreal.

As I know it is essential that this position be filled by a veteran and may say that Mr. Wilson has had five years over-seas and is a good, reliable, trustworthy married man.

I would appreciate you giving his name every consideration.

Yours truly,

T. P. HEALY, M.P.
ST. ANN'S.

HOUSE OF COMMONS

CANADA

MONTREAL, Que., October 13th., 1955.

Guy Beaudet, Esq.,
Port of Montreal General Manager,
National Harbours Board,
357 Common Street,
Montreal, Que.

Dear Mr. Beaudet:

This letter will serve to introduce Mr. E. Fitzgerald of 7117 Cote des Neiges Road, Apt. 1, Montreal, who is one of my constituents in Mount Royal, who is anxious to get a job as Toll Collector on one of the bridges. Anything you can do will be appreciated by the undersigned.

Yours sincerely,

Alan A. Macnaughton, Q.C.,
M.P. Mount Royal

AAM/af

CHAMBRE DES COMMUNES

Canada

OTTAWA, 26 janvier 1956.

Monsieur Guy Beaudet,
Gérant du Port,
Conseil des Ports Nationaux,
357, rue de la Commune,
Montréal.

Sujet: Émilien Dostie
377, rue Canning, Montréal.

Cher monsieur,

On me demande de vous recommander monsieur Émilien Dostie, un vétéran dont le numéro matricule est D-117374, comme percepteur de billets au pont de Montréal.

Puis-je compter que ma demande sera prise en sérieuse considération car j'apprécierais beaucoup qu'un tel emploi lui soit offert même à titre d'employé temporaire.

Je vous remercie à l'avance et vous prie de me croire,

Votre tout dévoué,

Jean Paul Deschatelets, député,
(Maisonneuve-Rosemont).

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 1er février, 1956.

Monsieur Guy Beaudet,
Conseil des Ports Nationaux,
Port de Montréal,
357 de la Commune,
Montréal, P.Q.

Cher monsieur Beaudet,

Monsieur Gérard Séguin, domicilié au 1412 de la rue Valiquette à Verdun, a déjà occupé le poste de percepteur durant treize ans à l'entrée du Pont Victoria pour ensuite se lancer dans les affaires.

Il serait heureux maintenant de devenir percepteur à l'entrée du Pont Jacques-Cartier. S'il vous était possible d'être agréable à monsieur Séguin, je vous en serais obligé et je vous remercie à l'avance.

Votre tout dévoué,

Yves Leduc,
Député de Verdun.

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 2 février 1956.

Monsieur Guy Beaudet,
Gérant du Port de Montréal,
Conseil des Ports Nationaux,
357, rue de la Commune,
Montréal.

Re: Albert Chantelois
1996, rue Gilford, Mtl.

Cher monsieur,

On me réfère d'une façon toute spéciale monsieur Albert Chantelois en vue d'un emploi comme percepteur de billets au pont de Montréal.

Il s'agit d'un vétéran qui s'est tout particulièrement distingué à l'action et les documents ci-annexés parlent par eux-mêmes.

Y aurait-il possibilité à ce qu'on lui facilite une entrevue afin de lui faire subir les examens préliminaires pour un tel emploi.

J'apprécierais que les documents ci-annexés me soient retournés par la suite.

Veuillez me croire, cher monsieur,

Votre dévoué,

Jean-Paul Deschatelets, député,
(Maisonneuve-Rosemont).

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 8 février 1956.

Monsieur Guy Beaudet,
Gérant du Port de Montréal,
Conseil des Ports Nationaux,
Montréal, P.Q.

Cher monsieur,

Permettez-moi de recommander à votre bienveillante attention monsieur Paul Porlier, 3835, rue Hochelaga, Montréal, qui sollicite l'emploi de percepteur de péage au pont Jacques-Cartier.

Monsieur Porlier est un ancien combattant ayant servi outre-mer durant les années 1943 à 1945. Il est présentement dans la réserve de l'Armée canadienne. Il a une famille de quatre enfants. Il est sobre et d'une honnêteté parfaite.

Je vous remercie de la considération que vous accorderez à la recommandation et vous prie de croire à mes meilleurs sentiments.

Raymond Eudes, député,
Montréal-Hochelaga.

HOUSE OF COMMONS

CANADA

OTTAWA, February 8, 1956.

Mr. J. A. A. Poole,
Supervisor of toll collectors,
National Harbours Board,
Montreal Harbour,
357 Common,
Montreal.

Dear Sir:

I wish to recommend to your kind attention Mr. Paul Porlier, 3835 Hochelaga St., Montreal, who is desirous of obtaining the position of collector of toll tax at the Jacques Cartier bridge.

Mr. Porlier is a veteran of the 1939-45 war and served Overseas from 1943 to 1945. He belongs to the Canadian Army Reserve. He has four children. He is sober and very honest.

Thanking you in anticipation of your kind consideration of the above requests,

I remain,

Yours very truly,

Raymond Eudes, Member
for Montreal-Hochelaga

CHAMBRE DES COMMUNES

Canada

VERDUN, 27 février 1956.

Conseil des Ports Nationaux,
Port de Montréal,
357 de la Commune,
Montréal.

attention: Monsieur Guy Beaudet

Cher monsieur Beaudet,

En juin 1954, Monsieur Robert Dawson, de 981 Ave. Rolland à Verdun, a formulé une demande d'emploi en vue de devenir percepteur au Pont Jacques Cartier.

Monsieur Dawson a été informé récemment qu'à brève échéance, des vacances seraient comblées.

Je connais personnellement Monsieur Dawson qui est parfait bilingue, d'une honnêteté irréprochable et vétéran de la dernière guerre avec services outre-mer.

N'auriez-vous pas l'obligeance d'apporter à son cas votre bienveillante et immédiate attention, et je vous en remercie à l'avance.

Votre bien dévoué,

Yves Leduc,
Député fédéral de Verdun.

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 7 mars 1956.

M. le Major Guy Beaudet,
Gérant du Port,
Conseil des Ports nationaux,
357, rue de la Commune,
Montréal.

Re: Albert Chantelois, 1996, rue Gilford, Montréal.

Cher monsieur,

Le 2 février dernier, je vous recommandais monsieur Chantelois comme percepteur de billets au pont de Montréal.

Vous me permettrez de réitérer ma demande et j'espère bien que vous pourrez lui faire profiter de la première occasion qui pourrait se faire, vu ses états de sevice remarquable sur les champs de bataille.

J'apprécierais beaucoup votre coopération habituelle pour ce cas qui m'est très sympathique.

Croyez-moi, cher monsieur,

Votre dévoué,

Jean-Paul Deschatelets,
député (Maisonneuve-Rosemont).

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 27 mars 1956.

Monsieur Guy Beaudet,
a/s Conseil des Ports nationaux,
357, rue de la Commune,
Montréal.

Monsieur,

La présente est pour vous recommander M. Gérard Charette, 7078, rue Des Écores, Montréal, qui désirerait être employé comme percepteur de billets aux ponts Jacques-Cartier ou Victoria à Montréal.

M. Charette a déjà fait application pour ce genre de travail. Je dois ajouter qu'il est un vétéran.

Espérant que vous le favoriserez, je vous remercie et demeure,

Votre dévoué,

Adrien Meunier,
député (Montréal-Papineau).

HOUSE OF COMMONS

Canada

1489 Wellington Street,
Montreal, Quebec.
April 10th, 1956.

Mr. Guy Beaudett,
Port Manager,
Harbour Commissioner,
Montreal, Quebec.

Dear Mr. Beaudett:

This will introduce to you Mr. C. Gleason of 262 Young Street, Montreal. This veteran is anxious to make application for a position as Toll Collector on the Harbour Bridge.

It is with pleasure that I recommend him to you, and any courtesy extended his name will be greatly appreciated.

Yours truly,

T. P. Healy, M.P.,
St. Ann's.

CHAMBRE DES COMMUNES

CANADA

OTTAWA, ce 18 avril 1956.

Monsieur Guy Beaudet,
Directeur du port,
Conseil des Ports nationaux,
357 de la Commune,
Montréal, P.Q.

Cher monsieur,

Permettez-moi de recommander à votre attention bienveillante monsieur Marcel Duceppe, 3176 rue Ontario, Montréal, qui sollicite un emploi de percepteur au pont Jacques Cartier. Il est bilingue.

M. Duceppe est marié et le soutien de quatre personnes. Il a fait deux ans de service dans la marine.

Je vous remercie de la considération que vous voudrez bien accorder à cette recommandation et vous prie de croire à l'expression de mes meilleurs sentiments.

Raymond Eudes, député,
Montréal-Hochelaga.

CHAMBRE DES COMMUNES

CANADA

ST-LAMBERT, QUÉ.

Cher monsieur Beaudet,

M. Roch Vachon, le porteur de cette note, sollicite actuellement un emploi comme percepteur au pont Jacques-Cartier. M. Vachon a dû être hospitalisé pour sa vue. Je tiens beaucoup à aider M. Vachon. Je le recommanderai au Ministre des Transports, mais j'ai cru que vous pourriez m'aider et c'est pourquoi je prends l'occasion de vous soumettre ce cas. Je considère ce cas comme tout à fait particulier et je vous serais des plus reconnaissant si vous vouliez bien faire subir l'examen requis à M. Vachon afin de le qualifier pour la situation.

Merci.

Auguste Vincent, M.P.

CHAMBRE DES COMMUNES

CANADA

OTTAWA, le 18 mai, 1956.

Cher Monsieur Beaudet:

Je vous remercie de l'attention que vous avez bien voulu accorder à ma recommandation au sujet de Monsieur Claude Tessier.

Je m'adresse de nouveau à vous pour vous recommander Monsieur J. H. Comte, domicilié 884 rue à Victoria à Ville Jacques Cartier. Monsieur Comte désirerait une position au Port de Montréal comme inspecteur d'emballage.

J'apprécierai vivement tout ce que vous ferez en faveur de Monsieur Comte.

Votre tout dévoué,

Auguste Vincent, député,
(Longueuil)

Monsieur G. Beaudet,
Directeur du Port de Montréal, P.Q.

CHAMBRE DES COMMUNES

CANADA

OTTAWA, le 30 mai 1956.

Cher monsieur Beaudet:

Je me permets de m'adresser à vous de nouveau pour vous recommander un de mes électeurs, monsieur Léo Boyer, domicilié 104 rue St-Charles à Greenfield Park, P.Q.

Monsieur Boyer désirerait obtenir un emploi comme percepteur au Pont Jacques Cartier. Connaissant monsieur Boyer, je n'hésite pas à vous le recommander et croyez que j'apprécierai tout ce que vous ferez dans le but de lui accorder cet emploi.

Je demeure,

Auguste Vincent, député,
(Longueuil)

Monsieur G. Beaudet,
Directeur du Port de Montréal,
Montréal, P.Q.

LONGUEUIL, le 11 juillet 1956.

A qui de droit:

Il m'est agréable de recommander monsieur Hercule Fournier de 777 rue Ste-Hélène, Montréal-Sud, comme un homme intègre, respectable et travaillant.

Ce monsieur est avantageusement connu dans sa ville natale à Montréal-Sud, là où il habite depuis vingt-sept ans. Il est marié et père de deux enfants.

J'ai eu l'occasion de le connaître depuis nombreuses années et je n'hésite pas à le recommander. Il a fait preuve en maintes circonstances de grand dévouement et il ne craint pas d'assumer des responsabilités.

Toute considération qu'il lui sera accordée, sera appréciée de lui j'en suis sûr et à sa juste valeur.

Avec remerciements et reconnaissance, je demeure,

Bien à vous,

Ant. Spickler,
Échevin—Cité de Longueuil.

CHAMBRE DES COMMUNES

CANADA

OTTAWA, le 13 août 1956.

Cher Monsieur Beaudet:—

Je me permets de vous recommander d'une façon toute particulière Monsieur Gilles Poupard, domicilié 452, rue St. Georges à St. Lambert, qui sollicite un emploi de percepteur au pont Jacques Cartier.

Croyez que je vous serai très reconnaissant pour tout ce que vous ferez dans le but de le favoriser à son concours.

Je demeure,

Votre tout dévoué,

Auguste Vincent, député,
(Longueuil)

Monsieur G. Beaudet,
Directeur du Port de
Montréal, P.Q.

CHAMBRE DES COMMUNES

CANADA

MONTRÉAL, le 20 août 1956.

M. Guy Beaudet,
Gérant du Port de Montréal,
rue des Communes,
Montréal,

Cher Monsieur Beaudet,

Je désire recommander fortement, M. Arthur Robidoux, 2371 Lafontaine, qui sollicite un emploi comme percepteur sur le pont Jacques-Cartier.

Je puis vous assurer que l'on trouverait en mon protégé, un employé fiable, laborieux et ponctuel qui saurait exécuter son travail, à la satisfaction de ses supérieurs.

Avec l'espoir qu'il pourra être donné suite à la présente, veuillez recevoir mes remerciements anticipés, et me croire,

Votre tout dévoué,
Hector Dupuis, M.P.
Montréal-Ste-Marie

CHAMBRE DES COMMUNES

CANADA

ST LAMBERT, Qué.

Cher monsieur Beaudet,

Permettez moi de vous présenter M. George Etienne Auger qui sollicite une situation comme percepteur au pont Jacque Cartier. Tout ce que vous pourrez faire pour lui aider sera grandement apprécié. Merci.

Auguste Vincent, M.P.
Longueuil.

CHAMBRE DES COMMUNES

Canada

MONTRÉAL, le 6 septembre, 1956.

Major G. Baudette,
Conseil des Ports Nationaux,
Montréal, Qué.

Cher monsieur,

Permettez-moi de recommander à votre bienveillante attention le porteur de cette lettre qui sollicite un emploi selon sa compétence et ses aptitudes.

C'est un excellent citoyen, travailleur et digne de confiance.

Je vous remercie de la considération que vous accorderez à cette demande et vous prie de croire à mes meilleurs sentiments.

J.-A. Bonnier, député
Montréal-St-Henri.

Nom Charles E. Leger,
Adresse 5783 rue Drake,
Emploi percepteur au Pont Jacques Cartier.

CHAMBRE DES COMMUNES

Canada

MONTRÉAL, le 6 septembre 1956.

M. Guy Beaudet,
a/s Conseil des Ports Nationaux,
357 rue de la Commune,
Montréal, Québec.

Monsieur,

La présente est pour vous recommander M. Vincent Yalente, 6201 rue Des Ecores, Montréal, qui désirerait être nommé comme collecteur aux ponts qui relèvent de votre juridiction.

M. Yalente est un homme honnête, travailleur, dévoué et capable de remplir la position qu'il sollicite.

Espérant que vous lui ferez confiance, je vous remercie et demeure,

Votre dévoué,

Adrien Meunier,
Député de Montréal-Papineau.

CHAMBRE DES COMMUNES

Canada

LACHINE 10 septembre 1956.

Monsieur Guy Beaudet, gérant,
National Harbour,
357, rue Common,
Montréal, P.Q.

Cher monsieur,

Monsieur Adélard Léonard que vous avez à votre service comme constable depuis plusieurs années serait anxieux d'obtenir une position vacante comme percepteur au pont Jacques-Cartier.

Si vous jugiez à propos de lui accorder un transfert il l'apprécierait beaucoup.

Vous êtes en mesure d'apprécier la demande qui vous est soumise et si vous daigniez y adhérer mon protégé vous en serait des plus reconnaissants.

Votre tout dévoué,

Edgar Leduc, M.P.,
Jacques-Cartier-Lasalle.

CHAMBRE DES COMMUNES

Canada

ST-LAMBERT, Qué.

Cher monsieur Beaudet,

Monsieur Denis Vincent, domicilié à 181 rue St-Charles ouest, Longueuil, a subit dernièrement l'épreuve qui lui permettrait d'être employé au pont Jacques-Cartier comme percepteur des péages. Je vous recommande monsieur Denis Vincent d'une façon toute particulière et veuillez croire que tout ce que vous ferez pour lui aider sera grandement apprécié.

Merci.

Auguste Vincent, M.P.,
Longueuil.

HOUSE OF COMMONS

Canada

OCTOBER, 11th, 1956.

Mr. Guy Beaudet,
Port Manager,
National Harbours Board
Montreal Harbour,
357 Common,
Montreal.

Dear Mr. Beaudet:

This letter will serve to introduce to you Mr. Guy Joly, of 7763 Querbes Avenue, Montreal, who wishes to apply for a position with the Montreal Harbour. He will explain to you his various qualifications and if you are able to help him it would be appreciated by the undersigned.

Yours very truly,

Alan Macnaughton,
M.P., Mount Royal.

AAM/fg

CHAMBRE DES COMMUNES

Canada

VERDUN, 16 octobre 1956.

Monsieur Guy Beaudet,
Conseil des Ports Nationaux,
357, rue de la Commune,
Montréal.

Cher monsieur Beaudet,

Permettez-moi de vous remercier à nouveau de vos bons offices dans vos efforts à obtenir une position à monsieur Richard Law, domicilié au 1186, rue Crawford Bridge, à Verdun.

J'ai fait part de vos représentations à mon protégé et l'ai assuré que dès que la chose sera possible, vous ferez de votre mieux en vue de réaliser son désir de devenir percepteur au pont Jacques Cartier.

Pour votre renseignement personnel, puis-je souligner que monsieur Law est marié, père de famille, et vétéran de la dernière guerre ayant séjourné quatre ans et demi outre-mer.

Votre bienveillante attention à sa demande dans l'avenir obligera.

Votre bien dévoué,

Yves Leduc,
Député fédéral de Verdun.

HOUSE OF COMMONS

Canada

664, Logan, St-Lambert, Que.
Le 17 octobre, 1956.

M. G. Beaudet,
Gérant Adjoint,
Commission des Ports Nationaux,
357, rue Common,
Montréal, Qué.

Cher monsieur Beaudet,

Il me fait plaisir de vous recommander d'une façon toute particulière monsieur Denis Vincent, domicilié à 181 rue St-Charles ouest, à Longueuil, qui sollicite un emploi comme percepteur de payage au pont Jacques-Cartier.

M. Vincent s'est déjà présenté aux bureaux du Port de Montréal pour y subir le concours habituel; auriez-vous l'obligeance de m'informer des résultats obtenus par M. Vincent.

Je vous serais très reconnaissant si vous pouviez faire quelque chose en sa faveur.

Votre tout dévoué,

Auguste Vincent, M.P.,
Longueuil.

AV/pmg.

HOUSE OF COMMONS

Canada

St-Lambert, Que.

Cher monsieur Beaudet,

Auriez-vous l'obligeance de considérer la demande de M. Guy Prevost qui sollicite un emploi au pont Jacques-Cartier à titre de percepteur des péages.

Tout ce que vous ferez pour lui aider à obtenir sa situation sera grandement apprécié.

Merci.

Auguste Vincent, M. P.,
Longueuil.

P.S.—Auriez-vous l'obligeance de lui faire subir l'examen requis.

CHAMBRE DES COMMUNES

Canada

296 Putney, St. Lambert,
Le 6 novembre 1956.

Cher Monsieur Beaudet:

C'est avec plaisir que j'ai appris par votre lettre du 15 octobre dernier que Monsieur Denis Vincent, domicilié à 181 St. Charles Ouest Longueuil, avait subi avec succès l'examen requis des candidats au poste de percepteur de péage au pont Jacques-Cartier.

Je vous serai très reconnaissant de garder tout particulièrement son nom en mémoire afin de lui accorder le plus tôt possible la position qu'il sollicite.

Vous remerciant de votre bienveillante attention, je vous prie de me croire,

Votre tout dévoué,

AUGUSTE VINCENT, M.P.,
Longueuil.

M. G. Beaudet,
Conseil des Ports Nationaux,
357 de la Commune,
Montréal 1, Qué.

CHAMBRE DES COMMUNES

Canada

le 16 novembre 1956.

M. Clement,
Conseil des Ports Nationaux,
Montreal.

Cher Monsieur Clement,

Il me fait plaisir de vous recommander fortement le porteur de la présente M. Walter Gauthier domicilié à 2120 Prieur Apt. 4.

M. Gauthier désire obtenir un emploi comme percepteur au Pont Jacques Cartier. Tout ce que vous pourrez faire pour lui être utile m'obligera et je vous en remercie à l'avance.

Guy Rouleau, M.P.,
Dollard.

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 27 novembre 1956.

Monsieur J. A. Clément,
Surintendant des ponts,
Conseil des Ports nationaux,
357 de la Commune,
Montréal.

Cher monsieur Clément,

Je vous remercie de votre lettre du 23 novembre dernier, concernant monsieur Walter Gauthier, de 2120 rue Prieur, Montréal. Je suis heureux d'apprendre que monsieur Gauthier a subi avec succès l'examen auquel il a dû se soumettre et j'ose espérer qu'il lui sera possible d'obtenir le poste qu'il désire.

Veuillez agréer, cher monsieur Clément, l'expression de ma haute considération.

Sincèrement vôtre,

Guy Rouleau, député,
(Dollard)

CHAMBRE DES COMMUNES

Canada

MONTRÉAL, le 12 décembre 1956.

Conseil des Ports Nationaux,
a/s M. Guy Beaudet, Gérant du Port,
35, rue de la Commune,
Montréal.

Re: Paul A. Veilleux,
4838 est, rue Ste-Catherine, Mtl.

Cher monsieur,

Il s'agit d'un jeune étudiant de 24 ans, bilingue, possédant une belle personalité.

Pour parfaire ses études, il aimerait travailler comme percepteur au pont de Montréal et serait prêt à travailler à toute heure comme supplémentaire, soit le jour ou la nuit. Si ceci était possible vous lui rendriez un grand service et j'espère qu'il en sera ainsi.

Je vous remercie à l'avance et vous prie de me croire,

Votre dévoué,

Jean Paul Deschatelets, député,
(Maisonneuve-Rosemont)

Supt. of Bridges—For attention, please—20/12/56

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 25 janvier 1957.

Monsieur Guy Beaudet, gérant,
Port de Montréal,
35, rue de la Commune,
Montréal, P.Q.

Re:—M. André Turcot, Vétéran,
2204, rue St-Clément,
Montréal.

Cher monsieur Beaudet,

J'ai reçu la visite de monsieur André Turcot, électeur de mon comté, qui est un vétéran et qui en plus a fait partie durant sept ans de la force constabulaire de Montréal. Il est âgé de 32 ans et il désirerait être nommé percepteur au pont.

J'apprécierais qu'il soit appelé à un examen afin qu'il puisse se qualifier pour un tel emploi.

Votre tout dévoué,

JEAN PAUL DESCHATELETS, député,
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 1er février 1957.

Monsieur Guy Beaudet, gérant,
Port de Montréal,
Conseil des Ports nationaux,
35, rue de la Commune,
Montréal.

Cher monsieur,

J'ai le plaisir de vous recommander M. Hervé Courville, 3295, rue Monsabré, Montréal, qui désirerait travailler comme percepteur à un des ponts de Montréal.

M. Courville est bilingue, a fait un stage dans l'armée et il a en plus été caissier pour quelques entreprises.

Auriez-vous l'obligeance de lui faire passer l'examen d'usage afin qu'il puisse se qualifier pour un emploi de ce genre.

Croyez-moi, cher monsieur,

Votre tout dévoué,

JEAN PAUL DESCHATELETS, député,
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES

Canada

ST-LAMBERT, QUÉ.

Cher Monsieur Beaudet,

Je désire vous présenter un bon candidat comme percepteur au pont Jacques-Cartier.

M. Roland Auclair est un ancien combattant avec sept ans de service outremer dans l'Armée Canadienne. M. Auclair est bilingue et possède assez d'instruction pour faire un bon percepteur sur le pont Jacques-Cartier.

M. Auclair est actuellement sans emploi et il faut absolument lui aider vu qu'il a une famille de sept enfants à faire vivre. Merci.

AUGUSTE VINCENT

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 12 mars 1957.

Major Guy Beaudet,
Gérant du Port de Montréal,
Conseil des Ports nationaux,
357 de la Commune,
Montréal.

Cher monsieur,

Permettez-moi de recommander à votre bienveillante attention M. J. W. Armand Tremblay, 3246, rue Rouville, à Montréal, qui désirerait obtenir un emploi de percepteur au pont Jacques-Cartier. M. Tremblay est un ancien combattant, (Mat. D651691).

Je vous remercie de la considération que vous accorderez à cette demande et vous prie de croire à l'expression de mes meilleurs sentiments.

RAYMOND EUDES, député,
Montréal-Hochelaga

CHAMBRE DES COMMUNES

CANADA

23 avril 1957.

M. Guy Beaudet,

Conseil des Ports Nationaux.

Je désire vous rappeler le cas de M. André Turcotte, 2204 St-Clément, comme percepteur au pont.

J'espère qu'à la première occasion, vous aurez recours à ses services.

Merci à l'avance,

Jean-Paul Deschatelets, m.p.
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES

CANADA

25 avril 1957.

Cher monsieur Beaudet,

M. Marcel Tessier, 1481 Letourneux est un vétéran, qui a fait de l'occupation en Allemagne.

Il a fait sa 9e année, et travaillait comme commis de bureau dans l'armée.

Il désirerait être collecteur de pont, et s'il y avait possibilité de lui confier du travail, je l'apprécierais.

Merci à l'avance,

Jean-Paul Deschatelets, m.p.
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES

CANADA

26 avril 1957.

Cher monsieur Clément,

Auriez-vous l'obligeance de considérer le cas de M. Zénon Champagne, lequel j'ai recommandé comme collecteur au pont, il y a environ 2 ans.

Il a réussi ses examens et est sur la liste d'éligibilité.

J'aprécierais votre obligeance à son égard.

Merci à l'avance,

Jean-Paul Deschatelets, m.p.
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES

CANADA

MONTRÉAL, le 29 avril 1957.

Conseil des Ports Nationaux,
a/s M. Guy Beaudet, gérant,
357, rue de la Commune,
Montréal.

Re: Lucien Gagnon,
6838, 25e ave. Rosemont, Mtl.

Cher monsieur,

J'ai reçu la visite d'un électeur de mon comté que vous avez relevé de son travail comme percepteur au pont pour un autre poste au Port.

Je ne veux pas m'ingérer dans aucune question administrative qui n'est pas de mon ressort mais j'ai promis à M. Gagnon que je ferais des représentations pour lui et c'est ce que je fais présentement.

Pourriez-vous me dire s'il y a possibilité que la décision qui a été prise soit revisée. A tout événement, j'apprécierais un mot de vous à cet égard.

Merci à l'avance,

Jean-Paul Deschatelets, député,
(Maisonneuve-Rosemont)

CHAMBRE DES COMMUNES

Canada

MONTRÉAL, 2 mai 1957.

Monsieur Guy Beaudet,
Gérant du Conseil des
Ports Nationaux,
357 rue de la Commune,
Montréal.

Re: Paul A. Veilleux
4838 Est, Ste-Catherine

Mon cher Monsieur Beaudet,

Monsieur Veilleux est un étudiant et il m'a informé avoir réussi ses examens et que son nom avait été placé sur la liste des candidats éligibles pour travailler durant l'été comme percepteur supplémentaire au Pont Jacques-Cartier.

Pourriez-vous me dire s'il peut compter sur une nomination certaine dès le mois de juin?

Vous remerciant à l'avance, je demeure,

JEAN PAUL DESCHATELETS
Jean-Paul Deschatelets, M.P.,
Maisonneuve-Rosemont.

CHAMBRE DES COMMUNES

Canada

ST-LAMBERT, Qué.

Cher monsieur Beaudet,

Auriez-vous l'obligeance de faire subir le concours d'admission comme percepteur au pont Jacques-Cartier à M. Lambert Dupuis, 112 Ste-Elisabeth, Longueuil.

M. Lambert Dupuis m'a été recommandé par le Dr. Pierre Gauthier, Whip libéral et député de Portneuf. Je vous serai très reconnaissant si vous pouviez faire quelque chose pour lui.

Merci.

Auguste Vincent, M.P.,
Longueuil.

CHAMBRE DES COMMUNES

Canada

Monsieur J. Albert Clément,
a/s Conseil des Ports Nationaux,
357 rue de la Commune, Montréal.

Cher Monsieur,

Puis-je rappeler à votre attention le nom de M. Vincent Yalenti, 6201 rue Des Écores, Montréal, pour percepteur au pont Jacques-Cartier.

M. Yalenti est un honnête garçon en qui on peut placer toute sa confiance.

Je n'ai jamais eu le privilège d'obtenir un emploi au pont Jacques-Cartier pour un de mes électeurs et j'espère que ma demande sera accordée.

Vous priant de me croire, je vous remercie et demeure

Votre dévoué,

ADRIEN MERCIER,
Député de Montréal-Papineau.
57 St-Jacques O., Montréal.

CHAMBRE DES COMMUNES

Canada

le 8 mai 1957

M. Guy Baudet
Gérant
Port de Montréal
Commission des Ports Nationaux
Montréal

Ré: Albert Robitaille
1709 rue Beaudry, Montréal

Cher Monsieur Baudet

Monsieur Robitaille, un de mes électeurs, est anxieux d'obtenir du travail aux Ports Nationaux comme préposé à l'entretien, à la surveillance ou à l'aménagement général, soit au Pont Jacques-Cartier soit au Port même.

M. Robitaille est un artisan qualifié et je le crois capable de rendre des services généraux.

J'apprécierais tout ce que vous pourrez faire pour l'aider à se trouver une situation et je vous en remercie à l'avance.

Bien à vous,

ROLAND BEAUDRY,
Roland Beaudry, M.P.
Montréal-St-Jacques.

Macnaughton & Harvey
Barrister & Solicitors

201 Notre Dame Street West
Montreal 1 May 28th, 1957.

Mr. Guy Beaudet,
Port Manager,
National Harbours Board,
Montreal Harbour,
357 Common,
Montreal.

Dear Mr. Beaudet:

This letter will serve to introduce to you Mr. David Stewart, 7487 Querbes Avenue, Montreal, (Crescent 2-2248) who wishes to apply for a position as toll collector at Jacques Cartier Bridge. He will explain to you his various qualifications and if you are able to help him it would be very much appreciated.

Yours sincerely,

Alan A. Macnaughton, Q.C.

CHAMBRE DES COMMUNES

CANADA

664 Logan, St.Lambert,
Le 12 juin 1957.

Cher Monsieur Beaudet:

Je désire vous recommander tout particulièrement, le porteur de cette lettre, Monsieur Jean Paul Bousquet, domicilié à 1190 rue Victoria, Montréal-Sud, Tel. OR 4-0966, qui désirerait travailler comme collecteur au pont Jacques-Cartier.

Tout ce que vous pourrez faire pour Monsieur Bousquet en vue de lui obtenir la situation qu'il désire, sera grandement apprécié du soussigné.

Votre dévoué,

Auguste Vincent, M.P.
Longueuil.

Monsieur Guy Beaudet,
Commission des Ports Nationaux,
MONTRÉAL, Qué.

ASSEMBLÉE LÉGISLATIVE
PROVINCE DE QUÉBEC

MONTRÉAL 29 août 1957.

Bureau du Personnel
Conseil des Ports Nationaux
Montréal.

M. le Directeur,

Permettez-moi de vous recommander très fortement M. Paul Pinard, un de mes bons amis, qui voudrait obtenir une position à titre de percepteur au pont Jacques-Cartier.

Connaissant M. Pinard depuis de nombreuses années et ayant eu l'occasion d'avoir recours à ses services en plusieurs circonstances, je puis vous assurer de son honnêteté et de son dévouement et je suis persuadé qu'il saura vous donner satisfaction.

Espérant cher Monsieur que vous prendrez sa demande en très sérieuse considération, je vous remercie à l'avance et vous prie d'agréer l'expression de mes sentiments les meilleurs.

Bien sincèrement

Edgar Charbonneau M.P.P
Mtl.Ste.Marie.

Gerald E. Sullivan, Q.C.
Advocate, Barrister & Solicitor
Suite 303A,
477, St. François-Xavier Street,
Montreal.

MONTRÉAL, le 4 septembre, 1957.

Monsieur Guy Beaudet, Gérant,
National Harbours Board,
357 rue Des Commissaires,
MONTRÉAL, Québec.

Cher M. Beaudet,

Serait-il possible de trouver du travail quelconque à Monsieur Mathieu Presseau demeurant au numéro 724 rue Versailles à Montréal, soit au pont Du Havre ou à tout autre endroit où vous pourrez le placer.

Dans l'affirmative, pourriez-vous communiquer avec moi et j'avertirai Monsieur Presseau où il devra se rendre.

Espérant avoir de vos nouvelles à ce sujet, sous peu, je demeure,

Votre tout dévoué,

Gerald E. Sullivan, C.R.

CHAMBRE DES COMMUNES

CANADA

664 Logan, St.Lambert,
Le 17 septembre 1957.

Cher Monsieur Beaudet,

Je désire vous recommander d'une façon toute particulière, le porteur de cette lettre, Monsieur Léo Sirois, domicilié à 71 rue Jeannette, Ville Lemoyne, Qué.

Monsieur Sirois serait désireux d'obtenir une position de collecteur au Pont Jacques Cartier; je connais bien ce monsieur qui est un vétéran de la dernière guerre et père de six enfants; je n'ai aucun doute qu'il pourrait efficacement remplir la position qu'il sollicite et je n'hésite pas à le recommander fortement à votre bonne attention.

Tout ce que vous pourrez faire pour lui en ce sens sera grandement apprécié du soussigné.

Votre bien dévoué,

Auguste Vincent, M.P.
Longueuil.

Monsieur Beaudet,
Commission des Ports Nationaux,
Montréal, Qué.

ROLAND PERRON,

Candidat conservateur officiel

MONTRÉAL, le 10 octobre, 1957.

M. J.-A. Clément,
Surintendant des Ponts,
Ministère du Transport,
357 rue des Communes,
Montréal.

Cher monsieur Clément.

La présente pour vous recommender Monsieur Urbain Pinard, du 1037 de la rue Berri, à Montréal, désirant faire application comme vendeur de billets, au Pont Jacques-Cartier.

Vous serait-il possible de l'inviter a remplir son application, et de le favoriser, si elle vous étais acceptable.

Veuillez, agréer l'expression de mes bons sentiments.

Roland Perron.

LE JEUNESSE CONSERVATRICE DU DISTRICT DE MONTRÉAL

MONTRÉAL, le 6 décembre 1957.

Monsieur G. Beaudet,
Directeur du Port,
Conseil des Ports Nationaux,
355, rue de la Commune,
Montréal 1.

Monsieur le Directeur du Port,

Il me fait plaisir de recommander à votre bonne attention Monsieur Jacques Gravel, 1580 rue Fullum à Montréal, qui désire obtenir un emploi de percepteur de péage au pont Jacques-Cartier.

Je connais Monsieur Gravel depuis quelque temps déjà, et j'ai remarqué son esprit de travail et sa politesse.

J'ose espérer que vous voudrez bien donner quelque suite à cette lettre, et vous prie d'agréer, Monsieur le Directeur du Port, l'assurance de mes meilleurs sentiments.

Philippe Gelinas,
président.

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 28 janvier 1958.

Monsieur Guy Beaudet,
Port de Montréal,
357 rue de la Commune,
Montréal, P.Q.

Re: Monsieur Arthur Robidoux,
5696, rue d'Orléans,

Cher monsieur Beaudet,

Il me fait plaisir de vous présenter monsieur Arthur Robidoux qui désirerait travailler au Port de Montréal soit comme constable ou collecteur au Pont Jacques-Cartier.

Auriez-vous l'obligeance de le référer à un de vos officiers qui verra à enrégistrer sa demande d'emploi et qui pourra voir à l'appeler au travail le plus tôt possible. En ce faisant, vous m'oubligerez.

Veuillez me croire,

Votre tout dévoué,

Jean-Paul Deschatelets, M.P.
Maisonneuve-Rosemont.

LA MUNICIPALITÉ DE ST-HUBERT

18 mars 1958.

Conseil des Ports Nationaux,
Service du Personnel,
357 rue de la Commune,
Montréal, P.Q.

Messieurs,

C'est avec plaisir que je recommande à votre bonne attention le porteur de cette lettre, M. Jean-Guy Evrard, 175, rue de la Légion, Croydon (St-Hubert), qui sollicite un emploi de percepteur des billets au Pont Jacques-Cartier.

Je connais M. Evrard comme un jeune homme sérieux qui aide depuis déjà plusieurs années sa mère qui doit seule élever sa famille.

Je suis sûr que M. Evrard mettra un grand dévouement à vous rendre les services que vous pourrez attendre de lui.

Sincèrement,

Gérard Payer,
Maire de la Ville de St-Hubert.

Suite 213
515 est, rue Demontigny
Montréal

CHARLES-ÉDOUARD CAMPEAU

Ingénieur professionnel et urbaniste

22 avril 1958

Monsieur Guy Beaudet, Gérant,
Commission des Ports Nationaux,
357 rue de la Commune,

Cher monsieur,

M. Lucien Dubec, domicilié à 1863 rue Beaudry (LA 6-5257), dans le comté de Saint-Jacques, désire obtenir le poste de collecteur au pont Jacques-Cartier. M. Dubuc, âgé de 47 ans, est père de trois enfants. C'est un excellent travaillant, qui n'a pas hésité à travailler gratuitement pour moi au cours de la dernière campagne électorale.

Je vous saurais gré de bien vouloir considérer favorablement sa demande et je vous en remercie à l'avance.

Votre obligé,

C.-É. Campeau, ing. p.
Député de Montréal-Saint-Jacques

CÉC-tg

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 13 mai 1958.

Monsieur G. Beaudet,
Gérant du Port,
Conseil des Ports Nationaux,
Montréal, P.Q.

Cher monsieur Beaudet,

Permettez-moi de vous recommander d'une façon toute spéciale monsieur Joseph-Édouard Lafortune, domicilié à L'Assomption, comté de L'Assomption, qui sollicite un emploi comme percepteur des billets au pont Jacques-Cartier, à Montréal.

Je n'ai pas besoin de vous dire que monsieur Lafortune possède toutes les qualifications requises et je serais très heureux s'il pouvait obtenir cet emploi. Vous serait-il possible de communiquer avec lui pour le mettre au courant de la procédure à suivre.

Veuillez agréer, cher monsieur, l'expression de mes meilleurs sentiments.

Votre bien dévoué,

L.-J. Pigeon, député,
Joliette-L'Assomption-Montcalm.

Suite 213
515 Est, Rue Demontigny
Montréal, P.Q.
Tél.: VI. 5-5952

Suite 213
515 Demontigny Street East
Montreal, P.Q.
Tel.: VI. 5-5952

CHARLES-ÉDOUARD CAMPEAU

MONTRÉAL, 20 mai, 1958.

M. Guy Beaudet,
Gérant,
Commission des Ports Nationaux,
Montréal, P.Q.

RE: Claude Marotte,
1864 Wolfe.

Cher monsieur,

Permettez-moi de vous recommander M. Claude Marotte, domicilié à 1864 rue Wolfe, qui désire un emploi comme collecteur au pont Jacques-Cartier. M. Marotte a une bonne expérience dans ce domaine.

Vous remerciant à l'avance, je demeure

Votre obligé,

C. E. CAMPEAU, Ing. P.M.P.
Député de St-Jacques.

CHAMBRE DES COMMUNES

Canada

OTTAWA, Ont., le 11 juin, 1958.

Monsieur G. Beaudet,
Conseil des Ports Nationaux,
Port de Montréal,
Montréal, P.Q.

Cher monsieur,

En réponse à la vôtre du 29 mai, faisant suite à ma lettre du 22 mai, au sujet de ma recommandation au poste de percepteur sur le pont Jacques-Cartier, je suis peiné d'apprendre que vous n'avez pas en dossier le nom des personnes recommandées par moi.

Vous me seriez très agréable si vous pouviez vérifier vos dossiers au sujet de Jean-Paul Ménard, rue Bordeaux, Montréal, qui avait été recommandé par le ministère des Transports. Cette personne a été engagée l'an dernier pour une demi-journée, après quoi on l'a remerciée de ses services.

Vous serait-il possible de reviser ce cas en faveur de mon protégé. Également, je profite de cette circonstance pour vous recommander au même poste monsieur J. Paul Raymond, 2080, rue Délorimier, Montréal.

Vous remerciant à l'avance pour votre bienveillante attention, je demeure,

Votre tout dévoué,

GEORGES VALADE, député,
(Ste-Marie)

CHAMBRE DES COMMUNES

Canada

156, avenue St-Denis,
ST-LAMBERT, P.Q.
le 24 juin 1958.

M. Clément,
National Harbours Board,
357 Common Street,
Montreal, Quebec.

Cher M. Clément,

Il me fait plaisir de recommander à votre attention M. Jules Archambault, 2383, chemin Chambly, Cité Jacques-Cartier, P.Q., qui désirerait travailler comme percepteur au pont Jacques-Cartier.

Je vous serais reconnaissant de tout ce que vous pourrez faire pour M. Archambault, et je vous en remercie d'avance.

Sincèrement,

Jacques R. Préfontaine,
Adjoint exécutif.

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 15 août, 1958.

Monsieur Guy Beaudet,
Directeur du port,
Port de Montréal,
Montréal, P.Q.

Cher monsieur Beaudet,

J'ai reçu ces jours derniers, une lettre du Ministre des Transports, m'informant que les noms de messieurs J.-P. Raymond, 2080, rue DeLorimier, et Maurice Boutin, 2578, rue Hogan, Montréal, seraient considérés advenant une vacance au poste de percepteurs des péages au pont Jacques-Cartier.

Je compte bien, cher monsieur Beaudet, que vous serez en mesure de pouvoir donner suite à ceci dans un avenir prochain, puisque l'on m'informe qu'il doit se produire des vacances sous peu.

Avec l'expression de mes sentiments les meilleurs, je vous prie de me croire,

Georges Valade, député,
(Montréal-Ste-Marie).

President:
Peter Van Loo,
1110 Ottawa St.,

TELEPHONES
WEllington 2-7343
WEllington 3-6867
PLateau 1841

Secretary-Treasurer:
Gerald Lefebvre

ST. ANN'S PROGRESSIVE CONSERVATIVE ASSOCIATION INC.

EXECUTIVE:
H. Anley,
C. Sowery,
R. Clouthier,
N. Lefebvre,
S. Jenkevice.

2328 Centre Street,
Montreal, Quebec

COMMITTEES DIRECTORS:
Gerald E. Sullivan, Q.C.,
A. Moore,
E. Brassard,
A. Turgeon,
W. Major,
M. Lamothe.

Mr. A. Poole,
Supervisor,
Jacques-Cartier Bridge,
Montreal, Quebec.

Dear Sir,

As I understand there will be openings for toll collectors on the bridge and I would like to take this opportunity to recommend Mr. Douglas Mott. This man has served in the Navy and has a very good reputation in this district, for his honesty and is a good worker. When discharged from the Navy he was recommended to us by the Naval Department, I would certainly appreciate it if you get this man to pass his test so that I can recommend him to Mr. Clement.

Thanking you in advance for your cooperation, I remain,

Truly Yours,

Peter Van Loo,
President.

HOUSE OF COMMONS

Canada

Mr. G. Anderson,
Administration Officer,
357 de la Commune,

2285 Papineau St.,
Montreal, October 6th, 1958.

Re: List of employees recommended for the Jacques-Cartier Bridge.

Dear Sir:

As I mentionned to you over the phone this morning, I am sending you a list of persons interested to get employment as toll collections on the Jacques-Cartier Bridge. I believe all of them are very honest persons, and I do not hesitate to make these recommendations.

Mr. Paul Raymond, 2080 Delorimier, LA. 3-5290.
Mr. Raymond Asselin, 1578 Cartier St., LA. 2-3026.
Mr. Jean-Paul Ménard, 2074 Bordeaux St., LA. 2-0209.
Mr. Roméo Bellis, 1255 Dalcourt St., LA. 5-4001.
Mr. Henri Steben, 2133 Bordeaux St., LA. 6-3125.
Mr. Denis Simonneau, 1322 Lagauchetière St. East, LA. 4-9082.
Mr. Rolland St-Martin, 2722 Sherbrooke St. East, LA. 1-7456.

Knowing that you are presently in need of personel, I am sure you will give this your immediate attention.

Yours very truly,

GEORGES VALADE, M.P.
Montreal-Ste-Marie.

President:
Peter VAN LOO,
1110 Ottawa St.,

Telephones:
WEllington 2-7343
WEllington 3-6867
PLateau 1841

Secretary-Treasurer:
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2328 Centre Street,
Montreal, Quebec

COMMITTEES DIRECTORS,
Gerald E. Sullivan,
A. Moore,
E. Brassard,
A. Turgeon,
W. Major,
M. Lamothe.

Mr. J. A. Clement,
Superintendant du Pont Jacques-Cartier,
351 Rue Des Communes,
Montreal, Quebec.

Cher Monsieur,

J'ai le plaisir de vous recommander M. David Godin, qui est membre de notre Association depuis deux ans, cette homme désirerait se procurer un emploi comme collecteur sur le pont Jacques-Cartier, je prends la liberté de le recommander comme un employé modèle et qui jouit d'une honnêteté complète et est un modèle à l'ouvrage. Je vous serais très reconnaissant si vous pouvez employer cet homme.

Vous remerciant d'avance pour votre bienveillante coopération anticipée, je demeure,

Votre tout dévoué,
PETER VAN LOO,
Président.

Suite 213
515, Demontigny street east,
Montreal, P.Q.
Tel.: VI. 5-5952

Suite 213
515 est, rue Demontigny,
Montréal, P.Q.
Tél.: VI. 5-5952

CHARLES-EDOUARD CAMPEAU

MONTRÉAL, le 14 octobre 1958.

Commission des Ports Nationaux,
a/s M. Guy Beaudet, directeur,
357, rue de la Commune,
Montréal.

Re: Gareau, Antonio, 3950, rue St-Hubert,

Cher monsieur,

Permettez-moi de vous recommander M. Antonio Gareau, domicilié à 3950, rue St-Hubert, Montréal, qui sollicite un emploi comme percepteur.

M. Gareau est un de mes électeurs et je vous serais très reconnaissant si vous pouviez le favoriser.

Veuillez accepter mes remerciements anticipés et me croire,

Votre tout dévoué,

C. E. Campeau, Ing. P., M.P.,
Député de Saint-Jacques.

CEC/nj

CHAMBRE DES COMMUNES

Canada

Le Vice-Président

156, avenue St-Denis,
St-Lambert, P.Q.,
le 21 octobre 1958.

Monsieur J.-A. Clément,
Surintendant des ponts,
Commission des Ports Nationaux,
357, rue des Communes,
Montréal, P.Q.

Cher monsieur Clément,

Permettez-moi de recommander à votre attention monsieur Emeric Nicolas qui désire travailler au pont Jacques-Cartier.

J'apprécierais hautement ce que vous pourrez faire pour monsieur Nicolas, et veuillez croire à mes sentiments distingués.

Sincèrement à vous,

Pierre Sévigny.

Suite 213
515 est, rue Demontigny,
Montréal, P.Q.
Tél.: VI. 5-5952

Suite 213
515 Demontigny street east,
Montreal, P.Q.
Tel. VI. 5-5952

CHARLES-EDOUARD CAMPEAU

MONTRÉAL, le 22 octobre 1958.

Monsieur A. Clément,
Surintendant des Ponts,
Commission des Ports Nationaux,
357, rue des Communes,
Montréal.

Re: Lesiège, Fernand, 4843, rue des Érables.

Cher monsieur,

Permettez-moi de vous recommander M. Fernand Lesiège, domicilié à 4843, rue Des Érables, Montréal, qui désire une position comme percepteur au Pont Jacques-Cartier.

Je vous serais très reconnaissant si vous pouviez favoriser ce monsieur.

Veuillez acepter mes remerciements anticipés et me croire,

Votre tout dévoué,

C. E. Campeau, Ing. P., M.P.,
Député de Saint-Jacques.

CEC/nj

CHAMBRE DES COMMUNES

Canada

CITÉ DE ST-MICHEL,
le 27 octobre 1958.

Monsieur Guy Beaudet,
Gérant du Port de Montréal,
Conseil des Ports Nationaux,
357 ouest rue Des Communes,
Montréal, P.Q.

Re: M. W.-J. Roméo Gagné, 10561, Belleville, Montréal-Nord.

Cher monsieur,

Permettez-moi de recommander à votre bonne attention monsieur Gagné de Montréal-Nord qui a fait application dernièrement comme percepteur au Pont Jacques-Cartier.

Monsieur Gagné est un vétéran de la dernière guerre, et il est décoré du Roi au débarquement de Dieppe, de plus c'est une personne honnête et loyale, et tout ce que vous pourriez faire pour l'avantager, serait grandement apprécié de ma part.

Veuillez accepter, cher monsieur, mes remerciements et l'expression de mes meilleurs sentiments.

Bien à vous,

André Gillet, M.P.,
Député de Montréal-Mercier,
Maire Cité de Saint-Michel.

AG/slp

HOUSE OF COMMONS

Canada

OCTOBER 28th 1958

To whom it may concern...

Gentleman,

This is to introduce Mr. James Geary of 302 Egan avenue Verdun, who is seeking employment.

Mr. Geary is a resident of Verdun for many years and of good standing in the community.

I believe he would render valuable service to any who would require his services.

Any assistance he may receive in securing steady employment will be greatly appreciated.

Yours truly,

Harold E. Monteith, M.P.
Verdun.

LE MINISTRE DE LA PRODUCTION DE DÉFENSE

Canada

OTTAWA, le 30 octobre 1958

Cher monsieur Clément,

Le porteur de cette lettre M. Claude Martin, de St-Rémi, Cté Napierville, m'a été hautement recommandé.

M. Martin sollicite un emploi comme préposé à l'entretien général ou autre au pont Jacques-Cartier à Montréal.

Je vous serais très reconnaissant s'il y avait possibilité d'acquiescer à cette demande et soyez assuré que tout ce que vous ferez en faveur de M. Martin sera grandement apprécié.

Sincèrement vôtre,

RAYMOND O'HURLEY,
Ministre.

Monsieur J.-A. Clément,
Surintendant,
Conseil des Ports nationaux,
Port de Montréal,
Montréal.

CHAMBRE DES COMMUNES

Canada

Le vice-président

156, avenue St-Denis
St-Lambert, P. Q.
le 6 novembre 1958.

Monsieur J. A. Clément,
Surintendant des Ponts,
Commission des Ports nationaux,
357, rue des Communes,
Montréal, P.Q.

Cher monsieur Clément,

C'est avec plaisir que je recommande à vos bons soins monsieur Adélard Paradis, 1282A Curé Poirier ouest, Cité Jacques-Cartier, (OR 7-1820) qui désire travailler au pont Jacques-Cartier.

J'apprécierais hautement ce que vous pourrez faire pour monsieur Paradis, et je vous prie de me croire

Sincèrement vôtre,

Pierre Sévigny
par Jacques R. Préfontaine
Adjoint exécutif.

CHAMBRE DES COMMUNES

Canada

Le vice-président

OTTAWA, le 12 novembre 1958.

Monsieur J. A. Clément,
Surintendant des Ponts,
Conseil des Ports Nationaux,
Port de Montréal,
Montréal 1, P.Q.

Mon cher monsieur Clément,

Il me fait plaisir de recommander à votre bonne attention monsieur Jacques Quintal, 3244, rue Rouville, Montréal, qui désire faire application pour devenir percepteur au Pont Jacques-Cartier.

Je vous serais très reconnaissant de tout ce que vous pourrez faire pour aider monsieur Quintal et je vous en remercie d'avance.

Sincèrement à vous,

Pierre Sévigny
par Jacques Préfontaine
adjoint-exécutif.

CHAMBRE DES COMMUNES
Canada
Le vice-président

OTTAWA, le 12 novembre 1958.

Monsieur J. A. Clément,
Surintendant des ponts,
Conseil des Ports Nationaux,
Port de Montréal,
Montréal 1, P.Q.

Mon cher monsieur Clément,

Il me fait plaisir de recommander à votre bonne attention monsieur Gérard Lefebvre, 2344, rue St-Patrick, Montréal, qui désire faire application pour devenir percepteur au Pont Jacques-Cartier.

Tout ce que vous pourrez faire pour aider ce monsieur sera hautement apprécié.

Sincèrement à vous,

Pierre Sévigny
par Jacques Préfontaine
adjoint-exécutif.

CHAMBRE DES COMMUNES
Canada
Le vice-président

OTTAWA, le 12 novembre 1958.

Monsieur J. A. Clément,
Surintendant des ponts,
Conseil des Ports Nationaux,
Port de Montréal,
Montréal 1, P.Q.

Mon cher monsieur Clément,

Il me fait plaisir de recommander à votre bonne attention monsieur Paul Delaney, 3276 Rouville, Montréal, qui désire faire application pour devenir percepteur au Pont Jacques-Cartier.

Tout ce que vous pourrez faire pour aider ce monsieur sera hautement apprécié.

Sincèrement à vous,

Jacques Préfontaine
pour Pierre Sévigny

CHAMBRE DES COMMUNES

Canada

Le vice-président

OTTAWA, le 14 novembre 1958.

Monsieur J. A. Clément,
Surintendant des ponts,
Conseil des Ports Nationaux,
Port de Montréal,
Montréal 1, P.Q.

Mon cher monsieur Clément,

Il me fait plaisir de recommander à votre bonne attention monsieur Roger Beauchemin, 3224 Grand Boulevard, Mackayville, comté Longueuil, qui désire faire application pour devenir percepteur au Pont Jacques-Cartier.

Je vous serais très reconnaissant de tout ce que vous pourrez faire pour aider ce monsieur et je vous en remercie d'avance.

Sincèrement à vous,

Pierre Sévigny
par: Jacques Préfontaine
adjoint-exécutif.

CHAMBRE DES COMMUNES

Canada

OTTAWA, le 25 novembre 1958.

Monsieur Guy Beaudet, gérant,
Port de Montréal,
Montréal, P.Q.

Mon cher Guy,

Monsieur Claude Marotte, 1864, rue Wolfe, Montréal, a passé les examens pour un emploi de percepteur des droits de péage au Pont Jacques-Cartier. Il a obtenu 88% des points.

Ce jeune homme, qui réside dans mon comté, lorsqu'il s'est présenté auprès de monsieur Clément, a été très froidement reçu lorsque ce dernier a constaté qu'il était recommandé par un député conservateur.

J'escompte bien que monsieur Marotte, qui a obtenu d'excellents résultats dans ses examens, obtiendra justice en se voyant confier cette position dont il a besoin pour subvenir aux besoins de sa famille.

Vous remerciant à l'avance, je demeure,

Votre tout dévoué,

C. E. Campeau, ing.p. m.p.
Montréal-St-Jacques.

CHAMBRE DES COMMUNES

Canada

CITÉ DE SAINT-MICHEL, le 9 décembre 1958.

Conseil des Ports Nationaux,
Att' M. J. A. Clément,
Surintendant des Ponts,
357 ouest rue Des Communes,
Montréal, P.Q.

Re: M. Paul Nadon, 4669 rue Amos, Montréal-Nord.

Cher monsieur Clément,

Permettez-moi de recommander à votre bienveillante attention Monsieur Paul Nadon de Montréal-Nord qui désire obtenir un emploi comme percepteur de billets au pont Jacques-Cartier.

Monsieur Nadon est un bon citoyen, de plus il est honnête et sobre et j'apprécierais beaucoup tout ce que vous pourriez faire pour le favoriser de l'emploi désiré.

Je vous remercie et vous prie de croire, cher monsieur Clément, à l'expression de mes meilleurs sentiments.

Bien à vous,

André Gillet, M.P.,
Député de Montréal-Mercier,
Maire Cité de Saint-Michel.

CHAMBRE DES COMMUNES

CANADA

Le Vice-président

156, avenue St-Denis
St-Lambert, P.Q.

Le 26 janvier 1959.

Monsieur J. A. Clément
Surintendant du pont Jacques-Cartier
Commission des Ports Nationaux
357, rue des Communes
Montréal, P.Q.

Mon cher monsieur Clément,

Pour faire suite à notre conversation, je recommande à votre bonne attention Monsieur David Richard, 447, rue Brodeur, Cité Jacques-Cartier, P.Q. (OR 4-3440), qui désirerait entrer à votre service comme percepteur au pont Jacques-Cartier.

Je vous serais reconnaissant de tout ce que vous pourrez faire pour lui.

Sincèrement à vous,
Pierre Sévigny.
par: Jacques Préfontaine
adjoint-exécutif.

HOUSE OF COMMONS

CANADA

Le 15 avril, 1959.

Pont Jacques-Cartier,
Montréal.

A QUI DE DROIT:

La présente est pour vous aviser que je vous recommande fortement monsieur Claude Barbeau, 1714 rue Champigny, Montréal 20.

Monsieur Barbeau désire un emploi comme Collecteur. C'est un type intégralement honnête, sobre, sérieux, travaillant et consciencieux. Le connaissant très intimement et l'estimant beaucoup, je ne puis vous donner à son sujet que d'excellentes références. Je vous serais infiniment reconnaissant de bien vouloir prendre sa demande en considération. De plus, je me porte garant, en tout temps, de son intégrité et de l'excellent service qu'il est en mesure de rendre.

Dans l'attente d'une réponse, l'espérant favorable et vous remerciant sincèrement de votre bienvaillante obligeance, je demeure,

Votre tout dévoué,
H. "PIT" LESSARD/M.P. (St.-Henri)
CONSEILLER MUNICIPAL
DISTRICT N° 1

HPL/Mpv
5610 rue St-Patrick,
Montréal 20.

CHAMBRE DES COMMUNES

CANADA

Le Vice-président

Ottawa le 21 avril 1959.

Monsieur J. A. Clément,
Directeur du Personnel au Pont Jacques-Cartier,
a/s Le Conseil des Ports Nationaux,
rue de la Commune,
Montréal, Qué.

Cher monsieur Clément,

Permettez-moi de recommander à votre attention monsieur J. A. Savard, 7039, rue Chambord, Montréal, qui désire faire application pour une situation au Pont Jacques-Cartier.

Vous remerciant pour tout ce que vous ferez pour monsieur Savard, je demeure,

Votre tout dévoué,

Pierre Sévigny.

CHAMBRE DES COMMUNES

CANADA

Le Vice-président

OTTAWA, April 27, 1959.

Capt. F. C. Oppen,
Assistant Port Manager
National Harbours Board
357 Common Street,
Montreal, Que.

Dear Capt. Oppen:

On October 2nd my secretary, Mr. Prefontaine, recommended to your attention Mr. Jacques Gravel, 2220 Limoges Street, City Jacques Cartier, Longueuil County.

Permit me to add my recommendation to this letter and thank you in advance for what will be done for Mr. Gravel.

Yours sincerely,

Pierre Sévigny.

GERALD E. SULLIVAN, Q.C.
Advocate, Barrister & Solicitor

Telephone: UN. 6-3054

Suite 4
Windsor Hotel
Montreal

Le 15 mai, 1959.

Monsieur Clément,
Conseil des Ports Nationaux,
Rue des Communes,
Montréal, Québec.

Cher M. Clément,

La présente lettre vous introduira Monsieur Ernest Brassard lequel demeure au 253 rue McCord à Montréal.

Monsieur Brassard aimerait à être employé avec votre Département à n'importe quelle fonction que vous pourrez lui décerner.

Espérant qu'il vous sera possible de lui venir en aide, je demeure,

Votre tout dévoué,

GERALD E. SULLIVAN, C.R.,
Pour le Comté de Ste-Anne.

GES:LB.

APPENDIX "H"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Statement showing record of passengers tickets sold for passenger automobiles, trucks and buses paying at regular rates on a single passage basis

Period 1930 to 1959

	January	February	March	April	May	June	July	August	September	October	November	December	Total
1930	—	—	—	—	186,940	356,670	321,430	350,375	240,000	191,500	146,420	76,650	1,869,985
1931	49,530	21,200	57,100	175,230	232,420	278,390	313,670	341,890	240,660	218,550	154,590	76,870	2,160,100
1932	87,220	63,210	53,170	110,210	229,450	282,650	365,950	387,900	292,270	232,420	135,400	87,770	2,327,620
1933	78,160	54,133	45,660	111,284	180,691	232,562	307,482	303,048	242,213	179,595	99,463	55,176	1,889,467
1934	21,389	13,748	18,945	95,689	188,013	225,843	282,510	275,714	220,044	163,452	116,404	63,935	1,685,686
1935	22,628	23,870	43,715	115,765	174,326	232,042	259,453	321,419	243,271	190,275	142,207	74,110	1,843,081
1936	40,446	22,099	54,301	135,914	237,063	285,291	343,359	358,164	296,816	208,989	126,899	71,605	2,180,946
1937	75,464	55,551	66,493	147,742	243,069	295,628	374,977	420,214	284,181	237,812	165,931	88,205	2,455,267
1938	52,360	46,632	61,368	175,773	263,303	309,490	402,598	367,934	299,178	261,977	174,764	106,028	2,521,405
1939	77,178	45,187	56,572	123,767	248,416	327,452	400,452	390,479	317,825	263,628	192,350	111,394	2,554,700
1940	75,635	71,910	69,203	138,537	244,106	348,190	346,672	374,707	341,376	282,741	204,418	126,009	2,623,504
1941	129,695	121,861	162,070	271,304	340,131	416,038	456,735	471,134	376,707	307,928	239,657	182,314	3,475,574
1942	150,922	119,408	185,544	216,898	296,481	311,156	347,656	367,148	331,376	313,994	250,335	155,033	3,045,951
1943	132,193	120,330	160,356	211,738	284,998	310,582	327,942	329,893	313,983	296,047	214,787	147,352	2,850,201
1944	137,053	131,176	164,025	230,740	281,644	309,128	323,496	369,078	307,700	264,974	208,907	127,026	2,854,947
1945	101,761	104,155	159,454	213,584	236,032	296,195	321,603	332,216	304,330	226,871	171,622	124,338	2,592,161
1946	97,604	91,636	189,104	221,806	269,178	349,432	391,445	394,934	352,590	290,798	215,062	139,263	3,002,852
1947	110,543	81,829	147,218	216,443	286,584	359,848	439,250	471,659	363,643	326,125	236,449	141,392	3,180,983
1948	132,548	120,963	175,826	244,266	322,434	364,269	438,820	460,560	414,644	349,909	242,409	183,463	3,450,111
1949	155,424	127,686	162,937	301,908	380,396	396,213	530,101	472,818	401,162	389,501	230,509	185,743	3,734,398
1950	183,209	141,283	154,320	311,017	354,129	395,765	545,657	501,929	424,089	388,465	281,180	192,085	3,873,128
1951	173,008	143,007	228,318	320,446	407,280	463,630	591,958	541,734	495,700	409,818	276,491	219,175	4,270,565
1952	200,752	207,558	281,386	376,670	433,315	550,503	612,951	649,181	511,381	466,376	421,599	288,385	5,000,057
1953	260,780	239,022	343,973	404,822	529,912	552,292	665,774	669,632	502,341	455,467	377,894	294,803	5,296,712
1954	228,359	210,138	272,101	373,840	501,082	522,310	733,267	667,667	510,817	466,504	345,295	269,304	5,100,684
1955	274,117	270,727	313,604	466,529	623,626	623,658	803,872	686,666	607,628	556,874	427,424	334,068	5,988,793
1956	364,694	307,160	344,902	446,296	481,580	586,669	748,376	679,868	561,337	457,054	366,190	305,085	5,649,211
1957	262,048	274,042	378,671	478,969	559,078	613,424	788,250	745,465	557,021	436,433	403,263	342,613	5,839,277
1958	317,231	239,790	334,194	446,325	475,123	573,717	618,580	711,136	449,631	457,186	373,166	267,332	5,263,411
1959	251,247	240,638	293,173	—	—	—	—	—	—	—	—	—	785,058

March 21st, 1960.

APPENDIX "I"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement showing record of passengers carried in buses operating at commuted rates
Period 1930 to 1959

	January	February	March	April	May	June	July	August	September	October	November	December	Total
1930													
1931	—	—	—	—	70,107	154,655	264,530	192,178	99,787	89,256	83,368	85,775	1,039,656
1932	86,026	82,293	86,562	89,841	106,150	176,568	246,814	206,342	118,668	96,269	88,044	88,319	1,471,896
1933	88,731	79,072	89,356	91,841	110,760	180,065	256,840	209,151	117,050	100,780	95,886	95,852	1,515,384
1934	97,052	86,078	102,566	104,259	117,457	155,392	283,698	198,148	105,013	102,308	98,100	100,824	1,550,895
1935	97,610	90,056	103,838	100,196	111,229	169,791	233,595	178,133	108,034	106,032	100,961	103,123	1,502,598
1936	99,930	95,088	101,307	100,985	114,251	151,345	197,645	150,483	107,329	104,949	105,365	115,471	1,444,148
1937	112,149	97,721	113,453	120,827	131,746	198,607	312,107	308,119	145,729	137,308	131,250	139,797	1,948,813
1938	138,716	127,020	137,681	135,651	152,628	235,039	567,795	473,678	192,670	180,379	173,937	178,939	2,694,133
1939	175,090	160,316	186,127	171,077	196,756	331,282	484,732	460,834	168,801	140,246	138,823	145,030	2,759,114
1940	148,882	139,034	145,515	149,943	162,152	245,135	313,993	284,955	196,148	209,663	212,818	190,469	2,398,707
1941	198,888	189,100	206,005	208,675	229,372	286,684	360,055	326,272	265,343	265,403	275,113	302,566	3,113,476
1942	299,230	278,593	306,213	319,215	338,346	357,891	447,362	432,109	378,742	394,522	387,643	395,321	4,335,187
1943	393,321	366,890	362,470	376,791	399,871	418,847	506,079	474,649	406,146	438,421	441,110	441,667	5,026,262
1944	440,639	400,599	457,795	446,919	513,658	544,597	597,147	359,560	460,384	455,054	442,595	432,125	5,551,072
1945	432,082	415,191	464,033	459,118	478,170	568,562	658,600	668,968	483,343	459,560	431,789	405,300	5,924,716
1946	416,632	397,485	452,148	422,945	474,447	579,307	603,939	518,863	454,447	458,108	428,615	421,181	5,628,117
1947	419,698	369,420	430,449	417,312	465,009	538,595	646,659	642,108	499,781	492,464	472,690	473,060	5,867,245
1948	454,320	440,508	494,831	516,468	567,600	648,574	741,982	740,543	624,483	613,150	583,388	617,812	7,043,659
1949	608,228	557,351	602,958	636,900	680,244	717,972	817,902	790,688	672,131	707,208	667,314	703,548	8,162,444
1950	617,951	577,807	636,452	620,188	685,435	704,678	760,290	781,353	651,940	672,564	651,090	664,422	8,024,170
1951	603,782	528,198	641,271	610,921	664,127	694,256	762,136	719,300	629,144	633,272	622,380	630,078	7,738,865
1952	666,518	629,538	655,048	695,115	710,591	748,688	804,390	773,736	710,645	734,045	731,236	740,920	8,600,470
1953	678,220	641,586	718,395	710,059	751,341	840,093	870,174	869,506	689,042	709,541	653,151	664,392	8,795,500
1954	632,896	626,004	684,627	682,063	722,665	759,479	908,232	926,056	668,244	661,172	625,155	626,750	8,523,343
1955	606,407	589,721	644,215	631,997	650,237	756,295	940,376	822,341	619,959	628,935	598,617	596,103	8,085,203
1956	666,595	638,389	678,694	644,625	668,319	727,685	809,775	852,385	598,952	633,080	640,736	599,918	8,159,153
1957	568,862	574,867	650,673	597,675	650,730	710,553	815,385	811,691	609,870	593,745	601,770	595,916	7,781,737
1958	571,301	536,784	619,409	576,537	592,332	641,507	731,008	776,371	560,732	554,497	516,434	534,654	7,211,566
1959	520,083	502,740	546,451	—	—	—	—	—	—	—	—	—	1,569,274

NOTE: Statistics not available for 1930 and January to April 1931.

MARCH 22nd, 1960.

APPENDIX "J"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement showing record of passengers carried in buses operating on a regular schedule and paying on the basis of 100 trip rates.

Period 1930 to 1959

	January	February	March	April	May	June	July	August	September	October	November	December	Total
1930	—	—	—	—	7,500	33,000	31,600	—	11,600	10,000	7,900	9,200	110,800
1931	13,166	13,166	13,166	13,167	13,167	13,167	13,167	13,167	13,167	13,167	13,167	13,166	158,000
1932	12,100	12,100	10,000	—	22,900	25,800	20,000	20,000	12,900	12,900	15,800	7,900	172,400
1933	12,900	7,100	23,700	2,100	27,100	20,000	32,100	26,300	17,100	14,200	12,900	12,900	208,400
1934	4,200	9,200	6,300	7,100	10,000	33,700	60,800	38,700	29,200	15,800	10,000	15,000	240,000
1935	10,000	7,100	7,100	10,000	30,800	23,700	51,600	54,500	32,900	22,900	12,900	25,800	289,300
1936	15,000	25,800	—	12,900	33,700	41,600	57,900	35,800	34,500	55,800	12,900	31,600	357,500
1937	32,100	12,900	30,800	21,100	24,800	38,200	60,300	99,600	29,000	27,900	32,400	38,200	447,300
1938	28,083	28,083	28,083	28,083	28,083	28,084	28,084	28,084	28,084	28,083	28,083	28,083	337,000
1939	40,180	30,183	34,736	36,580	38,793	45,131	73,767	60,665	60,855	54,376	47,339	55,587	578,192
1940	45,172	39,137	35,582	36,843	44,207	57,888	66,632	73,440	61,793	59,422	58,417	60,795	639,328
1941	63,394	57,068	60,417	56,061	72,917	78,309	88,376	100,800	79,645	77,596	80,291	88,841	903,715
1942	84,889	76,511	87,466	82,511	97,776	95,931	116,543	132,551	115,194	117,739	120,520	106,677	1,234,308
1943	152,612	115,938	128,782	135,544	140,809	144,275	165,632	166,852	159,011	149,983	167,576	190,277	1,817,291
1944	209,474	132,236	211,256	230,544	211,530	222,156	224,182	246,942	230,623	228,489	214,988	208,573	2,543,993
1945	192,900	198,243	196,695	184,347	195,834	202,112	220,272	224,944	197,131	362,840	141,648	206,679	2,523,645
1946	193,911	183,284	217,880	192,475	225,613	254,618	270,887	273,796	244,473	242,487	235,581	234,962	2,769,967
1947	229,108	184,732	233,997	237,818	259,738	279,309	318,416	344,331	295,666	303,958	296,228	299,365	3,282,666
1948	287,530	275,772	296,769	270,499	317,909	328,250	365,718	374,077	343,354	343,393	316,505	326,466	3,846,242
1949	332,515	309,033	319,837	312,621	357,169	358,689	401,374	406,179	376,413	393,064	359,393	363,223	4,289,510
1950	353,113	320,252	327,329	328,005	332,758	349,515	382,163	378,706	354,246	356,616	342,637	372,973	4,198,313
1951	373,415	325,481	383,272	358,528	389,316	392,804	408,103	410,717	404,385	397,110	389,789	399,537	4,632,457
1952	401,402	387,135	406,992	384,801	404,539	408,793	422,014	440,964	420,702	424,186	416,840	431,516	4,949,884
1953	421,963	394,137	416,398	406,626	433,364	413,279	433,243	444,224	416,986	436,337	414,161	422,953	5,053,671
1954	415,572	391,115	423,069	403,842	416,109	400,224	428,288	417,977	400,040	414,201	396,419	418,870	4,925,726
1955	415,957	382,495	401,737	403,124	415,986	417,681	431,956	424,494	431,979	442,776	415,753	431,025	5,014,963
1956	426,760	405,079	424,808	408,610	417,601	408,448	411,521	419,485	400,691	385,369	352,977	358,143	4,819,492
1957	358,043	336,267	367,751	340,055	349,091	334,873	358,635	356,522	338,284	331,632	336,882	342,009	4,150,044
1958	339,782	305,213	352,618	338,226	351,227	337,563	347,298	369,077	345,655	357,756	338,767	351,265	4,134,447
1959	338,435	325,808	355,764	—	—	—	—	—	—	—	—	—	1,020,007

NOTE: The above figures for passengers are not included in the total for passengers published in the National Harbours Board annual report under heading "Statement showing classification of revenue passages via Jacques Cartier Bridge". The 100 trip rates, being based on the carrying capacity of the bus, include buses and passengers therein, irrespective of the number of passengers carried.

MARCH 22nd, 1960.

APPENDIX "K"

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

List of reports on all cases of overages and shortages of toll collectors in excess of $10.00 and a few typical reports showing disciplinary measures taken against toll collectors in cases of overages and shortages of less than $10.00 but in excess of $5.00—Period 1st January, 1946 to date—

(Questions by Mr. Chown, Proceedings No. 6, Page 308)

1.	1946	Toll Collector	A. Benoit	Shortage	$ 5.80
2.	1946	" "	R. Toupin	Shortage	25.00
3.	1947	" "	P. Normoyle	Shortage	25.00
4.	1947	" "	R. Rioux	Shortage	5.00
5.	1949	" "	A. Pearsons	Overage	10.00
6.	1950	" "	A. Gauthier	Overage	18.25
7.	1952	" "	A. Beauchamp	Overage	18.00
8.	1952	" "	W. Forest	Shortage	15.00
9.	1953	" "	E. Phaneuf	Shortage	25.00
10.	1956	" "	R. Houle	Overage	8.85
11.	1957	" "	R. Houle	Shortage	10.00
12.	1958	" "	J. M. Laplante	Overage	20.00
13.	1959	Clerk	J. R. McSween	Shortage	300.00

Montreal, 2nd April, 1960.

21st June, 1946.

National Harbours Board, Ottawa, Ontario

A. BENOIT, *Toll Collector,*

JACQUES CARTIER BRIDGE

In 1930 general instructions were issued to all toll collectors, among which were, that each toll collector, before going on duty, should divest himself of all personal money so that all money in his possession at the completion of his shift would be known to belong to the Commission and that on completion of duty the following procedure should be followed:

(*a*) Count all money in his possession and arrange same in various denominations;

(*b*) Twenty dollars in change must be replaced in the safe;

(*c*) Details of the remaining amount must then be entered in the denomination book;

(*d*) Only when this has been done should the report of daily ticket sales be made and the Superintendent must report to head office every instance when this procedure is not followed;

(*e*) Irrespective of the amount of any discrepancy between sales and collections, the difference must be reported.

In his report of ticket sales for the 11th instant, the above named collector calculated his sales at $136.15 and actually turned in $136.20. When his report was checked by the Treasury Officer it was found that he had made errors

of calculation and his total collections as calculated amounted to $142.00. The cash returned was therefore $5.80 short. On this being brought to the attention of the Supervisor on the 14th he checked Benoit's cash advance and found that instead of $20.00, he had $18.54, a shortage of $1.46.

I interviewed Mr. Benoit on the morning of the 15th. He stated that he knew the regulations, including the one that each was to be counted before report of sales was made up. He admitted that he might have made up his report of sales before counting his cash but maintained that he had no personal money when he went on duty and nothing in excess of the amount turned in when he came off. He claimed that on account of rain he and his money were wet and it is possible that in making change he gave out an extra $6.00. He could not account for the coincidence of his cash balancing to within 5ç with a return which was incorrect to the extent of $5.85. He also admitted that he was at fault in being $1.46 short in his cash advance.

I might say that he has since sent in $6.00 to the Treasury Officer to balance his account.

Mr. Benoit is a veteran of the first world war, having had service from 5th August, 1915, to 1st July 1919. He entered harbour service as Clerk-Janitor of Jacques Cartier Bridge on 22nd March, 1934, and was promoted to Toll Collector on 20th February, 1945. He is a Board employee for the purposes of the Board's Pension Plan but has not yet elected to contribute for his back service.

His services as Clerk-Janitor (and relief toll collector) and, since February 1945, as toll collector, have been quite satisfactory.

In view of this record and the fact that there is evidence only of carelessness or, at worst, non-compliance with regulations as to handling cash and returns, I consider that it would be sufficient punishment to suspend him without pay for two weeks effective from 15th instant, at which date I suspended him until further notice.

Enclosed for the Board's information is a copy of Mr. Benoit's report of sales for the day in question.

J. K. WYMAN,
for Port Manager.

W/E

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 7th December, 1946

To:—Port Manager

I have been advised on the 5th instant by Mr. Oliver, Treasury Officer, that there occurred a discrepancy of $25.00 in Collector Toupin's cash receipts of November 8th, 1946.

On checking his reports of that date, I found that Collector Toupin's 619/3—25 cent auto ticket commencing number was 105001 and finishing number 105110, making a total of 109 tickets amounting to $27.25. However, Collector Toupin only reported the sale of 9 tickets, totalling $2.25, making a shortage of 100 tickets amounting to $25.00, obviously making an error in his extension.

When asked for a statement regarding this shortage, Collector Toupin could not offer any satisfactory explanation merely stating that he could not remember that far back.

I am of the opinion, after making a careful study of his receipts, that Collector Toupin undoubtedly balanced his cash receipts with his sales reports on November 8th, thereby disregarding regulations which definitely forbid such practice.

For this irregularity, I recommend 15 days' suspension, effective December 9th, 1946 until December 23rd, inclusive, and that his recent appointment of November 29th as temporary toll collector be rescinded and he be reverted to temporary clerk-janitor.

$25.00 paid to Treasury 7-12-46.

A. POOLE,
Supervisor of Toll Collectors

NATION HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 14th April, 1947

To:—Port Manager Re Toll Collector P. Normoyle (No. 19)

I have been advised this date, by Mr. Oliver, Treasury Officer, that a discrepancy of $25.00 occurred in Collector Normoyle's cash receipts of the 18th March 1947.

On checking his reports of that date, I found that Collector Normoyle's Form 619/3, 25¢ auto ticket, commencing number was 218864 and closing number was 219000 making a total of 137 tickets sold that day and amounting to $34.25. Collector Normoyle only reported the sale of 37 tickets, totalling $9.25, making a shortage of $25.00, obviously making an error in his extensions.

When asked for a statement regarding this shortage, Collector Normoyle could not offer any satisfactory explanation merely stating that he could not remember that far back.

After making a careful study of his reports, I am of the opinion that Collector Normoyle balanced his cash receipts with his sales report on that day, thereby disregarding regulations which definitely forbid such practice.

For this irregularity, I recommend that Collector Normoyle be suspended for 15 days effective 18th April to 2nd May 1947 inclusive.

A. POOLE,
Supervisor of Toll Collectors
Jacques Cartier Bridge

AP/WJ
Approved A.T. Murphy, Port Manager

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, November 21st, 1947.

To:—Port Manager

Re: R. Rioux, Collector No. 20

I have been advised this date by Mr. Oliver, Treasury Officer, that a discrepency occured in the above collector's report dated 3rd of November.

On checking his sales report for that day I found that collector Rioux reported the sales on his 619/6, one ton truck tickets Nos. 99750 to 99787 making a total of 37 tickets at $0.25 amounting to $9.25 instead of numbers 99770 to 99787, 17 tickets amounting to $4.25 making an overage of $5.00. This error was due to his transposing the wrong serial numbers from the previous day's sales.

When asked for an explanation collector Rioux stated that when he made his daily sales report on November 3rd he noted a shortage of $5.00 with his cash returns. Having a clean record and fearful that a claim for a refund would mar that record he made up the supposed shortage out of his own pocket.

There is no doubt that Collector Rioux committed the irregularity of balancing his cash return with his sales report, thereby disregarding regulations which forbid such practice.

For this irregularity I recommend that Collector Rioux be detailed for night duty (11 PM to 7 AM) for a period of one month.

A. DOALY,
A. POOLE,
Supervisor of Toll Collectors.

Approved
A. G. Murphy, 22/11
Port Manager.

cc: Treasury Officer,
Timekeepers Office.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 6th April, 1949.

To:—Port Manager.

Existing regulations demand that collectors compile their daily cash report first and lock the money in their cash bag before they proceed to complete their daily sales report. As you are aware, an improved method has been adopted since April 1st, which will tend to lessen any practice whereby a collector may re-open his cash bag. Special notices were posted on the 1st April for the guidance of collectors and emphasis was stressed regarding the above regulation being strictly adhered to.

On April 4th, when collector Pearson's cash bag was opened, his sales report for the 2nd April was also found enclosed, positively proving that he disregarded this all important regulation. There is also apparent evidence in his 2nd April and 3rd April sales reports that he attempted to balance his sales with his cash returned.

In the past five months, several discrepancies of a suspicious nature came to my attention, being unable to establish positive proof of existing irregularities, collector Pearson's explanations were accepted giving him the benefit of any doubts.

There exists at present little doubt that collector Pearson has been constantly balancing his sales reports with his cash reports thereby committing a deliberate irregularity.

In view of the fact that Pearson had received on the day before notice reminding him that Article 12 of the Regulations Governing Toll Collectors must be strictly complied with, I recommend that this collector be dismissed for flagrant disregard of regulations.

A. POOLE,

A. DOALY,

Supervisor of Toll Collectors.

ap/mg

Approved

A. G. Murphy, 6/4,
Port Manager.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 19th June, 1950.

To:—Memo for file

Jacques Cartier Bridge Collector No. 5—A. Gauthier

On the 1st June, 1950, the above mentioned toll collector was on duty on the north end from 3.00 p.m. to 11.00 p.m. Following his shift he turned in an amount of $198.25 in cash and his daily sales report showed total sales amounting to $197.60, with an overage of 65c. When this report was checked in the Treasury Office, it was found that in his evening trip tickets he had made an error of 44 tickets, which at 40c a piece amounted to $17.60. The actual value of tickets sold, therefore, amounted to $180.00 and not $197.60 as reported by Collector Gauthier and the actual overage was $18.25.

When spoken to, Mr. Gauthier was first at a loss to understand how this overage could have occurred. He then recalled, however, that he had lent Collector Toupin $15.00 and that Collector Toupin had repaid him this $15.00 while he was on the stand on duty on the 1st of June. He subsequently noticed that he was short in his personal money but did not know what had caused the shortage. He realized, when spoken to, that he must have put his $15.00 personal money into his apron and turned it in along with his collections of the 1st June. With this explanation, Collector Gauthier still had an overage of $3.25 for the shift in question.

After Collector Gauthier had been spoken to and before he could contact Mr. Toupin, Mr. Poole called Collector Toupin and asked him if he recalled having had any business transactions with Collector Gauthier. Collector Toupin, without being prompted in any manner or being told what amount, if any, was involved, recalled that he had borrowed $15.00 from Collector Gauthier which he repaid to him while he was on duty on the stand. While he did not remember the exact day, he did remember that it was the first day of Mr. Gauthier's return to duty after his three days' shift layoff and this would have been the 1st June.

I am inclined to accept Mr. Gauthier's explanation because—

(a) He has recently applied for the new position of night clerk on the bridge and it would seem unreasonable that any man would be foolish enough to attempt any dishonesty when he was so anxious to obtain a promotion;

(b) Mr. Gauthier's story was confirmed by Collector Toupin without any possibility of Collector Toupin having been forwarned by Collector Gauthier.

It is not proposed, therefore, that any disciplinary action should be taken other than the retention by the harbour of the $15.00 concerned, the mere fact that Collector Gauthier was on the stand with $15.00 personal money in his possession was an irregularity and it is felt that a sufficient penalty for this irregularity will be the loss of the $15.00.

P. G. BROWN,
Port Secretary.

pgb/pc
c/c Sup. of Toll Collectors—Treasury Officer

NATIONAL HABOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 1st December, 1952.

To:—Port Manager:

re: Collector A. Beauchamp—
Overage $18.00

On his report No. 216, dated 28th November, 1952, collector A. Beauchamp has an average of $18.00.

Attached is report of collector Beauchamp.

The explanation offered by collector Beauchamp for this overage is a definite breach of regulations in that collectors are not permitted to have personal money on their person while on duty.

For this breach of regulations, I would recommend that collector A. Beauchamp be given one week suspension and one month night duty as a disciplinary measure.

A. POOLE,
Supervisor of Toll Collectors.

encl.

cc: Treasury Officer
Chief Timekeeper.

APPROVED
A. G. Murphy,
Port Manager.

NATIONAL HABOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 30th November, 1952.

TO:— Mr. A. Poole,
Supervisor of Toll Collectors,
Jacques Cartier Bridge.

On November 28th, I went South at about 6.45 PM. to check A. Beauchamp's cash as he was finishing his work at 7.00 PM. I checked his cash and found it right.

I came back North and checked the men who were finishing at 8.00 PM. I then proceeded to compile all sales reports for that day.

When informed by you that there was a discrepency of $18.00 in report No. 216 due to an error in transposing the 619/8 60 cts trucks, I checked and found this was the case. However I certainly can not explain how Beauchamp sent $18.00 over.

I assure you that Beauchamp's sales report was made at least 2 hours after I returned from the South Side and there was no possibility of him knowing what his sales amounted to.

R. R. LABELLE,
Night Clerk
Jacques Cartier Bridge

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 19th June, 1950.

To:—Memo for file

Jacques Cartier Bridge Collector No. 5—A. Gauthier

On the 1st June, 1950, the above mentioned toll collector was on duty on the north end from 3.00 p.m. to 11.00 p.m. Following his shift he turned in an amount of $198.25 in cash and his daily sales report showed total sales amounting to $197.60, with an overage of 65c. When this report was checked in the Treasury Office, it was found that in his evening trip tickets he had made an error of 44 tickets, which at 40c a piece amounted to $17.60. The actual value of tickets sold, therefore, amounted to $180.00 and not $197.60 as reported by Collector Gauthier and the actual overage was $18.25.

When spoken to, Mr. Gauthier was first at a loss to understand how this overage could have occurred. He then recalled, however, that he had lent Collector Toupin $15.00 and that Collector Toupin had repaid him this $15.00 while he was on the stand on duty on the 1st of June. He subsequently noticed that he was short in his personal money but did not know what had caused the shortage. He realized, when spoken to, that he must have put his $15.00 personal money into his apron and turned it in along with his collections of the 1st June. With this explanation, Collector Gauthier still had an overage of $3.25 for the shift in question.

After Collector Gauthier had been spoken to and before he could contact Mr. Toupin, Mr. Poole called Collector Toupin and asked him if he recalled having had any business transactions with Collector Gauthier. Collector Toupin, without being prompted in any manner or being told what amount, if any, was involved, recalled that he had borrowed $15.00 from Collector Gauthier which he repaid to him while he was on duty on the stand. While he did not remember the exact day, he did remember that it was the first day of Mr. Gauthier's return to duty after his three days' shift layoff and this would have been the 1st June.

I am inclined to accept Mr. Gauthier's explanation because—

(a) He has recently applied for the new position of night clerk on the bridge and it would seem unreasonable that any man would be foolish enough to attempt any dishonesty when he was so anxious to obtain a promotion;

(b) Mr. Gauthier's story was confirmed by Collector Toupin without any possibility of Collector Toupin having been forwarned by Collector Gauthier.

It is not proposed, therefore, that any disciplinary action should be taken other than the retention by the harbour of the $15.00 concerned, the mere fact that Collector Gauthier was on the stand with $15.00 personal money in his possession was an irregularity and it is felt that a sufficient penalty for this irregularity will be the loss of the $15.00.

P. G. BROWN,
Port Secretary.

pgb/pc
c/c Sup. of Toll Collectors—Treasury Officer

NATIONAL HABOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 1st December, 1952.

To:—Port Manager:

re: Collector A. Beauchamp—
Overage $18.00

On his report No. 216, dated 28th November, 1952, collector A. Beauchamp has an average of $18.00.

Attached is report of collector Beauchamp.

The explanation offered by collector Beauchamp for this overage is a definite breach of regulations in that collectors are not permitted to have personal money on their person while on duty.

For this breach of regulations, I would recommend that collector A. Beauchamp be given one week suspension and one month night duty as a disciplinary measure.

A. POOLE,
Supervisor of Toll Collectors.

encl.

cc: Treasury Officer
Chief Timekeeper.

APPROVED
A. G. Murphy,
Port Manager.

NATIONAL HABOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 30th November, 1952.

TO:— Mr. A. Poole,
Supervisor of Toll Collectors,
Jacques Cartier Bridge.

On November 28th, I went South at about 6.45 PM. to check A. Beauchamp's cash as he was finishing his work at 7.00 PM. I checked his cash and found it right.

I came back North and checked the men who were finishing at 8.00 PM. I then proceeded to compile all sales reports for that day.

When informed by you that there was a discrepency of $18.00 in report No. 216 due to an error in transposing the 619/8 60 cts trucks, I checked and found this was the case. However I certainly can not explain how Beauchamp sent $18.00 over.

I assure you that Beauchamp's sales report was made at least 2 hours after I returned from the South Side and there was no possibility of him knowing what his sales amounted to.

R. R. LABELLE,
Night Clerk
Jacques Cartier Bridge

November 30/52.

Mr. A. Poole,
Supervisor.

Regarding the overage of $18.00 in my November 28th/52 cash report, the only explanation I can give you is that I had my pay cheque cashed and did not have time to put it away in the safe right away. Several people presented me with large bills for toll and I was running short of small bills and made change out of the money I had from my cheque. Somehow I must of mixed some of my personal money through these transactions with the Harbour money.

ALFRED BEAUCHAMP,
Collector # 11

NATIONAL HABOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, 11th December, 1952.

TO:— Port Manager

W. Forest—Toll Collector

Shortage $15.00—Surprise Audit by Auditor General

Referring to surprise audit of the case in the hands of the toll collectors on duty on the bridge made by the representative of the Auditor General of Canada in the afternoon of October 27th, I wish to make the following comments.

The verification by the Auditor General's representative was not sufficiently complete to determine evidence beyond doubt of a shortage in the case of collector W. Forest. Treasury Officer agrees with me that the audit was not sufficiently comprehensive to establish a definite and absolute proof of irregularity. Considering that Mr. Forest has a good record as a toll collector, I am of the opinion that he should be given benefit of the doubt and no disciplinary action is recommended. The discrepancies in the hands of toll collectors Houle, Gagnon, Rioux and Belisle which are relatively small are not unusual or abnormal.

Guy Beaudet
Assistant Port Manager.

NOTE: This matter was discussed in details at a Board meeting in Montreal, on December 12th.

Guy Beaudet

OFFICE OF THE AUDITOR GENERAL

Canada

OTTAWA, October 31, 1952

B. J. Roberts, Esq.,
Member,
National Harbours Board,
West Block,
Ottawa, Ont.

Re: Jacques Cartier Bridge—Montreal

Dear Mr. Roberts:

A surprise audit of the cash in the hands of the toll collectors on duty on the Bridge was made by our staff on the afternoon of October 27th. The results were as follows:

Collector	*Badge No.*	*Total Sales*	*Cash Shortage*	*Overage*
North Toll House				
R. Houle	9	$ 87.80	$ .20	$
L. Gagnon	1A	278.80	.60	
R. Rioux	20	230.80		2.70
South Toll House				
A. Belisle	13	338.55	.45	
W. Forest	24	282.35		15.00

It will be noted that each collector had a discrepancy, the largest being an overage of $15.00 in the hands of W. Forest. This collector was unable to account for the overage. His "Collector's Daily Sales Report" for the day of the count shows that he finished with an overage of $14.85.

As this may portend a situation requiring prompt remedial action, with regard to either the sufficiency of the safeguards now in force or the suitability of the present collector, it is suggested that the matter be investigated forthwith.

Yours very truly,

"A. O. ADAMSON"
A. O. ADAMSON,
Audit Supervisor,
"A" Branch.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal correspondence

MONTREAL, May 23rd. 1953

Mr. A. G. Murphy
Port Manager

Further to my report of Wednesday, May 20th. 1953, re-collector E. Phaneuf, I wish to inform you that an inventory made of his stock of tickets on May 21st. 1953, disclosed a discrepency of 100 tickets in his series of 619/3, 25 cents Autos, amounting to a shortage of $25.00.

When the audit of his tickets was made, it was found that the actual closing number of his 619/3 series was 139346 instead of 139246 as reported by collector Phaneuf in his last report, No. 95, dated May, 18th. 1953.

The attached statement signed by collector Phaneuf dispels any doubts about this collector falsifying his report in order to retain $25.00 out of his daily, plus $10.00 of his petty cash.

In view of the serious offense committed, collector Phaneuf was immediately suspended pending further action, and I recommend that he be dismissed.

Collector Phaneuf has been a temporary employee since August, 10th. 1949, and is not a contributor to the National Harbours Board pension plan.

A. Poole

Collector Phaneuf resigned effective May 21st—Shortage reimbursed.

Supervisor of Toll Collectors
Jacques Cartier Bridge
MONTREAL, May 21st 1953.

Mr. A. G. Murphy
Port Manager,
Montreal.

Re: Shortage in cash money and inventory.

Sir,

Having been informed by Mr. A. Gauthier that a complete check up had been made in my money and stock while I was away showed a shortage of $10.00 in my petty cash and of one hundred cars in my 619/3 amounting to $25.00, for a total of $35.00 my only explanation is the following:

As I was in great need of $35.00 for a payment which was due, I borrowed the money which I figured I could put back in my cash on Thursday on the start of my shift. I am ready to refund the above amount as soon as I start work, or else have it deducted on my coming pay.

For your information, please.

EUGÈNE PHANEUF,
Collector No. 17

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, October 8th, 1956.

TO:—Mr. G. Beaudet
Port Manager

Attached please find statements from Assistant Supervisor, R. Labelle and Collector R. Houle, explaining the reason for a discrepancy in Collector Houle's report No. 178 dated September 27th, 1956.

The explanation given by Collector Houle is plausible and I see no alternative but to accept it.

It is to be noted that Mr. R. Labelle made the report and checked the cash of report No. 178. The reason why this happened, is because the Assistant Supervisor had no clerk working with him that day, as the clerk assigned to him was off duty and the replacement was also on compensatory leave. However, I have no reason, or ever had reasons to suspect, that Mr. Labelle did not comply with regulations when he compiled these reports and I feel that his statement should be accepted.

M. POOLE,
Supervisor of Toll Collectors
Jacques Cartier Bridge.

To—*Supervisor of Toll Collectors*:

I am ready to accept Mr. Labelle's statement and take it that it was a coincidence that the clerical errors erased the cash discrepancy in Mr. Houle's report.

On the other hand, Mr. Labelle should be reminded that it is one of the assistant superintendent's duties to see that these reports are correct in every way, and exempt from clerical errors.

J. A. CLEMENT.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, October 7th, 1956.

TO:—Mr. A. Poole
Supervisor of Toll Collectors
Jacques Cartier Bridge

Dear Sir.

In reference to the overage on report 178, dated 27th. September 1956, I can't recall any incident that happened that day being so far back. However I could have received two ten dollar bills struck together or short changed somebody who gave me a ten dollar bill and I took it for a one. These mistakes did occur at previous times before, but I had time to find it on the spot; When I finished my shift I turned over all cash collected which was in my possession to be checked.

R. HOULE,
Collector No. 9.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, October 7th, 1956.

TO:—Mr. A. Poole
Supervisor of Toll Collectors
Jacques Cartier Bridge

Re: Collector R. Houle cash overage

In reference to overage of $8.85 in collector Houle's report No. 178, dated September 27th. 1956.

I can only state that this report was completed according to regulations. Had there been no clerical error (duplicating sales of the 619/131) it would have shown in the report.

R. R. LABELLE,
Asst. Supervisor of Toll Collectors
Jacques Cartier Bridge.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, April, 7th, 1957.

TO:—Mr. G. Beaudet,
Port Manager.

Attached please find statements from Assistant Supervisor E. Wheeler and Collector R. Houle, regarding a shortage of ten dollars ($10.00) in the latter's cash return dated April 3rd, 1957.

The explanation given by Collector Houle is plausible and I see no reason why it should not be accepted. However seeing that he admits having originally had three ten dollar bills, he has been instructed to remit ten dollars, to cover the discrepency.

Regarding the Assistant Supervisor's statement, I have reminded him that he is responsible for the reports he checks and warned him, that future clerical errors of this nature would not be accepted favourably.

M. POOLE,
Supervisor of Toll Collectors.

In view of (1) the explanation given by Mr. Poole and the error made by the assistant supervisor of toll collectors, (2) no further evidence can be obtained in this case; no disciplinary action is recommended in this case as it would not stand up at a grievance committee.

JAC.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, April 6th, 1957.

TO:— Mr. A. Poole.

Dear Sir:

Concerning shortage of $10.00 in collector Houle's cash report of April 3rd, 1957. I wish to state that when I checked the collector's cash, there was two ten dollars bills. I admit I was inaccurate in making the extension which shows $30.00 instead of $20.00 but regardless of this error, it is evident, in any opinion a shortage of $10.00 would have shown.

E. H. WHEELER,
Assistant Supervisor.

5/4/57.

Dear Sir:

Concerning the shortage of the $10.00 in my cash return I remember having three ten dollar bill. The only thing I can see it must have been misplaced amongst the papers I had on the table, or it might have fallen on the floor.

ROLAND HOULE #9.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, November 21st, 1958.

TO:— Mr. J. A. Clement,
Supt. of Bridges.

Discrepencies in Tickets and cash Returns 619/11 Passenger Strips

On the 6th, of October, 1958, in report No. 4, Collector Laplante No. 10a, reported the sale of 88 tickets 619/11's, passenger strips; starting at numbers 237751 and finishing at 237839, amounting to $22.00. The following day, he reported his finishing numbers at 237757, and kept right on reporting in sequence. On October, 10th, in report No. 8, numbers 237812 to 237866 were reported as sold, therefore making a resale of tickets 237757 to 237839, which were reported as sold on October 6th, 1958.

From October 6th, to October 10th, his daily sales reports do not disclose any abnormal discrepencies, whereas a substantial overage should have appeared on October 6th, and shortages in subsequent reports up to and including October 10th.

The same collector on November 10th, 1958, reported in his cash report No. 8496, 27 x $2.00 for a total of $54.00, when actually he had 37 x $2.00, thereby having an overage of $20.00.

In view of the fact this collector was recently appointed, there is a possibility these mistakes were unintentionally made. His explanations "which are attached" should however be accepted with reservation.

I have advised collector Laplante by letter, warning him that such errors cannot be tolerated and, that immediate improvement is expected.

A. POOLE,
Supervisor of toll collectors,
Jacques-Cartier Bridge.

c/c—Treasury.

Approved 21/11/58 J.A.C.

File.

20 novembre 1958.

AP/cp.
M. Poole,
de J. M. Laplante.

"Erreur du 6 oct. 1958"

D'après mes souvenir j'ai changé 2 billets de $10.00 pour 20 billets de $1.00 à une personne qui est venu au bureau juste avant que je sorte pour allé à mon "Stand" à 6 hr du matin, il s'est adressé à moi car le commis était en devoir au sud et j'ai oublié les deux billets de $10.00 dans le tablier. J'ai pris les billets de $1.00 de mon porte monaie je ne suis pas aperçu de la différence de mon porte feuille car j'y avais une assez grande quantité de un dollars dont j'ignorais le chiffre exact.

"Erreur du 10 novembre 1958"

J'ignore totalement la provenance de la différence d'argent, mais m'étant conformé aux instructions j'ai remis entièrement tout l'argent que j'avais dans mon tablier, ce qui serait arrivé au mème, si j'avais marqué $37 au lieu de 27.

Votre obligé
Jean Marc Laplante.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, December 23rd, 1959.

To:—Port Manager

Jacques Cartier Bridge
J. R. McSween, Clerk 4 (assigned)

Position No. M-41

On December 15th, 1959, the Treasury Department introduced a new system at Jacques Cartier Bridge eliminating the necessity for clerks to have cash and token advances in order to supply Toll Officers with same.

When Mr. McSween turned in his advance on Tuesday, December 15th, 1959, at around 8:00 p.m., it was found that he was short $300.00 on his advance of $2,000.00. On the same day, when coming on duty at 4:00 p.m., Mr. McSween reported to the Bridge Supervisor that he had checked his cash the previous day and had found this shortage. His explanations for such a shortage, as outlined in the attached report from Mr. McSween, were that:

(a) Anybody could grab the bundles on the counter while I was busy putting them in the safe, or answering the telephone. (The quarters were wrapped up in bundles of 10 rolls or $100.00 per bundle.)

(b) I could have given a man $300.00 worth of tokens and quarters and received nothing in return.

Reason (a) is not very plausible. The distance between the counter and the safe compartment where these advances were kept is such that it would seem impossible for him not to have seen somebody taking 3 bundles of quarters off the counter in front of him. The same argument stands in the matter of answering the telephone; the room where the clerks work is not that big to permit somebody to come in and grab 3 bundles of money, without a person in that room seeing it. Reason (b) is almost impossible but plausible.

Mr. McSween was called in my office on December 22nd, 1959 and could not give any further information except that he was sure he did not take that money himself. I have suspended him as of that date pending a decision in his case.

Mr. McSween's story is hard to believe and there are strong indications that he appropriated this money for his own use, probably with intent of putting it back later. On the other hand there is a certain element of doubt in his favour, specially in connection with reason (b) above.

Considering that cash and token advances are now out of the clerks' hands and that the possibility of such an incident happening again is eliminated, it is recommended that no further disciplinary action be taken other than the time lost while Mr. McSween is suspended pending your final decision in the matter.

It is also recommended that Mr. McSween pays back the $300.00 at the rate of $100.00 per month, such amount to be taken out of his pay.

J. A. CLEMENT,
Superintendent of Bridges.

JAC/fg

c.c. Treasury Officer
Chief of Personnel
Bridge Supervisor

December 31st, 1959.

Note to Port Manager.

Following our meeting of December 30th, 1959, when it was decided that Mr. McSween could not be kept at the employ of the Board any longer, he was called in my office on Thursday, December 31st, 1959. Mr. McSween was informed of this decision and has decided to resign under the condition that he would sign a statement authorizing the Treasury Officer to deduct from the amount of money due to him from his pension fund, the $300.00 shortage.

J. A. CLEMENT.

Approved 31/12/59

G. Beaudet

22845-2—10

APPENDIX "L"

MARCH 26, 1931.

Ivan Vallee, Esq.,
Deputy Minister and Chief Engineer,
Dept. of Public Works and Labor, Province of Quebec,
Quebec, P.Q.

Dear Sir:—

I beg to forward you herewith, by direction of the Commissioners, Account covering the contribution of the Government of the Province of Quebec towards the deficit on the Montreal Harbour Bridge, for period May 14 to December 31, 1930, under Agreement of May 5, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, amounting to $95,342.47.

Will you kindly obtain the necessary authorization for payment of the account.

Yours obediently,

L. H. A. Archambault,
Secretary.

Encls.

Form 111—9-30—5m Order 5578
Imp. Modèle Ltée 1040

No. 36

357 COMMON STREET

MONTREAL, March 21st 1931.

PROVINCE OF QUEBEC

.....

To THE HARBOUR COMMISSIONERS OF MONTREAL, DR.

.....

To Contribution towards the deficit on the Montreal Harbour Bridge for period May 14th to December 31st 1930 under agreement of May 5th 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, as per statement attached $95,342.47

THIS ACCOUNT IS PAYABLE CASH

Correct:	Certified:	Approved:
T. Hurtubise	Alex. Ferguson Acting Comptroller	T. Martel General Manager

HARBOUR COMMISSIONERS OF MONTREAL

Montreal Harbour Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal, dated 5th May, 1928

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Montreal Harbour Bridge for the period of operation from the opening of the Bridge for traffic on 14th May, 1930, to 31st December, 1930.

Amount of contribution under Clause 2 of the above mentioned agreement, computed on pro rata basis, from the 14th May to 31st December, 1930:—

232/365 of $150,000.00	$ 95,342.47

Deficit from Bridge operation for period from 14th May to 31st December, 1930, as per attached statement	$ 349,199.98
One-third of Bridge deficit	116,399.99

The pro-rata contribution for the period being less than one-third of the deficit for the period as shown above, the contribution from the Province for the period is ..... $ 95,342.47

Alex. Ferguson
Assistant General Manager.

Montreal, 23rd February, 1931.

HARBOUR COMMISSIONERS OF MONTREAL

Montreal Harbour Bridge

Profit and Loss Account
for the Period from 14th May to 31st December, 1930

Revenue			
Tolls collected			$ 353,000.36
Net Rents			13,850.77
Bank Interest			1,812.56
Gross Operating Revenue			368,663.69
Operating Expenses			
Administration and Head Office		$ 17,738.08	
Toll Collecting Expenses		31,296.38	
Toll Houses—Maintenance and Repairs		2,094.06	
Bridge Maintenance and Upkeep		5,182.19	
Bridge Lighting—Power	$ 9,159.30		
—Maintenance	5,495.99		
		14,655.29	
Real Estate—Insurance, Taxes	980.28		
—Buildings, Maintenance, etc	12,371.01		
		13,351.29	
Telephone System		399.29	
Police Service		15,972.68	
Traffic Signs		1,509.80	
Public Liability Insurance		1,094.30	
Bond Trustee Expenses		1,966.21	
Commission Paying Bond Coupons		1,111.13	
Expenses of Bridge Opening		605.19	
			106,970.89
Net Operating Revenue			261,692.80
Fixed Charges			
Replacement Reserve		9,375.00	
Bond Discount		5,613.00	
Bond Interest—14th May to 31st October 1930	435,821.92		
—Accrued 1st Nov. to 31st Dec., 1930	160,082.86		
		595,904.78	
			610,892.78
Net Operating Loss for Period			$ 349,199.98

Montreal, 23rd March 1931.

Certified
(Sgd.) Alex. Ferguson,
Acting Comptroller

Verified
(Sgd.) Riddell, Stead, Graham & Hutchison,
Auditors

Certified a true copy
L. H. Archambault,
Secretary.

FEBRUARY 13th, 1932.

IVAN E. VALLEE, ESQ.,
Deputy Minister and Chief Engineer,
Department of Public Works,
Quebec, P.Q.

Dear Sir:

"MONTREAL HARBOUR BRIDGE"

I beg to forward you herewith, by direction of the Commissioners, account covering the contribution by the Government of the Province of Quebec towards the deficit on the Montreal Harbour Bridge for the year from the 1st January 1931 to the 31st December 1931, under Agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, amounting to $150,000.00. Will you kindly obtain the necessary authorization for payment of this account.

Yours obediently,

L. H. A. ARCHAMBAULT
Secretary

Encls.
C/C
Asst. Gen. Manager & Actg. Comptroller

Form 111—9-31—5m
Imp. Modèle Ltée 1040-C

No. 77

357 COMMON STREET

MONTREAL, February 11th, 1932.

PROVINCE OF QUEBEC

TO THE HARBOUR COMMISSIONERS OF MONTREAL, Dr

To Contribution towards the deficit on the Montreal Harbour Bridge for period January 1st, to December 31st, 1931 under agreement of May 5th 1938, between the Government of the Province of Quebec and the Harbour Commisisoners of Montreal, as per statement attached. $150,000.00

THIS ACCOUNT IS PAYABLE CASH

Correct:	Certified:	Approved:
	ALEX. FERGUSON	T. MARTEL
	Comptroller	*General Manager*

HARBOUR COMMISSIONERS OF MONTREAL

MONTREAL HARBOUR BRIDGE

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal, dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Montreal Harbour Bridge for the period of operation from 1st January, 1931, to 31st December, 1931.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement		$ 150,000.00
Deficit from Bridge operation for period from 1st January to 31st December, 1931, as per attached statement		$ 721,604.03
One-third of Bridge deficit		240,534.67
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period		$ 150,000.00

NOTE—Bridge Bond Issue

Harbour Commissioners of Montreal 40 Year, 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1931, $19,000,000.

Alex. Ferguson
Assistant General Manager.

MONTREAL, 11th February, 1932.

HARBOUR COMMISSIONERS OF MONTREAL

MONTREAL HARBOUR BRIDGE

Statement of Profit and Loss for Year 1931

REVENUE			
Tolls Collected			$ 45,497.20
Rents Collected			23,294.00
Interest on Deposits, etc			4,989.67
Total Revenue			$ 433,780.87
OPERATING EXPENSES			
Administrative and Head Office Expenses		$33,653.70	
Toll Collecting Expenses		28,812.80	
Bridge Maintenance and Upkeep		14,789.80	
Bridge Lighting—Power	$8,953.20		
—Maintenance	5,200.63		
		14,153.83	
Police Service		18,568.50	
Real Estate—Insurance, Taxes, etc	3,445.79		
—Repairs	1,948.16		
		5,393.95	
Toll Houses and Shelters—Maintenance and Repairs		2,311.92	
Traffic Signs and Signals		556.64	
Telephone System		249.18	
Bond Trustee Fees		1,161.64	
Commission Paying Bond Coupons		2,214.48	
Group Life Assurance		417.20	
Total Operating Expenses			$ 122,283.64
Net Operating Revenue			$ 311,497.23
FIXED CHARGES			
Replacement Reserve		$ 15,000.00	
Bond Interest—January 1st to October 31st, 1931	$789,917.14		
—Accrued, Nov. 1st to Dec. 31st, 1931	160,082.86		
		950,000.00	
Bond Discount		8,846.16	
		$ 973,846.16	
OTHER CHARGES			
Accrued Interest on Advances from Minister of Finance	23,733.95		
Premium on Bond Coupons paid in U.S. Funds	35,521.15		
		59,255.10	
			$1,033,101.26
Net Operating Loss			$ 721,604.03

MONTREAL, February 11th, 1932.

CERTIFIED
Alex. Ferguson,
Acting Comptroller.

VERIFIED
Clarkson, McDonald, Currie & Co., C.A.,
Auditors.

FEBRUARY 13, 1933.

IVAN E. VALLEE, ESQ.,
Deputy Minister and Chief Engineer,
Department of Public Works,

Quebec, P.Q.
Dear Sir:

MONTREAL HARBOUR BRIDGE

I beg to forward you herewith, by direction of the Commissioners, account covering the contribution by the Government of the Province of Quebec towards the deficit on the Montreal Harbour Bridge for the year 1932, under Agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, amounting to $150,000.00.

Will you kindly obtain the necessary authorization for payment of this account.

Yours obediently,

L. H. A. ARCHAMBAULT
Secretary

Encls.
C/C
Asst. Gen. Manager

Form 111—9-31—5m
Imp. Modèle Ltée 1040-C
No. 125

357 COMMON STREET

MONTREAL, January, 31st., 1933.

PROVINCE OF QUEBEC

To THE HARBOUR COMMISSIONERS OF MONTREAL, Dr.

To	Contribution towards the deficit on the Montreal Harbour Bridge for period January 1st, to December 31st, 1932, under agreement of May 5th 1928, between the Government of the Province of Quebec and the Harbour Commisisoners of Montreal, as per statement attached.	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

Correct:	Certified:	Approved:
	ALEX. FERGUSON *Comptroller*	T. MARTEL *General Manager*

HARBOUR COMMISSIONERS OF MONTREAL

Montreal Harbour Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal, dated 5th May, 1928

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Montreal Harbour Bridge for the period of operation from 1st January, 1932, to 31st December, 1932.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$ 150,000.00
Deficit from Bridge operation for period from 1st January to 31st December, 1932, as per statement attached	$ 909,775.70
One-third of Bridge deficit	303,258.56
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period	$ 150,000.00

NOTE—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1932, $19,000,000.

Montreal, 31st January, 1933.

Alex. Ferguson
Assistant General Manager.

HARBOUR COMMISSIONERS OF MONTREAL

Montreal Harbour Bridge

Statement of Profit and Loss for Year ended 31st December, 1932.

Revenue	Dr.	Cr.
Tolls Collected		$ 415,984.99
Rents Collected		20,119.50
Interest on Deposits, etc		5,112.96
		$ 441,217.45
Operating Expenses		
Administrative and Head Office Expenses	$ 28,015.83	
Bond Trustee Fees	1,000.71	
Bridge Maintenance and Upkeep	14,019.60	
Bridge Lighting—Power	$ 8,505.60	
—Maintenance	5,948.92	
	14,454.52	
Police Service	7,666.37	
Real Estate—Insurance, Repairs, etc	3,630,61	
Commission paying Coupons	2,226.37	
Telephone System	209.40	
Toll Collecting Expenses	30,973.56	
Toll Houses—Maintenance and Repairs	1,312.53	
Traffic Signs and Signals	865.85	
Group Insurance	418.08	
Public Liability Insurance	168.35	
		104,961.78
Net Operating Revenue		336,255.67
Fixed Charges		
Replacement Reserve	$15,000.00	
Bond Interest—		
Jan. 1 to Oct. 31, 1932 $789,917.14		
Accrued, Nov. 1 to Dec. 31, 1932 160,002.86		
	950,000.00	
Bond Discount	8,846.16	
	973,846.16	
Other Charges		
Accrued Interest on Coupons redeemed under Guarantee	42,764.55	
Premium on Bond Coupons	63,256.66	
Depreciation for 12 months to Dec. 31st, 1932	166,164.00	
	272,185.21	
		1,246,031.37
Net Operating Loss		$ 909,775.70

Montreal, January 25th, 1933.

Certified
Alex. Ferguson
Acting Comptroller

Verified
Clarkson, McDonald, Currie & Co. C.A.
Auditors.

HARBOUR COMMISSIONERS OF MONTREAL

MONTREAL, January 24, 1934

Ivan E. Vallee Esq.
Deputy Minister & Chief Engineer,
Department of Public Works,
Quebec, Que.

Dear Sir:

MONTREAL HARBOUR BRIDGE

I beg to forward you herewith, by direction of the Commissioners, account covering contribution by the Government of the Province of Quebec, towards the deficit on the Montreal Harbour Bridge, for the year 1933, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, amounting to $150,000.

Will you kindly obtain the necessary authorization for payment of this account.

Yours obediently,

L. H. A. ARCHAMBAULT,
Secretary.

Encls.
C/C
ASST. GEN. MANAGER

Form 111—7-33—2M
Imp. Modèle Ltée 673

No. 177

357 COMMON STREET

MONTREAL, January 24, 1934

PROVINCE OF QUEBEC

To THE HARBOUR COMMISSIONERS OF MONTREAL, Dr.

To contribution towards the deficit on the Montreal Harbour Bridge for period January 1st, to December 31st, 1933, under agreement of May 5th 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, as per statement attached $150,000.00

THIS ACCOUNT IS PAYABLE CASH

Correct: Certified: ALEX FERGUSON, *Comptroller* Approved: *General Manager*

HARBOUR COMMISSIONERS OF MONTREAL

Montreal Harbour Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal, dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Montreal Harbour Bridge for the period of operation from 1st January, 1933, to 31st December, 1933.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$ 150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1933, as per statement attached	$1,022,527.01
One-third of Bridge deficit	340,842.33
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$ 150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000; total amount issued and outstanding at 31st December, 1933, $19,000,000.

Alex. Ferguson
Assistant General Manager.

Montreal, 24th January, 1934.

HARBOUR COMMISSIONERS OF MONTREAL

Montreal Harbour Bridge

Statement of Profit and Loss for Year Ended 31st December 1933

Revenue			
Tolls Collected			$ 364,235.41
Rents Collected			10,806.94
Interest on Deposits			1,713.78
Premium on Tolls Collected in Foreign Funds			585.08
Total Revenue			$ 377,341.21
Operation			
Toll Collecting Expenses	$ 33,654.56		
Police Service	10,514.89		
Bridge Lighting	8,733.90		
Public Liability Insurance	377.31		
Real Estate—North Approach	102.40		
		$ 53,383.06	
Maintenance			
Real Estate—North Approach	717.50		
Sub-grade & Drainage—Cutting Grass	18.67		
Substructure	.61		
Superstructure	85.68		
Roads and Sidewalks	931.33		
Toll Houses & Collectors' Stands	16.79		
Police Station—Pavilion	.28		
Lighting System	4,716.90		
Telephone System	143.96		
Pavilion	9.90		
Cleaning Roadway, etc.	4,577.14		
Miscellaneous, Engineering Fees, etc.	3,703.91		
		14,922.67	
General Expenditure			
Administrative	12,000.00		
Head Office	9,343.81		
Auditors' Fees	500.00		
Legal Expenses	2,321.86		
Group Insurance	823.98		
Bond Trustee Fees	1,549.15		
Commission Paying Coupons	1,120.93		
Other Expenditures	1,765.35		
Insurance	1,601.81		
		31,026.89	
			99,332.62
Net Operating Revenue			278,008.59
Fixed Charges			
Interest on Bonds	950,000.00		
Replacement Reserve	15,000.00		
Bond Discount	8,846.16		
		973,846.16	
Other Charges			
Interest on advances from Minister of Finance for payment of Bond Coupons	64,169.58		
Depreciation	166,164.00		
Premium on Bond Interest paid in Foreign Funds	96,355.86		
		326,689.44	
			1,300,535.60
Net Loss For Period			$ 1,022,527.01

Montreal, January 23rd, 1934.

Certified
Alex. Ferguson
Acting Comptroller

Verified
Clarkson, McDonald, Currie & Co., C.A.
Auditors

HARBOUR COMMISSIONERS OF MONTREAL

SECRETARY'S OFFICE

MONTREAL, February 7, 1935.

Ivan E. Vallee, Esq.,
Deputy Minister and Chief Engineer,
Department of Public Works,
Quebec, Que.

Dear Sir:—

Jacques Cartier Bridge

I beg to forward you herewith, by direction of the Commissioners, account covering contribution by the Government of the Province of Quebec, towards the deficit on the Jacques Cartier Bridge, for the year 1934, under Agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, amounting to $150,000.

Will you kindly obtain the necessary authorization for payment of this account.

Yours obediently,

Sarr
L. H. A. Archambault,
Secretary.

Encls.
C/C
Asst. Gen. Manager

File

Form 111—7-33—2M
Imp. Modèle Ltée 673

No. 234

357 Common Street

MONTREAL, January 30th, 1935.

Province of Quebec

.....

TO THE HARBOUR COMMISSIONERS OF MONTREAL, DR.

To Contribution towards the deficit on the Jacques Cartier Bridge for period January 1st. to December 31st, 1934, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, as per statement attached $150,000.00

THIS ACCOUNT PAYABLE CASH

CORRECT: CERTIFIED: Comptroller APPROVED: General Manager

HARBOUR COMMISSIONERS OF MONTREAL

Jacques Cartier Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal, dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1934 to 31st December, 1934.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00	
Deficit from Bridge operations for period from 1st January to 31st December, 1934, as per statement attached		$ 996,972.49
One-third of Bridge deficit		332,324.16
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is		$ 150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1934, $19,000,000.

Alex. Ferguson,
Assistant General Manager.

Montreal, 6th February, 1935.

THE HARBOUR COMMISSIONERS OF MONTREAL

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for Year ended 31st December, 1934

REVENUE			
Tolls Collected			$ 335,291.36
Rents Collected			9,916.00
Interest on Deposits			1,417.43
Premium on Tolls Collected in Foreign Funds			22.91
TOTAL REVENUE			346,647.70
EXPENSES:			
Operation—			
Toll Collecting Expenses	$31,738.45		
Police Service	10,802.39		
Bridge Lighting	8,424.60		
Public Liability Insurance	335.00		
Real Estate—North Approach	19.00		
		$51,319.44	
Maintenance—			
Real Estate—North Approach	422.94		
Sub-Grade and Drainage	42.21		
Superstructure	3,636.01		
Road and Sidewalks	831.02		
Toll Houses and Collectors' Stands	213.21		
Police Station—Pavilion	48.85		
Lighting System	1,443.37		
Power System	32.74		
Telephone System	233.70		
Pavilion Repairs	460.70		
Cleaning Roadway, etc.	4,446.46		
Miscellaneous, Engineers' Fees, etc.	3,364.95		
		15,176.16	
General—			
Administrative	12,000.00		
Head Office	9,413.74		
Auditors' Fees	500.00		
Legal Expenses	1,439.82		
Group Insurance	1,347.26		
Bond Trustee Fees	981.81		
Commission–Paying Coupons	1,127.13		
Other Expenditures, Damage, Claims, etc.	9,130.33		
Insurance	1,405.87		
		37,345.96	
			103,841.56
NET OPERATING REVENUE			242,806.14
FIXED CHARGES:			
Bond Interest—			
1st January to 31st October 1934	789,917.14		
Accrued 1st November to 31st December 1934	160,082.86		
	950,000.00		
Replacements Reserve	15,000.00		
Bond Discount	8,846.16		
		973,846.16	
OTHER CHARGES:			
Accrued Interest on Advances by the Minister of Finance for payment of Bond Coupons	88,147.00		
Depreciation for twelve months to 31st December 1934	166,164.00		
Premium on Interest paid in Foreign Funds	11,621.47		
		265,932.47	
			1,239,778.63
NET LOSS FOR YEAR			$ 996,972.49

MONTREAL, February 6th, 1935.

CERTIFIED

Alex. Ferguson,
Acting Comptroller.

VERIFIED

(Sgd.) Clarkson, McDonald, Currie & Co., C.A.
Auditors.

14th February, 1936.

Ivan E. Vallee, Esq.,
Deputy Minister & Chief Engineer,
Department of Public Works,
Quebec, Que.

Dear Sir,

Jacques Cartier Bridge

I beg to enclose the Commissioners' account No. 264 amounting to $150,000., covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1935, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex. Ferguson,
Acting Port Manager.

E.
C/C Secretary
Bridge Accountant

Form 111—7-33—2M
Imp. Modèle Ltée 673

No. 264

357 COMMON STREET

MONTREAL, January 25th., 1936.

Province of Quebec

To THE HARBOUR COMMISSIONERS OF MONTREAL, Dr.

To Contribution towards the deficit on the Jacques Cartier Bridge for period January 1st. to December 31st, 1935. under agreement of May 5th 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, as per statement attached $150,000.00

THIS ACCOUNT PAYABLE CASH

Correct: Certified: Approved:
Comptroller General Manager

HARBOUR COMMISSIONERS OF MONTREAL

JACQUES CARTIER BRIDGE

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal, dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1935 to 31st December, 1935.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1935, as per statement attached	$1,071,968.30
One-third of Bridge deficit	357,322.77
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is.	$ 150,000.00

NOTE—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000; total amount issued and outstanding at 31st December, 1935, $19,000,000.

Alex Ferguson
Acting Port Manager.

MONTREAL, January 25th, 1936.

HARBOUR COMMISSIONERS OF MONTREAL

Jacques Cartier Bridge

Statement of Revenue and Expenditure for Year 1935.

Revenue			
Bridge Tolls			$ 345,024.45
Rents			2,674.13
Bank Interest			773.20
Total Revenue			$ 348,471.78
TOTAL REVENUE			
Expenses			
Operation—			
Toll Collecting Expenses	$34,211.91		
Police Service	10,576.91		
Bridge Lighting	8,781.60		
Public Liability Insurance	337.82		
Real Estate—North Approach	50.00		
		$53,958.24	
Maintenance—			
Real Estate—Molson's Warehouse	328.10		
Substructure	3,300.00		
Superstructure—Painting, etc	46,191.25		
Road and Sidewalks	601.40		
Toll Houses and Collectors' Stands	595.93		
Police Station—Pavilion	6.83		
Lighting System	2,575,78		
Telephone System	327.06		
Pavilion—Painting, etc	1,839.13		
Cleaning Roadway	4,681.08		
Miscellaneous, Engineering Fees, etc	2,576.06		
		63,022.62	
General—			
Administrative	12,000.00		
Head Office	9,711.10		
Auditors' Fees	500.00		
Legal Expenses	845.90		
Group Insurance	950.11		
Bond Trustee Fees	998.25		
Commission paying Coupons	1,127.59		
Other Expenditures, Advertising, etc	903.69		
Insurance	1,421.62		
		28,458.26	
			145,439.12
Net Operating Revenue			$ 203,032.66
Fixed Charges			
Bond Interest—			
1st January to 31st October 1935	789,917.14		
Accrued 1st November to 31st December 1935	160,082.86		
	950,000.00		
Replacement Reserve—General	15,000.00		
Replacement Reserve—Painting	16,100.00		
Bond Discount	8,846.16		
		989,946.16	
Other Charges			
Accrued Interest on Advances by the Minister of Finance for payment of Bond Coupons	108,661.40		
Depreciation for twelve months to 31st December 1935	166,164.00		
Premium on Interest paid in Foreign Funds	10,229.40		
		285,054.80	
			1,275,000.96
Excess of Expenditure for Period			$1,071,968.30

Montreal, January 25th, 1936.

Certified
Alex Ferguson
Acting Port Manager.

Verified
McDonald, Currie & Co. C.A.
Auditors.

February 5th, 1937

Sir:

JACQUES CARTIER BRIDGE

I beg to enclose the National Harbours Board account No. 283 amounting to $150,000., covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1936, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbours Commissioners of Montreal now (National Harbours Board—Montreal Harbour).

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex. Ferguson,
Port Manager.

Deputy Minister,
Department of Public Works,
Quebec, Que.

H/G

C/C Secretary
Bridge Accountant

Form 111—-7-33—2M
Imp. Modèle Ltée 673

No. 283

357 COMMON STREET

PROVINCE OF QUEBEC

MONTREAL, January 20th, 1937

To THE HARBOUR COMMISSIONERS OF MONTREAL, Dr.

NATIONAL HARBOURS BOARD—MONTREAL

To Contribution towards the deficit on the Jacques Cartier Bridge for period January 1st to December 31st, 1936, under agreement of May 5th 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), as per statement attached	$150,000.00

NOTE: Please make cheque payable to National Harbours Board—Montreal.

THIS ACCOUNT PAYABLE CASH

Correct:	Certified:	Approved:
T. HURTUBISE	*Comptroller*	*Port Manager*

22845-2—11

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Agreement between the Province of Quebec, the city of Montreal and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January 1936 to 31st December 1936.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$ 150,000.00
Deficit from Bridge operations for period from 1st January to 31st December 1936, as per statement attached	$1,045,935.88
One-third of Bridge deficit	348,645.29
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$ 150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000.00.; total amount issued and outstanding at 31st December 1936, $19,000,000.00.

Port Manager.

Montreal, January 20th, 1937.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for period January 1st to December 31st, 1936.

		Dr.	Cr.
REVENUE			
Tolls Collected			$ 340,118.78
Montreal Tramway Co.–Longueuil Service			12,935.29
Montreal Tramway Co.–St. Helens Island Service			691.40
Interchangeable Tickets			18.39
Rents			948.00
Interest on Construction Current Account			24.19
Interest on Deposit Receipt Account			131.78
TOTAL REVENUE			$ 354,867.83
OPERATION			
Toll Collecting Expenses	$32,418.21		
Police Service	11,188.35		
Bridge Lighting	8,676.60		
Real Estate—North Approach	30.25		
		52,313.41	
MAINTENANCE			
Real Estate—Molson's Warehouse	19.88		
Sub-Grade and Drainage	41.93		
Substructure	214.87		
Superstructure	178.26		
Roads and Sidewalks	1,913.30		
Toll Houses and Collectors Stands	246.37		
Police Station—Pavilion	26.70		
Lighting System	2,158.18		
Telephone System	218.30		
Pavilion—Repairs	22.62		
Cleaning Roadway	4,964.62		
Miscellaneous-Engineering Fees, etc	2,132.54		
		12,137.57	
GENERAL EXPENDITURES			
Administrative	12,000.00		
Head Office	9,418.69		
Auditors' Fees	500.00		
Legal and Notarial	1,077.42		
Group Insurance	782.70		
Bond Trustee Fees	1,034.24		
Commission Paying Coupons	1,128.65		
Other Expenditure	190.78		
Insurance	1,277.87		
		27,410.35	
			91,861.33
NET OPERATING REVENUE			$ 263,006.50
FIXED CHARGES			
Interest on Bonds	950,000.00		
Replacement Reserve—General	15,000.00		
Replacement Reserve—Painting	27,600.00		
Bond Discount	8,846.16		
		1,001,446.16	
OTHER CHARGES			
Interest on Advances by Minister of Finance for Payment of Bond Coupons	132,635.51		
Depreciation	166,164.00		
Premium on Bond Interest paid in Foreign Funds	8,696.71		
		307,496.22	
			1,308,942.38
NET LOSS FOR PERIOD:			$1,045,935.88

MONTREAL, January 18th, 1937.

CERTIFIED
(Sgd.) Alex. Ferguson
Port Manager.

VERIFIED
McDonald Currie & Co., C.A.
Auditors.

CANADA

NATIONAL HARBOURS BOARD

PORT OF MONTREAL, P. QUE.

MONTREAL, P. QUE.,
17th March, 1938

Sir:

JACQUES CARTIER BRIDGE

I beg to enclose the National Harbours Board account No. 321 amounting to $150,000., covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1937, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour).

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex. Ferguson,
Port Manager.

Deputy Minister,
Department of Public Works,
Quebec, Que.

FH/B

C/C Secretary
Bridge Accountant
Treasury Officer

619/47
No. 321

357 COMMON STREET

PROVINCE OF QUEBEC

MONTREAL, February 7th, 1938

TO NATIONAL HARBOURS BOARD—MONTREAL—DR.

JACQUES CARTIER BRIDGE

To Contribution towards the deficit on the Jacques Cartier Bridge for period January 1st to December 31st, 1937, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), as per statement attached $150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1937, to 31st December, 1937.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00	
Deficit from Bridge operations for period from 1st January to 31st December, 1937, as per statement attached		$ 993,479.57
One-third of Bridge deficit		331,159.86
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is		$ 150,000.00

NOTE—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1937, $19,000,000.

(Sgd.) Alex. Ferguson,
Port Manager.

MONTREAL, 7th February, 1938.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for the year ended December 31st, 1937

REVENUE			
Bridge Tolls collected			$ 422,227.12
Rents, etc.			1,574.75
			$ 423,801.87
EXPENSES			
Administration—			
Administration	$12,000.00		
Head Office Expenses	8,440.84		
Legal Expenses	90.00		
Group Insurance	390.66		
Bond Trustee Fees	1,000.00		
Commission paying Coupons	1,129.11		
Sundry Expenses	206.51		
Fire Insurance	1,282.08		
Premium on Bond Interest paid in Foreign Funds	9,466.38		
		$34,005.58	
Operation—			
Toll Collecting Expenses	34,391.55		
Police Service	9,987.50		
Bridge Lighting	6,297.00		
Real Estate, North Approach	67.14		
		50,743.19	
Maintenance and Repairs—			
Real Estate	28.92		
Sub-grade and Drainage	37.25		
Substructure	218.20		
Superstructure	5.91		
Road and Sidewalks	443.43		
Toll Houses and Collectors' Stands	77.65		
Police Station—Pavilion	14.72		
Lighting System	2,825.16		
Power System	97.86		
Telephone System	578.05		
Pavilion Repairs	79.50		
Cleaning Roadway	4,795.67		
Miscellaneous—Engineering Fees, etc.	2,194.74		
Replacement Reserve—General	15,000.00		
Replacement Reserve—Painting	27,600.00		
		53,997.06	
			138,745.83
NET "OPERATING" REVENUE			$ 285,056.04
FIXED CHARGES			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
OTHER CHARGES			
Interest on Advances from Minister of Finance to meet Bond Interest	153,525.45		
Depreciation	166,164.00		
		319,689.45	
			1,278,535.61
NET INCOME DEFICIT FOR PERIOD			$ 993,479.57

CORRECT:
F. Hurtubise,
Bridge Accountant

D. A. Oliver
Treasury Officer

VERIFIED AS TO AMOUNT OF NET INCOME DEFICIT:
Geo. Gonthier
Auditor-General of Canada

APPROVED:
Alex. Ferguson,
Port Manager

MONTREAL, 7th February, 1938.

17th February, 1939.

Sir,

Jacques Cartier Bridge

I enclose the National Harbours Board account amounting to $150,000.00, covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1938 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex Ferguson,
Port Manager.

Deputy Minister,
Department of Public Works,
Quebec, Que.

FH/B

C/C Port Secretary
Bridge Accountant
Treasury Officer.

Form 604/9-3000-10-48

No. 358

357 Common Street

MONTREAL, January 23rd, 1939.

Province of Quebec

TO NATIONAL HARBOURS BOARD DR

MONTREAL HARBOUR

To Contribution towards the deficit on the Jacques Cartier Bridge for period January 1st to December 31st, 1938, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), as per statement attached $150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), dated 5th May, 1928

Application to the Government of the Province of Quebec for its contribution toward the deficit on the Jacques Cartier Bridge for the period of operation from 1st January, 1938, to 31st December, 1938.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00	
Deficit from Bridge operations for period from 1st January to 31st December, 1938, as per statement attached		$ 999,051.53
One-third of Bridge deficit		333,017.17
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is		$ 150,000.00

NOTE—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1938, $19,000,000.

Alex. Ferguson,
Port Manager.

MONTREAL, 31st January, 1939.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for the Year ended December 31st, 1938

REVENUE			
Bridge Tolls collected			$ 444,643.07
Rents, etc.			1,603.29
			$ 446,246.36
EXPENSES			
Administration—			
Contribution to Montreal Harbour for Administration	$12,000.00		
Personal Services—Salaries	7,380.00		
Workmen's Compensation, Fire and Other Insurance	1,524.13		
Rent, Legal Expenses, etc.	437.80		
Stationery, Printing, etc.	391.90		
		$21,733.83	
Operation—			
Personal Services—Salaries and Wages	29,976.60		
Police Service—Salaries and Wages	10,805.05		
Bridge Lighting—Power	6,294.20		
Stationery, Printing, Tickets, etc.	2,438.57		
Workmen's Compensation, Fire and Other Insurance	805.02		
Shore Equipment—Auto and Truck Service	539.18		
Travelling Expenses	397.79		
Fuel, Electricity, Water Tax, etc.	700.29		
		51,956.70	
Maintenance—			
Road and Sidewalks	7,568.74		
Cleaning Roadway	4,857.04		
Engineering Fees, etc.	3,036.33		
Lighting and Telephone Systems	2,395.04		
Real Estate and Sundry Items	237.49		
		18,094.64	
			91,785.17
OPERATING INCOME			$ 354,461.19
MISCELLANEOUS DEDUCTIONS FROM INCOME			
Bond Trustee Fees	$ 1,600.47		
Commission paying Coupons	1,129.43		
Premium on Bond Interest paid in Foreign Funds	12,358.34		
Discount on U.S. Currency	152.74		
Reserve for Bad Debts	205.49		
		15,446.47	
RESERVE FOR REPLACEMENTS			
General	$15,000.00		
Painting	27,600.00		
		42,600.00	
FIXED CHARGES			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
OTHER CHARGES			
Depreciation	166,164.00		
Interest on Advances from Minister of Finance to meet Bond Interest	170,456.09		
		336,620.09	
			1,353,512.72
NET INCOME DEFICIT FOR PERIOD			$ 999,051.53

CORRECT:

F. Hurtubise
Bridge Accountant

D. W. G. Oliver,
Treasury Officer

VERIFIED AS TO AMOUNT OF NET INCOME DEFICIT:

Geo. Gonthier,
Auditor-General of Canada

APPROVED:

Alex. Ferguson,
Port Manager.

MONTREAL, 31st January, 1939.

9th March, 1940.

SIR,

JACQUES CARTIER BRIDGE

I enclose the National Harbours Board account amounting to $150,000., covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1939 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex. Ferguson,
Port Manager.

Deputy Minister,
Department of Public Works,
Quebec, Que.

FH/B

C/C Port Secretary
Bridge Accountant
Treasury Officer

Form 604/9—3000—10—48
No. 420

357 Common Street

MONTREAL, January 31st, 1940.

Province of Quebec

TO NATIONAL HARBOURS BOARD Dr.

MONTREAL HARBOUR

To Contribution towards the deficit on the Jacques Cartier Bridge for period January 1st to December 31st, 1939, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board) Montreal Harbour, as per attached:—	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour, dated 5th May, 1928

Application to the City of Montreal for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1939, to 31st December, 1939

Maximum amount of annual contribution by the City under Clause 6 of the above mentioned Agreement	$150,000.00	
Deficit from Bridge operations for period from 1st January to 31st December, 1939, as per statement attached		$1,038,514.36
One-third of Bridge deficit		346,171.45
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the City for the period is		$ 150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000; total amount issued and outstanding at 31st December, 1939, $19,000,000.

(Sgd) Alex Ferguson
Port Manager.

Montreal, 9th March, 1940.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for the Year ended December 31st, 1939

REVENUE			
Bridge Tolls collected			$ 461,962.26
Rents, etc			1,534.11
			$ 463,496.37
EXPENSES			
Administration—			
Contribution to Montreal Harbour for Administration	$12,000.00		
Personal Services—Salaries	7,380.00		
Workmen's compensation,—Fire and Other Insurance	1,569.52		
Rent, Legal Expenses, etc	580.00		
Stationery, Printing, etc	372.64		
		$21,902.16	
Operation—			
Personal Services—Salaries and Wages	29,822.70		
Police Service—Salaries and Wages	9,861.89		
Bridge Lighting—Power	7,216.00		
Stationery, Printing, Tickets, etc	2,431.51		
Workmen's Compensation, Fire and Other Insurance	804.85		
Travelling Expenses	410.89		
Shore Equipment—Auto and Truck Service	495.44		
Fuel, Electricity, Collecting Equipment, etc	904.66		
		51,947.94	
Maintenance—			
Cleaning Roadway	4,626.46		
Lighting and Telephone Systems	2,849.19		
Engineering Fees, etc	2,070.35		
Road and Sidewalks	1,131.39		
Miscellaneous Buildings—repairs	1,365.69		
Substructure and Superstructure	698.24		
War Measures Precautions	4,674.69		
		17,416.01	
			91,266.11
OPERATING INCOME			$ 372,230.26
MISCELLANEOUS DEDUCTIONS FROM INCOME			
Bond Trustee Fees	1,020.46		
Commission paying Coupons	1,127.93		
Premium on Bond Interest paid in Foreign Funds	53,492.66		
Discount on U. S. Currency	120.78		
Reserve for Bad Debts	48.92		
		55,810.75	
RESERVE FOR REPLACEMENTS			
General	15,000.00		
Painting	27,600.00		
		42,600.00	
FIXED CHARGES			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
OTHER CHARGES			
Depreciation	166,139.00		
Interest on Advances from Minister of Finance to meet Bond Interest	187,348.71		
		353,487.71	
			1,410,744.62
NET INCOME DEFICIT FOR PERIOD			$ 1,038,514.36

MONTREAL, 6th February, 1940.

CORRECT:
F. Hurtubise
Bridge Accountant

W. G. Oliver
Treasury Officer

VERIFIED AS TO AMOUNT OF NET INCOME DEFICIT:
R. Glass
for Auditor-General of Canada

APPROVED:
Alex Ferguson
Port Manager

6th March, 1941.

SIR,

Jacques Cartier Bridge

I enclose the National Harbours Board account amounting to $150,000, covering contribution by the Government of the Province of Quebec towards the deficit of the Jacques Cartier Bridge for the year 1940 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex. Ferguson,
Port Manager.

Deputy Minister,
Department of Public Works,
Quebec, Que.

FH/B

C/C Port Secretary
Bridge Accountant
Treasury Officer

Form 604/9-3000-10-48
No. 479

357 COMMON STREET

MONTREAL, February 4th, 1941.

Province of Quebec

TO NATIONAL HARBOURS BOARD DR.

MONTREAL HARBOUR

To contribution towards the deficit on the Jacques Cartier Bridge for period January 1st to December 31st, 1940, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board) Montreal Harbour, as per statement attached:	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1940, to 31st December, 1940.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement		$150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1940, as per statement attached	$1,110,218.74	
One-third of Bridge deficit	370,072.91	
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is		$ 150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November 1929; date of maturity, 1st November 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1940, $19,000,000.

(Sgd) Alex Ferguson
Port Manager.

Montreal, 6th March, 1941.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for the Year ended December 31st, 1940

REVENUE			
Bridge Tolls collected			$ 473,348.01
Rents, etc			1,348.63
			$ 474,696.64
EXPENDITURE			
Administration—			
Contribution to Montreal Harbour for administration	$ 12,000.00		
Personal Services—Salaries	7,380.00		
Insurance—Workmen's Compensation, Fire, etc	1,641.99		
Rent	417.00		
Stationery, Printing, etc	139.35		
War Measure Precautions	1,984.24		
		$23,562.58	
Operation—			
Personal Services—Salaries and Wages	31,230.21		
Police Service—Salaries and Wages	9,049.11		
Bridge Lighting—Power	6,942.65		
Stationery, Printing, tickets, etc	2,501.71		
Insurance, Workmen's Compensation and Fire	854.20		
Fuel, Electricity, Collecting Equipment, etc	609.29		
Shore Equipment	498.52		
Travelling Expenses	416.07		
		52,101.76	
Maintenance—			
Road and Sidewalks	6,982.42		
Superstructure and Substructure	6,118.28		
Cleaning Roadway	4,975.65		
Lighting and Telephone Systems	4,665.71		
Engineering Fees, etc	2,415.69		
Pavilion repairs	2,056.91		
Miscellaneous Buildings—repairs	288.37		
		27,503.03	
			103,167.37
OPERATING INCOME			$ 371,529.27
MISCELLANEOUS DEDUCTIONS FROM INCOME			
Premium on Bond Interest paid in Foreign Funds	105,814.13		
Commission Paying Coupons	1,211.77		
Bond Trustee Fees	1,108.56		
		108,134.46	
RESERVE FOR REPLACEMENTS			
General	15,000.00		
Painting	27,600.00		
		42,600.00	
FIXED CHARGES			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
OTHER CHARGES			
Interest on Advances from Minister of Finance to meet Bond Interest	206,027.39		
Depreciation	166,140.00		
		372,167.39	
			1,481,748.01
NET INCOME DEFICIT FOR PERIOD			$1,110,218.74

MONTREAL, 21st, February, 1941.

CORRECT:

F. Hurtubise
Bridge Accountant

D. W. G. Oliver
Treasury Officer.

VERIFIED AS TO AMOUNT OF NET INCOME DEFICIT:

Watson Sellar
Auditor General of Canada

APPROVED:

Alex Ferguson
Port Manager.

4th March, 1942.

Sir,

JACQUES CARTIER BRIDGE

I enclose the National Harbours Board account amounting to $150,000., covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1941 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours, truly,

Port Manager.

Deputy Minister,
Department of Public Works,
Quebec, Que.

FH/B

C/C Port Secretary
Bridge Accountant
Treasury Officer

619/47

357 COMMON STREET

No. 581

MONTREAL, 4th March, 1942.

PROVINCE OF QUEBEC

To—NATIONAL HARBOURS BOARD—MONTREAL—Dr.

JACQUES CARTIER BRIDGE

To contribution towards the deficit on the Jacques Cartier Bridge for period January 1st to December 31st, 1941, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board) Montreal Harbour, as per statement attached:— $150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1941, to 31st December, 1941.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1941, as per statement attached	$1,015,977.08
One-third of Bridge deficit	338,659.03
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$ 150,000.00

NOTE—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November 1929; date of maturity, 1st November 1969; rate of interest 5%; total amount authorized, $19,500,000; total amount issued and outstanding at 31st December, 1941, $19,000,000.

Alex Ferguson,
Port Manager.

MONTREAL, 26th February, 1942.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for the year ended December 31st, 1941

REVENUE			
Bridge Tolls collected			$ 587,264.60
Rents, etc.			3,388.20
			$ 590,652.80
EXPENDITURE			
Administration—			
Contribution to Montreal Harbour for administration	$12,000.00		
Personal Services—Salaries	7,380.00		
Insurance—Workmen's Compensation, and Fire	1,587.22		
Rent, etc.	449.72		
Stationery, Printing, etc.	240.82		
War Measured Precautions	1,970.98		
		$23,628.74	
Operation—			
Personal Services—Salaries and Wages	31,887.26		
Personal Services—Cost of Living Bonus	1,174.77		
Police Service	8,984.13		
Bridge Lighting—Power	7,112.75		
Stationery, Printing, etc.	3,113.15		
Insurance—Workmen's Compensation and Fire	882.30		
Fuel, Electricity, Collecting Equipt., etc.	930.89		
Shore Equipment	443.09		
Travelling Expenses	406.96		
		54,935.30	
Maintenance—			
Superstructure and substructure	12,008.53		
Cleaning Roadway	5,533.95		
Lighting and Telephone System	5,483.45		
Engineering Fees, etc.	2,163.40		
Miscellaneous Buildings—repairs	1,405.60		
Road and Sidewalks	710.65		
		27,305.58	
			105,869.62
OPERATING INCOME			$ 484,783.18
MISCELLANEOUS DEDUCTIONS FROM INCOME			
Premium on Bond Interest paid in Foreign Funds	104,401.88		
Commission Paying Coupons	1,186.71		
Bond Trustee Fees	1,001.05		
		106,589.64	
RESERVE FOR REPLACEMENT			
General	15,000.00		
Painting	27,600.00		
		42,600.00	
FIXED CHARGES			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
OTHER CHARGES			
Interest on Advances from Minister of Finance to meet Bond Interest	226,572.46		
Depreciation	166,152.00		
		392,724.46	
			1,500,760.26
NET INCOME DEFICIT FOR PERIOD			$1,015,977.08

MONTREAL, 14th February, 1942.

CORRECT:
F. Hurtubise,
Bridge Accountant.
D. W. G. Oliver
Treasury Officer

VERIFIED AS TO AMOUNT OF NET INCOME DEFICIT:
Watson Sellar,
Autitor General of Canada

APPROVED:
Alex. Ferguson,
Port Manager.

1st March, 1943.

Deputy Minister,
Department of Public Works,
Quebec, Que.

Sir:

Jacques Cartier Bridge

I enclose the National Harbours Board account amounting to $150,000, covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1942 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex. Ferguson,
Port Manager.

C/C
Port Secretary
Bridge Accountant
Treasury Officer

619/47

No. 713

357 Common Street

MONTREAL, 9th February, 1943.

PROVINCE OF QUEBEC

To—NATIONAL HARBOURS BOARD—MONTREAL—Dr.

JACQUES CARTIER BRIDGE

To contribution towards the deficit on the Jacques Cartier Bridge for the period January 1st to December 31st, 1942, under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), as per statement attached	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1942, to 31st December, 1942.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1942, as per statement attached	$1,083,519.02
One-third of Bridge deficit	361,173.01
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$ 150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November 1929; date of maturity, 1st November 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1942, $19,000,000.

(Sgd. Alex. Ferguson)
Port Manager.

Montreal, 1st March, 1943.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for the Year ended December 31st, 1942

REVENUE			
Bridge Tolls Collected			$ 522,891.60
Rents, etc.			14,727.71
			$ 537,619.31
EXPENDITURE			
Administration—			
Contribution to Montreal Harbour for Administration	$12,000.00		
Personal Services—Salaries, etc.	8,338.72		
Insurance, Workmen's Compensation, Fire, etc.	1,600.64		
Rents, etc.	431.86		
Stationery, printing, etc.	139.04		
War Measures Precautions	1,933.57		
		$24,443.83	
Operation—			
Personal Services—salaries and wages	31,374.21		
Personal Services—Cost of Living Bonus	3,403.74		
Police Service	9,299.80		
Bridge Lighting—Power	6,762.00		
Stationery, Printing tickets, etc.	2,673.60		
Insurance—Workmen's compensation, Fire	907.35		
Fuel, Electricity, Collecting Equipment	1,087.70		
Shore Equipment	426.56		
Travelling Expenses	393.68		
		56,328.64	
Maintenance—			
Cleaning Roadway	7,096.52		
Superstructure and Substructure	6,349.62		
Lighting and Telephone Systems	3,998.48		
Engineering Fees, etc.	2,091.46		
Road, Sidewalks, etc.	1,983.92		
Miscellaneous Buildings, repairs	610.77		
		22,130.77	
			102,903.24
OPERATING INCOME			$ 434,716.07
MISCELLANEOUS DEDUCTIONS FROM INCOME			
Premium on Bond Interest paid in U.S. Funds	$104,442.76		
Commission Paying Coupons	1,151.08		
Bond Trustee Fees, etc.	1,046.36		
		106,640.20	
RESERVE FOR REPLACEMENT			
General	15,000.00		
Painting	27,600.00		
		42,600.00	
FIXED CHARGES			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
OTHER CHARGES			
Interest on Advances from Minister of Finance to meet Bond Interest	243,992.65		
Depreciation	166,156.08		
		410,148.73	
			1,518,235.09
NET INCOME DEFICIT FOR PERIOD			$1,083,519.02

MONTREAL, 17th February, 1943.

CORRECT:
F. Hurtubise
Bridge Accountant
D. W. G. Oliver
Treasury Officer

VERIFIED AS TO AMOUNT OF NET INCOME DEFICIT:
Watson Sellar
Auditor General of Canada

APPROVED:
Alex. Ferguson
Port Manager

24th March, 1944.

Deputy Minister,
Department of Public Works,
Quebec, Que.

Sir:

Jacques Cartier Bridge

I enclose the National Harbours Board account amounting to $150,000.00, covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1943 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(Sgd) Alex Ferguson,
Port Manager.

C/C Port Secretary
Bridge Accountant
Treasury Officer

Form 604/9-300-10-48

No. 826

357 Common Street

MONTREAL, 21st February, 1944.

Province of Quebec

TO NATIONAL HARBOURS BOARD DR.

MONTREAL HARBOUR

To contribution towards the deficit on the Jacques Cartier Bridge for the period January 1st to December 31st, 1943, under agreement of May 5th, 1928, between the Government of the Province of Quebec, and the Harbour Commissioners of Montreal (now National Harbours Board Montreal Harbour) as per statement attached	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now (National Harbours Board—Montreal Harbour), dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1943, to 31st December, 1943.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1943, as per statement attached	$1,113,957.80
One-third of Bridge deficit	371,319.27
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$ 150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue 1st November 1929; date of maturity, 1st November 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1943, $19,000,000.

(Sgd.) Alex. Ferguson,
Port Manager.

Montreal, 24th March, 1944.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Statement of Revenue and Expenditure for the Year ended December 31st, 1943.

Revenue			
Bridge Tolls Collected			$ 508,742.79
Rents, etc.			11,520.77
			$ 520,263.56
Expenditure			
Administration—			
Contribution to Montreal Harbour for Administration	$12,000.00		
Personal Services—Salaries, etc.	7,456.65		
Insurance and Pensions	2,919.37		
Rent, etc.	448.44		
Stationery, Printing, etc.	152.62		
War Measures Precautions	1,962.07		
		$24,939.15	
Operation—			
Personal Services—Salaries and Wages	31,702.07		
Cost of Living Bonus	4,389.80		
Police Service	9,201.27		
Bridge Lighting—Power	4,259.60		
Stationery, Printing, Tickets, etc.	2,435.93		
Insurance—Workmen's Compensation, Fire, etc.	933.70		
Fuel, Electricity, Collecting Equipment	927.01		
Shore Equipment	419.15		
Travelling Expenses	403.80		
		54,672.33	
Maintenance—			
Cleaning Roadway	6,910.36		
Superstructure and Substructure	1,807.84		
Lighting and Telephone System	5,349.60		
Engineering Fees, etc.	2,269.67		
Road, Sidewalks, etc.	688.71		
Miscellaneous Buildings, Repairs	382.73		
		17,408.91	
			97,020.39
Operating Income			423,243.17
Miscellaneous Deductions from Income			
Premium on Bond Interest paid in U.S. Funds	104,440.00		
Commission Paying Coupons	1,146.23		
Bond Trustee Fees, etc.	1,066.43		
		106,652.66	
Reserve for Replacement			
General	15,000.00		
Painting	27,600.00		
		42,600.00	
Fixed Charges			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
Other Charges			
Interest on Advances from Minister of Finance to meet Bond Interest	262,945.95		
Depreciation	166,156.20		
		429,102.15	
			1,537,200.97
Net Income Deficit for Period			$1,113,957.80

Montreal, 23rd February, 1944

Correct:

F. Hurtubise
Bridge Accountant

D. W. G. Oliver
Treasury Officer.

Verified as to amount of Net Income Deficit:

Watson Sellar
Auditor General of Canada.

Approved:

Alex. Ferguson
Port Manager.

16th March, 1945.

Deputy Minister,
Department of Public Works,
Quebec, Que.

Sir:

Jacques Cartier Bridge

I enclose the National Harbours Board Account amounting to $150,000., covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1944 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

Port Manager.

C/C Asst. Port Secretary
Bridge Accountant
Treasury Officer

Form 604/9-3000-10-48
No. 941

357 Common Street

MONTREAL, 23rd, February, 1945.

Province of Quebec

TO NATIONAL HARBOURS BOARD Dr.

MONTREAL HARBOUR

To contribution towards the deficit on the Jacques Cartier Bridge for the period January 1st to December 31st, 1944, under agreement of May 5th, 1928, between the Government of the Province of Quebec, and the Harbour Commissioners of Montreal (now National Harbours Board—Montreal Harbour) as per statement attached	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour, dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution towards the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1944, to 31st December, 1944.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1944, as per statement attached	$ 1,025,986.21
One-third of Bridge deficit	341,995.40
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue 1st November 1929, date of maturity, 1st November 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1944, $19,000,000.

(Sgd.) Alex. Ferguson,
Port Manager.

Montreal, 16th March, 1945.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statement of Revenue and Expenditure for the Year ended December 31st, 1944.

REVENUE			
Bridge Tolls Collected			$ 588,661.24
Rents, etc.			11,771.43
			$ 600,432.67
EXPENDITURE			
Administration—			
Contribution to Montreal Harbour for Administration	$12,000.00		
Personal Services—Salaries	7,380.00		
Insurance and Pensions	4,486.83		
Rent, etc.	458.85		
Stationery, Printing, etc.	120.58		
War Measures Precautions	926.62		
		$25,372.88	
Operation—			
Personal Services—Salaries and Wages	32,822.98		
Cost of Living Bonus	4,407.56		
Police Service	8,951.37		
Bridge Lighting—Power	4,344.00		
Stationery, Printing, etc.	2,633.77		
Insurance—Workmen's Compensation, Fire, etc.	905.88		
Fuel, Electricity, Collecting Equipment	1,049.91		
Shore Equipment	443.25		
Travelling Expenses	476.37		
		56,035.09	
Maintenance—			
Cleaning Roadway	6,066.91		
Lighting and Telephone System	7,692.11		
Engineering Fees, etc.	2,162.60		
Road, Sidewalks, etc.	1,301.35		
Superstructure and Substructure	70.25		
Miscellaneous Buildings, Repairs	397.03		
		17,690.25	
			99,098.22
OPERATING INCOME			501,334.45
MISCELLANEOUS DEDUCTIONS FROM INCOME			
Premium on Bond Interest paid in U.S. funds	104,442.50		
Commission Paying Coupons	1,124.99		
Bond Trustee Fees, etc.	1,162.39		
		106,729.88	
RESERVE FOR REPLACEMENT—*General*		15,000.00	
FIXED CHARGES			
Interest on Bonds	950,000.00		
Bond Discount	8,846.16		
		958,846.16	
OTHER CHARGES			
Interest on Advances from Minister of Finance to meet Bond Interest	280,588.42		
Depreciation	166,156.20		
		446,744.62	
			1,527,320.66
NET INCOME DEFICIT FOR PERIOD			$1,025,986.21

MONTREAL, 24th February, 1945.

CORRECT:
F. Hurtubise,
Bridge Accountant.
D. W. G. Oliver,
Treasury Officer.

VERIFIED AS TO AMOUNT OF NET INCOME DEFICIT:
Watson Sellar,
Auditor General of Canada

APPROVED:
Alex. Ferguson,
Port Manager.

12th April, 1946

Deputy Minister,
Department of Public Works,
Quebec, Que.

Sir:

Jacques Cartier Bridge

I enclose the National Harbours Board account amounting to $150,000., covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1945 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

Port Manager.

C/C Treasury Officer

Form 604/9-3000-1-46
No. J. C. B. 1037

357 COMMON STREET

MONTREAL, 31st December, 1945

PROVINCE OF QUEBEC

To NATIONAL HARBOURS BOARD Dr.

MONTREAL HARBOUR

Jacques Cartier Bridge

To contribution towards the deficit of the Jacques Cartier Bridge for the period 1st, January, 1945, to 31st, December, 1945, under agreement of 5th, May, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour, as shown on the attached statement:—	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour, dated 5th May, 1928.

Application to the Government of the Province of Quebec for its contribution towards the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1945 to 31st December, 1945.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1945, as per statement attached	$1,036,873.97
One-third of Bridge deficit	345,624.66
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$ 150,000.00

NOTE—Bridge Bond Issue

Harbour Commissioners of Montreal 40-Year 5% First Mortgage Guaranteed Gold Bonds; date of issue 1st November 1929, date of maturity, 1st November 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December, 1945, $19,000,000.

Alex. Ferguson
Port Manager

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Statement of Revenue and Expenditure for the Year ended December 31st, 1945

Revenue			
Bridge Tolls Collected			$ 593,932.37
Privileges and Rents			10,696.63
Miscellaneous			412.51
			$ 605,041.51
Expenditure			
Administration—			
Contribution to Montreal Harbour for Administration	$12,000.00		
Personal Services—Salaries	8,119.83		
Insurance and Pensions	4,365.39		
Office Rental and Expenses	713.11		
War Measures Precautions (Guards' Shanties)	383.50		
		$25,581.83	
Operation—			
Personal Services—Salaries and Wages	37,461.84		
Cost of Living Bonus	253.59		
Ticket Printing	2,259.27		
Sundry Stationery, Telephone, etc.	225.57		
Transporting Employees—North and South ends	481.71		
Insurance—Workmen's Compensation, Fire, etc.	1,444.14		
Fuel, Water, Electricity and Sundry Supplies for Collectors	1,035.06		
Auto and Truck Service	610.00		
Police Service	9,317.32		
Bridge Lighting, Current	4,684.80		
		57,773.30	
Maintenance—			
Subgrade and Drainage	28.05		
Substructure and Superstructure	391.14		
Roads and Sidewalks	2,032.06		
Toll Houses and Miscellaneous Buildings	778.81		
Lighting and Telephone System	8,940.31		
Cleaning Roadway	7,691.48		
Traffic Signs, Signals, etc.	205.27		
Engineering Fees	2,000.00		
		22,067.12	
			105,422.25
Operating Income			$ 499,619.26
Miscellaneous Deductions from Income			
Premium on Bond Interest paid in U.S. funds	102,070.50		
Commission Paying Coupons	1,127.62		
Bond Trustee Fees, etc.	1,099.18		
Miscellaneous Charges	114.31		
		104,411.61	
Reserve for Replacement—*General*		15,000.00	
Fixed Charges			
Interest on Debt due to the Public	950,000.00		
Amortization of Bond Discount	8,846.16		
	958,846.16		
Other Charges—			
Interest on Advances from Minister of Finance to meet Bond Interest	292,079.26		
Depreciation	166,156.20		
	458,235.46		
		1,417,081.62	
			1,536,493.23
Net Income Deficit for Period			$1,036,873.97

Montreal, 6th March, 1946.

Correct
F. F. W. Kelley
Treasury Office
D. W. G. Oliver
Treasury Officer

Verified as to Amount of Net Income Deficit
Watson Sellar
Auditor General of Canada

Approved
Alex. Ferguson
Port Manager

17th March, 1947.

Deputy Minister,
Department of Public Works,
Quebec, Que.
Dear Sir:

Jacques Cartier Bridge

I enclose National Harbours Board account amounting to $150,000, covering contribution by the Government of the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1946 under agreement of May 5th, 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal, now National Harbours Board, Montreal Harbour.

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

for Port Manager.

CAE
C/C Treasury Officer

Form 604/9-3000-1-46
No. J.C.B. 1126

357 COMMON STREET

MONTREAL, 31st December, 1946

Province of Quebec

To NATIONAL HARBOURS BOARD DR.

MONTREAL HARBOUR

Jacques Cartier Bridge

To contribution towards the deficit of the Jacques Cartier Bridge for the period 1st January 1946 to 31st December 1946, under agreement of 5th May 1928, between the Government of the Province of Quebec and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour, as shown on the attached statement	$150,000.00

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Agreement between the Province of Quebec, the City of Montreal and the Harbour Commissioners of Montreal now National Harbours Board—Montreal Harbour, dated 5th May, 1928

Application to the Government of the Province of Quebec for its contribution toward the deficit of the Jacques Cartier Bridge for the period of operation from 1st January, 1946 to 31st December, 1946.

Maximum amount of annual contribution by the Province under Clause 2 of the above mentioned agreement	$ 150,000.00
Deficit from Bridge operations for period from 1st January to 31st December, 1946, as per statement attached	$ 900,083.28
One-third of Bridge deficit	300,027.76
The maximum contribution for the period being less than one-third of the deficit for the period, as shown above, the contribution from the Province for the period is	$150,000.00

Note—Bridge Bond Issue

Harbour Commissioners of Montreal 40-year 5% First Mortgage Guaranteed Gold Bonds; date of issue, 1st November, 1929; date of maturity, 1st November, 1969; rate of interest 5%; total amount authorized, $19,500,000.; total amount issued and outstanding at 31st December 1946, $19,000,000.

(Sgd) J. K. Wyman
for Port Manager

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Income Statement for the Year ended 31st December, 1946.

Operating Revenues			
Bridge Tolls			$ 720,080.06
Privileges and Rents			10,620.66
Total Operating Revenue			$ 730,700.72
Operating Expenses			
Administration Expenses—			
Contribution to Montreal Harbour Administration	$12,000.00		
Personal Services	6,084.69		
Office Expenses	195.32		
General Expense	753.40		
Insurance—Fidelity and Robbery	173.22		
Pension Fund—Contribution	6,686.06		
		$25,892.69	
Operation Expenses—			
Personal Services	$37,683.36		
Cost-of-Living Bonus	218.00		
Ticket Printing	2,640.50		
Sundry Stationery, etc	333.08		
Transporting Employees	388.80		
Insurance—Workmen's Compensation, Fire, etc	1,348.12		
Fuel	488.03		
Water Purchased	43.65		
Electricity Purchased	221.85		
Uniforms and Collectors' Equipment	105.57		
Sundry Supplies	102.05		
Auto and Truck Service	661.00		
Police Service	12,628.12		
Bridge Lighting	4,600.00		
Real Estate, rental	1.00		
		$61,463.13	
Maintenance Expenses—			
Subgrade and Drainage	$ 474.09		
Sub-Structure	205.21		
Superstructure	3,542.77		
Roads and Sidewalks	3,320.24		
Toll Houses—Miscellaneous Buildings, etc	959.51		
Lighting System	7,141.13		
Power System	33.60		
Telephone System	474.14		
Cleaning Roadway	7,651.33		
Traffic Signs, Signals, etc	179.48		
Consulting Engineer's Fee	2,000.00		
		$25,981.50	
			$ 113,337.32
Operating Income			$ 617,363.40
Add Other Income			
Income from Investments, Reserve Funds and other Reserves		$17,644.10	
Miscellaneous Credits		556.76	
			18,200.86
Total Income			$ 635,564.26
Miscellaneous Income Charges			
Income from Reserve Funds appropriated to Reserve Accounts		$ 17,644.10	
Premium on Bond Interest paid in U.S. funds		52,003.63	
Trustee Fees and Commissions		2,469.88	
Reserve for Bad Debts		41.39	
Miscellaneous Charges		36.45	
			72,195.45
Net Income			$ 563,368.81
Deductions from Income			
Interest on Debt due to the Public		$950,000.00	
Interest on advances from Dominion Government to meet Bond Interest		323,450.80	
Reserve for Replacements—General		15,000.00	
Reserve for Depreciation		166,155.13	
Amortization of Bond Discount		8,846.16	
			$1,463,452.09
Net Income Deficit			$ 900,083.28

Montreal, Que., 26th February, 1947.

Correct:	Verified as to amount of Net Income Deficit:	Approved:
F. F. W. Kelley, *Treasury Office.*		
D. W. G. Oliver *Treasury Officer.*	Watson Sellar *Auditor General of Canada*	Alex Ferguson *Port Manager.*

16th March, 1948.

Deputy Minister,
Department of Public Works,
Quebec, Que.

Dear Sir:

Jacques Cartier Bridge

I enclose National Harbours Board account amounting to $141,172.82 covering payment due by the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1947, in accordance with Clause 2 of agreement dated 5th May, 1928, between the Province of Quebec, and the City of Montreal, and the Harbour Commissioners of Montreal (National Harbours Board, successors).

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

A. G. MURPHY,
Port Manager.

E.

C/C Treasury Officer

Form 604/9-3000-1-46
No. J. C. B. 1232

357 COMMON STREET

MONTREAL, 31st December, 1947.

PROVINCE OF QUEBEC

TO NATIONAL HARBOURS BOARD Dr.

MONTREAL HARBOUR

Jacques Cartier Bridge

For payment due for the fiscal year ended 31st December 1947, in accordance with Clause 2 of agreement dated 5th May 1928, between the Province of Quebec, and the City of Montreal, and the Harbour Commissioners of Montreal (National Harbours Board, Successors).

Maximum payment stipulated $150,000.00; reduced to the sum required to meet one third of the annual deficit of the Bridge which for the fiscal year 1947 amounted, as per statement attached, to $423,518.47.

One third of Deficit payable by the Province of Quebec $141,172.82

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Income Statement for the year ended 31st December, 1947

OPERATING REVENUES			
Bridge Tolls	$828,024.32		
Privileges and Rents	7,072.50		
TOTAL OPERATING REVENUE			$ 835,096.82
OPERATING EXPENSES			
Administration Expenses—			
Contribution to Montreal Harbour Administration	$ 12,000.00		
Personal Services	4,314.00		
Office Expenses	269.46		
General Expense	544.00		
Insurance—Robbery, Fidelity, etc	173.87		
Pension Fund—Contributions	5,808.03		
		$23,109.36	
Operation Expenses—			
Personal Services	$ 40,252.10		
Ticket Expense	3,920.14		
Sundry Stationery, etc	258.87		
Transporting Employees	260.56		
Insurance—Workmen's Compensation, Fire, etc	1,389.04		
Fuel	786.59		
Water Purchased	318.98		
Electricity Purchased	190.38		
Uniforms and Collectors' Equipment	282.03		
Sundry Supplies	108.69		
Auto and Truck Service	526.24		
Police Service	13,996.52		
Bridge Lighting	6,057.60		
Real Estate, Rental	1.00		
		$68,348.74	
Maintenance Expenses—			
Sub-Structure	59.90		
Superstructure	3,562.20		
Roads and Sidewalks	1,339.63		
Toll Houses and Collectors' Stands	1,370.82		
Miscellaneous Buildings	349.94		
Lighting System	8,696.76		
Power System	33.14		
Telephone System	573.07		
Cleaning Roadway	9,073.52		
Traffic Signs, Signals, etc	217.56		
Consulting Engineer's Fees	2,000.00		
Miscellaneous	44.16		
		$27,320.70	
			$ 118,778.80
OPERATING INCOME			$ 716,318.02
ADD OTHER INCOME			
Income from Investments, Reserve Funds and other Reserves		$18,368.94	
Miscellaneous Income		1,736.50	
			20,105.44
TOTAL INCOME			$ 736,423.46
INCOME CHARGES			
Income from Reserve Funds appropriated to Reserve Accounts, per contra.		$18,368.94	
Premium on Bond interest paid in U.S. funds		4,364.22	
Trustee Fees—Commissions		2,207.98	
			$ 24,941.14
NET INCOME			$ 711,482.32
DEDUCTIONS FROM INCOME			
Interest on Debt due to the Public		$950,000.00	
Amortization of Bond Discount		8,846.16	
Reserve for Special Maintenance—General		10,000.00	
Reserve for Depreciation		166,154.63	
			$ 1,135,000.79
INCOME DEFICIT BEFORE PROVIDING FOR INTEREST ON ADVANCES FROM THE DOMINION GOVERNMENT TO MEET BOND INTEREST			$ 423,518.47

MONTREAL, QUE., 2nd March, 1948.

CORRECT:

F. F. W. Kelley
Bridge Accountant

D. W. G. Oliver
Treasury Officer

VERIFIED:

Watson Sellar
Auditor General of Canada

APPROVED:

A. G. Murphy
Port Manager

1st March, 1949.

Deputy Minister,
Department of Public Works,
Province of Quebec,
Quebec, Que.

Dear Sir:

Jacques Cartier Bridge

I enclose National Harbours Board account amounting to $94,961.89 covering payment due by the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1948, in accordance with Clause 2 of agreement dated 5th May, 1928, between the Province of Quebec, the City of Montreal, and the Harbour Commissioners of Montreal (National Harbours Board, successors).

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

A. G. MURPHY,
Port Manager.

E.

C/C Treasury Officer

Form 604/9-3000-10-48
No. J. C. B. 1321

357 COMMON STREET

MONTREAL, 31 December, 1948.

PROVINCE OF QUEBEC

TO NATIONAL HARBOURS BOARD Dr.

MONTREAL HARBOUR

Jacques Cartier Bridge

For payment due for the fiscal year ended 31st December 1948, in accordance with Clause 2 of agreement dated 5th May 1928, between the Province of Quebec, and the City of Montreal, and the Harbour Commissioners of Montreal (National Harbours Board, Successors).

Maximum payment stipulated $150,000.00; reduced to the sum required to meet one third of the annual deficit of the Bridge which for the fiscal year 1948 amounted, as per statement attached, to $284,885.68.

One third of Deficit payable by the Province of Quebec. $94,961.89

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Income Statement for the Year ended 31st, December, 1948

Operating Revenues			
Bridge Tolls	$964,770.84		
Privileges and Rents	9,993.00		
Total Operating Revenue			$ 974,763.84
Operating Expenses			
Administration—			
Contribution to Montreal Harbour	$12,000.00		
Personal Services	5,199.00		
Office Expenses	203.47		
General Expenses	2,566.63		
Insurance–Fidelity, Robbery, Unemployment, etc.	182.36		
Pension Fund—Contributions	6,109.16		
		$26,260.62	
Operation—			
Personal Services	42,584.74		
Ticket Expense	4,703.75		
Sundry Stationery, etc.	249.44		
Transporting Employees	289.69		
Insurance—Workmen's Compensation, Fire, etc.	1,330.36		
Fuel	817.05		
Water Purchased	100.72		
Electricity Purchased	216.93		
Uniforms and Collectors' Equipment	1,176.48		
Sundry Supplies	110.56		
Shore Equipment	885.92		
Police Service	13,329.99		
Bridge Lighting	5,913.60		
Real Estate	1.00		
		$71,710.23	
Maintenance—			
Sub-Grade and Drainage	$454.93		
Superstructure	4,249.06		
Roads and Sidewalks	2,834.45		
Toll Houses and Collectors' Stands	886.78		
Miscellaneous Buildings	437.75		
Lighting System	9,621.78		
Power System	1,199.79		
Telephone System	492.93		
Cleaning Roadway	8,892.75		
Traffic Signs and Signals, etc.	299.02		
Consulting Engineer's Fees	2,000.00		
Miscellaneous	31.58		
		$31,400.82	
Total Expenditure			129,371.67
Operating Income			845,392.17
Add—Other Income			
Income from Reserve Funds		$18,554.09	
Miscellaneous Income		1,876.35	
			$ 20,430.44
Total Income			$ 876,822.61
Income Charges			
Income from Reserve Funds appropriated to Reserve Accounts, per contra.		$18,554.09	
Premium on bond interest paid in U.S. funds		4,335.50	
Trustee Fees and Bank Commissions		2,206.53	
Delayed Income Charges		588.67	
			25,684.79
Net Income			$ 840,137.82
Deductions from Income			
Interest on Debt due to the Public		$950,000.00	
Amortization of Bond Discount		8,846.16	
Reserve for Bad Debts		22.71	
Reserve for Depreciation		166,154.63	
			1,125,023.50
Income Deficit Before Providing for Interest on Advances from the Dominion Government to Meet Bond Interest			$ 284,885.68

Montreal, Que., February 15th, 1949.

Correct:
F. F. W. Kelley,
Bridge Accountant

D. W. G. Oliver,
Treasury Officer.

Verified:
Watson Sellar,
Auditor General of Canada

Approved:
A. G. Murphy,
Port Manager.

10th March, 1950

Deputy Minister,
Department of Public Works,
Province of Quebec,
Quebec, Que.

Dear Sir:

JACQUES CARTIER BRIDGE

I enclose National Harbours Board account amounting to $58,291.06 covering payment due by the Province of Quebec towards the deficit on the Jacques Cartier Bridge for the year 1949, in accordance with Clause 2 of agreement dated 5th May, 1928, between the Province of Quebec, the City of Montreal, and the Harbour Commissioners of Montreal (National Harbours Board, successors).

I shall be glad if you will obtain the necessary authorization for payment of this account.

Yours truly,

(*Sgd.*) A. G. MURPHY,
Port Manager.

E.

C/C Treasury Officer

Form 604/9-3000-1-46
No. J.C.B. 1440

357 Common Street

MONTREAL, 31st December, 1949

Province of Quebec

TO NATIONAL HARBOURS BOARD Dr.

MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

For payment due for the fiscal year ended 31st December 1949, in accordance with Clause 2 of agreement dated 5th May 1928, between the Province of Quebec, and the City of Montreal, and the Harbour Commissioners of Montreal (National Harbours Board, Successors).

Maximum payment stipulated $150,000.00; reduced to the sum required to meet one third of the annual deficit of the Bridge, which for the fiscal year 1949 amounted, as per statement attached, to $174,873.17.

One third of Deficit payable by the Province of Quebec ..... $ 58,291.06

THIS ACCOUNT IS PAYABLE CASH

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Income Statement for the Year ended 31st December, 1949

OPERATING REVENUES			
Bridge Tolls	$1,093,460.76		
Privileges and Rents	11,460.75		
TOTAL OPERATING REVENUE			$1,104,921.51
OPERATING EXPENSES			
Administration—			
Contribution to Montreal Harbour	12,000.00		
Personal Services	6,277.50		
Office Expenses	466.08		
General Expenses	776.77		
Insurance—Fidelity, Robbery, Unemployment, etc.	290.11		
Pension Fund—Contributions	5,754.34		
		$25,564.80	
Operation—			
Personal Services	48,161.17		
Ticket Expense	6,119.13		
Sundry Stationery, etc.	424.45		
Transporting Employees	414.32		
Insurance—Workmen's Compensation, Fire, etc.	1,442.22		
Fuel	865.68		
Water Purchased	59.13		
Electricity Purchased	279.86		
Uniforms and Collectors' Equipment	553.39		
Sundry Supplies	144.59		
Shore Equipment	688.09		
Police Service	13,466.47		
Bridge Lighting	4,940.00		
Real Estate	1.00		
		$77,559.50	
Maintenance—			
Sub-structure	6.88		
Superstructure	4,086.94		
Roads and Sidewalks	4,781.78		
Toll Houses and Collectors' Stands	1,328.07		
Miscellaneous Buildings	1,032.28		
Lighting System	12,192.31		
Power System	51.59		
Telephone System	585.51		
Cleaning Roadway	11,466.88		
Traffic Signs and Signals, etc.	1,036.91		
Consulting Engineer's Fees	2,000.00		
Miscellaneous	33.84		
		$38,602.99	
TOTAL EXPENDITURE			141,727.29
OPERATING INCOME			$ 963,194.22
ADD—OTHER INCOME			
Income from Reserve Funds		$19,102.27	
Miscellaneous Income		2,182.75	
			21,285.02
TOTAL INCOME			$ 984,479.24
INCOME CHARGES			
Income from Reserve Funds appropriated to Reserve Accounts, per contra		19,102.27	
Premium on bond interest paid in U.S. funds		52,359.01	
Trustee Fees and Bank Commissions		2,277.94	
Delayed Income charges		3,196.50	
Charges (Trustee, bank, etc.) for redemption of public bond issue		13,570.81	
			90,506.53
NET INCOME			$ 893,972.71

DEDUCTIONS FROM INCOME		
Interest on former 5% Public Bond issue, period 1st January—31st October, 1949 (redeemed 1st Nov. 1949)	791,666.66	
Interest on debt to the Government (to redeem public bond issue)	93,430.51	
Bond Discount and Redemption Expenses amortization	17,594.08	
Reserve for Depreciation	166,154.63	
		$ 1,068,845.88
INCOME DEFICIT BEFORE PROVIDING FOR INTEREST ON ADVANCES FROM THE GOVERNMENT TO MEET BOND INTEREST ON FORMER H.C.M. 5% PUBLIC BOND ISSUE		$ 174,873.17

MONTREAL, Que. Feb., 22nd, 1950.

Interest on debt to Government is understated by $226.54 resulting in an understatement of deficit.
Verified:

CORRECT:

F. F. W. Kelley,
Bridge Accountant.

D. W. G. Oliver,
Treasury Officer.

Watson Sellar,
Auditor General of Canada.

A. G. Murphy,
Port Manager.

APPENDIX "M"

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1947

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Hodge, A.	254	$195.35	$ 65.95	$ 129.40
Cobb, J.	266	35.50	46.55	— 11.05
Young, T.	247	152.15	46.55	105.50
Gauthier, A.	262	63.50	26.15	37.25
Savoie, M.	165	57.75	6.85	50.90
Toupin, R.	287	79.10	20.00	59.10
Lee, J.	257	71.05	22.20	48.85
Wheeler, E.	269	61.79	15.05	46.74
Roger, A.	81	13.75	5.45	8.30
Lanteigne, E.	273	115.25	29.20	86.05
Labelle, F.	254	45.30	32.65	12.65
Kelahear, F.	183	51.85	8.05	43.80
Gagné, J.	261	33.85	18.30	15.55
Labbé, O.	262	99.90	40.80	59.10
Benoit, A.	249	50.65	18.60	32.05
Normoyle, P.	255	83.80	77.60	6.20
Rioux, R.	267	86.55	12.45	74.10
Broissoit, O.	270	48.90	9.30	39.60
Boyer, H.	249	46.80	30.00	16.80
Forest, W.	260	47.40	11.25	36.15
Jack, W.	—	2.00	20.0	—
Poole, A.	—	21.00	17.50	— 3.50
Total	4,871	1,463.19	562.65	900.54

TOTAL REVENUE FROM TOLLS ..... $ 828,024.00

AVERAGE COLLECTION PER SHIFT 249.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1948

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Hodge, A.	256	$ 203.90	$ 66.65	$ 137.25
Cobb, J.	256	48.40	32.65	15.75
Young, T.	101	53.05	13.10	39.95
Gauthier, A.	247	48.90	30.55	18.35
Savoie, M.	259	58.60	20.25	38.35
Toupin, R.	246	56.00	7.50	48.50
Lee, J.	244	81.65	22.85	58.80
Wheeler, E.	252	46.45	12.70	33.75
Roger, A.	54	1.90	2.50	— 0.60
Lanteigne, E.	277	113.70	25.75	87.95
Labelle, F.	243	28.45	31.65	— 3.20
Gagné, J.	262	55.55	38.49	17.06
Labbé, O.	181	77.85	34.00	43.85
Benoit, A.	220	44.05	34.04	10.01
Normoyle, P.	263	54.35	86.20	—31.85
Rioux, R.	265	107.75	21.25	86.50
Broissoit, O.	251	36.75	18.20	18.55
Boyer, H.	131	34.10	29.15	4.95
Milligan, R.	89	69.65	33.65	36.00
Forest, W.	238	51.75	22.65	29.10
Pearson, A.	32	19.70	8.85	10.85
Adams, H.	165	55.63	43.35	12.28
Belisle. A.	50	60.30	9.10	51.20
Poole, A.	—	12.50	9.50	3.00
Henry, G.	232	45.95	54.81	— 8.86
Total	4,814	1,466.88	709.39	757.49

TOTAL REVENUE FROM TOLLS ..... $ 964,771.00

AVERAGE COLLECTION PER SHIFT 200.40

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record Toll Collectors' Overages and Shortages Year 1949

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Hodge, A.	229	$ 166.30	$ 46.00	$ 120.30
Cobb, J.	117	16.45	19.65	— 3.20
Adams, H.	247	34.75	51.85	—17.10
Maher, A.	196	45.65	19.60	26.05
Gauthier, A.	230	50.35	19.04	31.31
Savoie, M.	195	90.00	28.90	61.10
Pearson, A.	68	34.20	15.80	18.40
Benoit, E.	153	43.40	27.45	15.95
Toupin, R.	246	78.15	12.20	65.95
Lee, J.	227	84.65	29.50	55.15
Wheeler, E.	233	56.60	27.65	28.95
Beauchamp, A.	204	148.23	94.80	53.43
Lanteigne, E.	244	167.40	40.20	127.20
Belisle, A.	67	32.20	19.35	12.85
Labelle, F.	201	27.80	25.45	2.35
Henry, G.	263	94.65	107.10	—12.45
Legault, L.	17	5.65	0.40	5.25
Gagné, J.	239	37.43	38.40	— 0.97
*Curodeau, A.	49	53.55	4.55	49.00
Benoit, A.	260	46.55	28.75	17.80
Normoyle, P.	243	61.60	75.99	—14.39
Rioux, R.	250	107.05	34.00	73.05
Broissoit, O.	62	9.90	5.05	4.85
*Bourbonniere, G.	49	77.80	11.61	66.19
Milligan, R.	249	153.75	76.70	77.05
*Cordeau, Y.	58	17.95	10.10	7.85
Forest, W.	203	77.95	44.30	33.65
Phaneuf, E.	122	35.00	36.75	— 1.75
Jack, W.	—	3.00	3.00	
Poole, A.	—	7.00	11.50	— 4.50
Total	4,921	1,864.96	965.64	899.32

* Students.

TOTAL REVENUE FROM TOLLS: $1,093,461.00

AVERAGE COLLECTION PER SHIFT: 277.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record Toll Collectors' Overages and Shortages Year 1950

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Hodge, A.	227	$ 202.25	$ 72.45	$ 129.80
Adams, H.	233	46.45	59.50	—13.05
Maher, A.	227	48.00	27.65	20.35
Gauthier, A.	113	46.35	14.35	32.00
Savoie, M.	227	78.75	54.15	24.60
Benoit, E.	224	57.65	42.40	15.25
Toupin, R.	243	94.15	31.70	62.45
Lee, J.	129	40.50	27.40	13.10
Wheeler, E.	154	46.68	22.65	26.03
Beauchamp, A.	233	43.55	33.50	10.05
Lanteigne, E.	242	142.05	47.65	94.40
Labelle, F.	143	42.00	36.30	5.70
Henry, G.	239	110.00	81.75	28.25
Gagné, J.	238	59.80	54.82	4.98
Phaneuf, E.	243	167.57	157.50	10.07
Benoit, A.	213	82.32	38.20	44.12
Normoyle, P.	226	63.00	105.58	—42.58
Rioux, R.	236	95.50	41.15	54.35
Milligan, R.	236	110.10	81.35	28.75
Forest, W.	216	107.25	34.30	72.95
Poole, A.	—	9.50	4.00	5.50
Sub-Total	4,242	1,695.42	1,068.35	627.07
*Cordeau, Y.	68	17.35	14.75	2.60
*Morency, R.	63	21.60	17.10	4.50
*Bourbonnière, G.	61	68.40	81.80	—13.40
*Curodeau, A.	42	46.27	17.60	28.67
Flynn, G.	22	8.75	0.35	8.40
Belisle, A.	91	110.20	56.25	53.95
Total	4,589	1,967.99	1,256.20	711.79

*Students.

TOTAL REVENUE FROM TOLLS: ..... $ 1,220,101.00

AVERAGE COLLECTION PER SHIFT: ..... $ 266.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1951

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Hodge, A.	200	$ 96.04	$ 38.40	$ 57.64
Flynn, G.	209	37.05	36.95	.10
Adams, H.	225	49.60	81.05	−31.45
Maher, A.	234	40.40	37.35	3.05
*Curodeau, A.	113	34.25	19.85	14.40
Savoie, M.	223	77.30	43.20	34.10
Benoit, E.	217	49.90	42.85	7.05
Toupin, R.	233	82.10	29.65	52.45
Wheeler, E.	229	53.75	24.45	29.30
Beauchamp, A.	224	44.00	44.45	− 0.45
Lanteigne, E.	220	122.55	51.95	70.60
Belisle, A.	247	119.90	61.75	58.15
Henry, G.	230	68.85	97.45	−28.60
Gagné, J.	215	40.50	31.45	9.05
Phaneuf, E.	231	56.90	82.05	−25.15
Benoit, A.	223	73.09	28.14	44.95
Normoyle, P.	218	54.30	52.20	2.10
Rioux, R.	220	82.75	35.80	46.95
Milligan, R.	223	85.00	73.00	12.00
Forest, W.	215	64.45	20.90	43.55
*Cordeau, Y.	102	21.45	18.80	2.65
*Morency, R.	64	11.15	21.70	−10.55
*Lépine, R.	82	61.85	12.20	4.65
*Bourbonniere, G.	51	9.05	15.00	− 5.95
Houle, R.	54	28.40	18.80	9.60
Poole, A.	—	12.00	12.00	—
Total	4,702	1,431.58	1,031.39	400.19

* Students.

TOTAL REVENUE FROM TOLLS: $ 1,399,241.00

AVERAGE COLLECTION PER SHIFT: $ 298.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1952

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Hodge, A.	95	$ 45.55	$ 32.00	$ 13.55
Gagnon, L.	126	46.10	28.20	17.90
Flynn, G.	222	34.20	35.50	— 1.30
Adams, H.	227	211.00	238.95	—27.95
Maher, A.	233	54.25	46.75	7.50
Décary, A.	169	44.20	49.55	— 5.35
Savoie, M.	222	97.95	64.50	33.45
Benoit, E.	229	72.25	54.90	17.35
Toupin, R.	227	66.00	34.85	31.15
Houle, R.	217	76.70	40.00	36.70
Wheeler, E.	231	72.95	36.60	36.35
Beauchamp, A.	234	72.00	61.65	10.35
Lanteigne, E.	219	115.55	61.25	54.30
Belisle, A.	203	141.05	91.35	49.70
Henry, G.	230	73.60	78.40	— 4.80
Phaneuf, E.	248	88.35	83.65	4.70
Benoit, A.	212	83.54	28.65	54.89
Normoyle, P.	216	69.85	56.10	13.75
Rioux, R.	230	110.80	73.95	36.85
Milligan, R.	241	132.00	116.25	15.75
Forest, W.	210	67.45	17.60	49.85
Gagné, J.	21	5.70	5.25	0.45
*Lépine, R.	78	15.30	10.80	4.50
*Morency, R.	68	12.95	19.40	— 6.45
*Cordeau, Y.	90	57.85	51.10	6.75
*Bourbonnière, G.	68	26.35	23.25	3.10
*Reinhardt, C.	36	19.20	8.15	11.05
Poole, A.	—	2.00	2.00	—
Total	4,802	1,914.69	1,450.60	464.09

* Students.

TOTAL REVENUE FROM TOLLS: $ 1,580,577.00

AVERAGE COLLECTION PER SHIFT: 329.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1953

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Gagnon, L.	200	$ 45.75	$ 24.70	$ 21.05
Flynn, G.	225	36.35	34.70	1.65
Adams, H.	229	52.55	81.35	—28.80
Maher, A.	232	50.65	52.45	— 1.80
Décary, A.	241	54.90	92.10	—37.20
Savoie, M.	207	89.10	36.40	52.70
Benoit, E.	222	103.60	68.15	35.45
Toupin, R.	245	97.30	56.40	40.90
Houle, R.	245	80.55	68.40	12.05
Wheeler, E.	229	71.35	40.65	30.70
Beauchamp, A.	237	77.00	68.45	8.55
Lanteigne, E.	217	94.65	47.05	47.60
Belisle, A.	242	102.80	62.75	40.05
Phaneuf, E.	94	51.05	332.20	—281.15
Roy, G.	47	19.30	12.30	7.00
Benoit, A.	231	72.59	40.20	32.39
Normoyle, P.	221	81.10	59.35	21.75
Rioux, R.	227	109.75	52.35	57.40
Milligan, R.	238	81.45	96.95	—15.50
Forest, W.	212	133.55	102.30	31.25
*Gauthier, Y.	61	13.20	6.15	7.05
*Lépine, R.	83	24.00	12.90	11.10
*Cordeau, Y.	89	16.25	36.95	—20.70
*Bourbonnière, G.	90	26.70	33.90	— 7.20
*Reinhardt, C.	70	30.75	29.65	1.10
Poole, A.	—	4.75	3.10	1.65
Henry, G.	230	83.90	102.14	—18.24
Total	4,864	1,704.89	1,653.99	50.90

* Students.

TOTAL REVENUE FROM TOLLS: ..... $ 1,711,415.00

AVERAGE COLLECTION PER SHIFT: 352.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1954

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Gagnon, L.	242	$ 47.95	$ 21.25	$ 26.70
Flynn, G.	229	56.00	41.25	14.75
Adams, H.	227	50.50	97.55	—47.05
Maher, A.	231	46.00	53.40	— 7.40
Décary, A.	242	75.25	67.20	8.05
Savoie, M.	215	90.06	72.50	17.56
Benoit, E.	236	80.50	55.25	25.25
Toupin, R.	245	71.05	56.15	14.90
Houle, R.	246	55.55	60.55	— 5.00
Wheeler, E.	232	77.15	37.70	39.45
Beauchamp, A.	243	49.95	68.95	—19.00
Lanteigne, E.	210	113.25	54.40	58.85
*Gauthier, Y.	23	11.20	4.60	6.60
Belisle, A.	234	80.05	92.80	—12.75
Henry, G.	238	88.45	122.00	—33.55
Bolduc, R.	193	78.55	52.25	26.30
Roy, G.	212	45.80	66.10	—20.30
Benoit, A.	226	54.35	39.50	14.85
Normoyle, P.	226	78.70	64.50	14.20
Rioux, R.	229	81.15	53.70	27.45
*Lépine, R.	97	26.05	19.20	6.85
Milligan, R.	47	9.35	11.10	— 1.75
*Bourassa, R.	67	24.24	19.95	4.29
Forest, W.	194	52.30	31.85	20.45
*Reinhardt, C.	57	21.55	19.60	1.95
*Gravel, J.	63	35.00	29.99	5.01
Poole, A.	—	21.55	16.50	5.05
Total	4.904	1.521.50	1,329.79	191.71

* Students.

TOTAL REVENUE FROM TOLLS: ..... $ 1,787,766.00

AVERAGE COLLECTION PER SHIFT: 365.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1955

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Gagnon, L.	233	$ 54.50	$ 31.95	$ 22.55
Flynn, G.	221	41.25	41.65	— 0.40
Adams, H.	230	77.85	114.45	—36.60
Maher, A.	235	51.45	51.25	0.20
Décary, A.	243	75.05	76.90	— 1.85
Savoie, M.	222	107.10	101.45	5.65
Benoit, E.	238	85.75	44.35	41.40
Toupin, R.	229	100.25	78.15	22.10
Houle, R.	247	60.20	89.40	—29.20
Wheeler, E.	207	68.55	36.85	31.70
Beauchamp, A.	222	31.90	72.30	—40.40
Lanteigne, E.	205	115.55	58.60	56.95
Buchkowsky, P.	260	77.50	57.20	20.30
Belisle, A.	220	108.70	98.45	10.25
Henry, G.	227	78.45	118.70	—40.25
Bolduc, R.	240	77.40	64.15	13.25
Roy, G.	241	78.05	74.75	3.30
Benoit, A.	193	60.60	40.75	19.85
Normoyle, P.	221	92.75	71.30	21.45
Rioux, R.	229	105.55	59.50	46.05
*Lalonde, F.	61	16.35	14.70	1.65
Hachey, R.	76	22.85	23.35	— 0.50
*Van Rund, R.	88	53.65	67.85	—14.20
Jalbert, K. E.	56	23.60	26.05	— 2.45
*Bourassa, R.	78	15.30	24.70	— 9.40
Forest, W.	232	84.00	53.00	41.00
*Reinhardt, C.	83	33.85	45.70	—11.85
*Gravel, J.	83	33.00	41.50	— 8.50
Poole, A.	—	127.00	126.00	1.00
Total	5,320	1,958.00	1,794.95	163.05

*Students.

TOTAL REVENUE FROM TOLLS ..... $ 2,074,710.00

AVERAGE COLLECTION PER SHIFT 390.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1956

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Gagnon, L.	238	$ 54.40	$ 37,75	$ 16,65
Flynn, G.	231	55.00	63.50	− 8.50
Adams, H.	223	75.95	87.25	−11.30
Maher, A.	237	57.90	47.45	10.45
Décary, A.	243	79.80	98.25	−18.45
Savoie, M.	238	77.90	132.30	54.40
Benoit, E.	237	85.60	48.25	37.35
Toupin, R.	246	69.60	65.85	3.75
Houle, R.	243	81.90	79.40	2.50
*Bourassa, R.	84	14.20	28.60	−14.40
Beauchamp, A.	240	37.50	72.05	−34.55
Lanteigne, L.	132	70.50	41.45	29.05
Duceppe, M.	72	23.70	11.10	12.60
Buchkowsky, P.	248	49.95	48.20	1.75
Belisle, A.	170	103.70	97.55	6.15
Léonard, A.	55	19.35	12.00	7.35
Henry, G.	226	92.10	100.90	− 8.80
Bolduc, R.	250	85.30	61.20	24.10
Roy, G.	240	73.05	58.85	14.20
Benoit, A.	139	38.50	28.70	9.80
Lanteigne, N.	77	34.65	42.55	− 7.90
Normoyle, P.	197	64.55	66.40	− 1.85
Rioux, R.	237	100.55	65.05	35.50
Hachey, R.	245	40.25	62.10	−21.85
Jalbert, K. E.	242	53.00	60.85	− 7.85
Thomas, A.	213	49.30	63.45	−14.15
Forest, W.	219	72.45	36.65	35.80
*Lalonde, F.	55	15.90	11.70	4.20
*Morinville, V.	68	21.50	27.90	− 6.40
*Gravel, J.	61	53.10	56.80	− 3.70
Wheeler, E.	3	1.30	0.30	1.00
Poole, A.	—	25.00	28.50	− 3.50
Total	5,609	1,777.45	1,742.85	34.60

*Students

TOTAL REVENUE FROM TOLLS ..... $ 2,127,832.00

AVERAGE COLLECTION PER SHIFT 379.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1957

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Gagnon, L.	66	$ 11.25	$ 5.85	$ 5.40
Flynn, G.	227	52.20	60.70	— 8.50
Adams, H.	236	79.25	79.55	— 0.30
Maher, A.	65	12.25	9.10	3.15
Decary, A.	230	80.90	106.05	—25.15
Savoie, M.	222	84.65	78.30	6.35
Benoit, E.	232	76.20	55.45	20.75
Toupin, R.	237	61.55	77.85	—16.30
Houle, R.	245	89.70	100.75	—11.05
Beauchamp, A.	187	27.45	72.80	—45.35
Duceppe, M.	249	95.54	62.00	33.54
Buchkowsky, P.	242	43.70	50.80	— 7.10
Leonard, A.	247	101.65	83.40	18.25
Henry, G.	63	19.45	22.95	— 3.50
Bolduc, R.	237	73.50	84.95	—11.45
Roy, G.	241	73.20	69.20	4.00
Lanteigne, N.	244	72.10	109.90	—37.80
Normoyle, P.	214	86.65	94.05	— 7.40
Rioux, R.	234	90.35	101.75	—11.40
Hachey, R.	228	27.30	70.25	—42.95
Jalbert, E.	215	47.60	67.30	—19.70
Thomas, A.	68	8.35	9.55	— 1.20
Forest, W.	66	23.00	8.70	14.30
Desruisseaux, G.	184	98.70	69.35	29.35
Turcotte, A.	168	156.70	143.70	13.00
Law, R.C.	179	106.65	102.35	4.30
Auclair, R.C.	160	152.65	89.85	62.80
Leger, C.E.	159	35.40	70.60	—35.20
*Morinville, V.	70	24.10	22.60	1.50
*Van Rund, C.	83	24.70	58.50	—33.80
*Poitras, J.	66	15.80	28.05	—12.25
*Bourrassa, R.	63	11.70	18.35	— 6.65
*Laverdure, G.	71	32.90	26.95	5.95
Poirier, M.	48	17.00	19.05	— 2.05
Fournier, H.	39	14.55	16.15	— 1.60
Poole, A.	—	8.50	4.50	4.00
Total	5,785	2,037.14	2,151.20	—114.06

*Students.

TOTAL REVENUE FROM TOLLS	$ 2,201,338.00
AVERAGE COLLECTION PER SHIFT	381.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Statistical Record of Toll Collectors' Overages and Shortages Year 1958

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Desruisseaux, G.	248	$ 47.05	$ 78.45	$−31.40
Flynn, G.	151	34.95	51.30	−16.35
Adams, H.	211	74.40	97.35	−22.95
Auclair, R.	248	85.50	69.30	16.20
Decary, A.	176	56.35	60.10	− 3.75
Savoie, M.	166	77.65	64.65	13.00
Benoit, E.	226	71.15	45.50	25.65
Toupin, R.	176	59.85	57.20	2.65
Houle, R.	167	62.35	70.70	− 8.35
Leger, C.E.	175	41.55	49.05	− 7.50
Beauchamp, A.	174	37.80	61.05	−23.25
Duceppe, M.	180	60.15	41.25	18.90
Buchkowsky, P.	236	49.90	74.85	−24.95
Leonard, A.	260	115.65	70.40	45.25
Turcotte, A.	232	59.25	73.05	−13.80
Bolduc, R.	238	63.65	73.90	−10.25
Roy, G.	236	71.95	70.90	1.05
Lanteigne, N.	248	83.00	95.85	−12.85
Normoyle, P.	227	78.90	110.60	−31.70
Rioux, R.	252	88.45	132.40	−43.95
Hachey, R.	247	44.45	85.50	−41.05
Jalbert, E.	177	41.70	75.05	−33.35
Law, R.C.	157	26.55	43.70	−17.15
Poirier, M.	256	65.40	111.80	−46.40
Fournier, H.	253	77.50	82.50	− 5.00
*Morinville, J.	70	33.45	21.35	12.10
Veuilleux, P.A.	120	37.80	62.40	−24.60
*Van Rund, G.	57	21.15	25.60	− 4.45
*Poitras, J.	68	17.45	22.35	− 4.90
*Laverdure, L.	60	21.10	24.20	− 3.10
Godin, D.	58	26.50	10.25	16.25
Baker, F.	61	25.90	29.70	− 3.80
Ste. Marie, M.	73	19.60	18.15	1.45
Desmarais, L.	67	36.30	53.90	−17.60
Laplante, J.M.	74	106.80	14.60	92.20
Gagne, W.	49	17.50	17.65	− 0.15
Gingras, Y.	73	36.85	37.85	− 1.00
Lefaivre, C.	13	9.30	5.10	4.20
Lanctot, J.G.	39	13.90	12.10	1.80
Total	6,199	1,998.70	2,201.60	−202.90

*Students.

TOTAL REVENUE FROM TOLLS ..... $ 2,078,767.00

AVERAGE COLLECTION PER SHIFT 335.00

MARCH 31, 1960.

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

Jacques Cartier Bridge

Statistical Record of Toll Collectors' Overages and Shortages Year 1959—(1st Jan. to 7th Sept. incl.)

Name of Collector	Number of Shifts Worked	Overages	Shortages	Net
Desruisseaux, G.	167	$ 36.75	$ 58.85	$ −22.10
Godin, D.	169	60.10	33.85	26.25
Adams, H.	134	49.25	40.95	8.30
Auclair, R.	152	55.50	34.75	20.75
Baker, F.	172	45.80	27.05	18.75
Ste. Marie, M.	161	51.35	54.90	− 3.55
Benoit, E.	154	59.85	38.00	21.85
Desmarais, L.	178	33.50	71.40	−37.90
Houle, R.	113	46.05	48.65	− 2.60
Flynn, G.	58	16.15	23.60	− 7.45
Laplante, J. M.	115	14.35	37.15	−22.80
Decary, A.	54	20.65	18.50	2.15
Gagne, W.	170	66.60	64.30	2.30
Gingras, J.	170	75.10	73.75	1.35
Buchkowsky, P.	160	24.25	40.15	−15.90
Leonard, A.	163	69.05	48.85	20.20
Duceppe, M.	53	19.05	8.10	10.95
Turcotte, A.	94	30.80	27.80	3.00
Bolduc, R.	171	22.35	22.55	− 0.20
Savoie, M.	102	39.80	29.65	10.15
Roy, G.	169	50.90	45.35	5.55
Lanteigne, N.	167	48.00	47.85	0.15
Normoyle, P.	70	17.30	22.70	− 5.40
Rioux, R.	188	63.85	82.15	−18.30
Hachey, R.	166	21.65	58.45	−36.80
Lefaivre, C.	173	65.30	65.60	− 0.30
Lanctot, J. G.	165	49.15	54.90	− 5.75
Poirier, M.	169	61.75	72.05	−10.30
Jalbert, E.	50	16.00	20.40	− 4.40
Fournier, H.	110	21.25	55.80	−34.55
Toupin, R.	122	92.00	82.65	9.35
Lesiege, F.	49	27.50	9.20	18.30
Veuilleux, P.	140	37.50	57.25	−19.75
Beauchamp, C.	89	25.70	19.50	6.20
Total	4,537	1,434.15	1,496.65	−62.50

Total Revenue from Tolls:..... $ 1,354,952.00 (1st Jan. to 7th Sept. incl.)

Average Collection per Shift:..... 298.64

APPENDIX "N"

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

RECORD OF CHECKS OR INVESTIGATIONS OF TOLL COLLECTIONS

I—INVESTIGATIONS BY C.N.R.

1. June 29 to July 4, 1934
2. October 24 to 28, 1938
3. March 11 to 14, 1942
4. February 27 to March 3, 1946
5. September 3 to 12, 1952
6. March 16 to 21, 1957
7. August 13 to September 3, 1958
8. August 19 to September 1, 1959

For details see Appendix I attached.

II—SURPRISE VERIFICATIONS OF CASH OF TOLL COLLECTIONS DURING SHIFTS

These verifications started on 3rd December, 1947 and were carried out at irregular intervals every month by the following personnel:—

Assistant Port Manager or Port Secretary
Bridge Accountant
Bridge Cashier
Chief of Police or a Constable

The last verification by the personnel mentioned above was made on the 23rd January, 1953. Thereafter the Supervisor of Toll Collectors was instructed to carry out the same type of verifications in the presence of a constable once a week. Effective 11th February, 1958, the Supervisor of Toll Collectors was requested to make these verifications twice a week on different shifts of the day.

These verifications never revealed any large discrepancies (overages or shortages of more than $3.00) except in the two following cases:—

(i) Toll Collector E. Phaneuf—21st May, 1953—Shortage $25.00—He was to be dismissed but resigned immediately while investigation was still carried on.—See report file under Document No. 9 tabled to-day.

(ii) Toll Collector E. Jalbert—24th July, 1959—Overage $6.00—Less than one hour after the verification, a Mr. M. Micheluk came to the office of the Supervisor of Toll Collectors to make a declaration to the effect that he had been short-changed $6.00 while crossing the bridge an hour earlier. He had not received change for $10.00 when he purchased a roll of tokens ($4.00) from Toll Collector No. 25 on north side of bridge (Toll Collector E. Jalbert).

Samples of reports made after these verifications are attached as follows:—

Appendix II—Report of 3rd December, 1947
" III—Report of 22nd January, 1953
" IV—Report of 6th May, 1958—on special forms drawn up for this purpose in 1954.

III—CHECKS ON VEHICLES AND RECEIPTS

These checks were started in June 1954 with a view to ascertain that toll collectors were issuing proper toll receipts to all vehicles paying tolls in cash.

From June 1954 until February 1955, these checks were made at irregular intervals once or twice a month by the following personnel:—

Port Manager's Administrative Assistant
Bridge Accountant
Bridge Cashier
One Constable

On February 10, 1955, the Chief of Police was instructed to take over and carry on these checks on vehicles until further notice and on the 19th December, 1957, additional assistant supervisors of toll collectors having been appointed to the bridge staff, the Supervisor of Toll Collectors was instructed to take over and carry on this type of checks on vehicles crossing the bridge, every day, at least once on every shift, with verification on at least 10 vehicles in each direction.

To illustrate the type of checks carried out under this heading, the following documents and sample reports are attached:—

Appendix V—Report on checks on vehicles made on 1st September, 1954, by Mr. P. R. Waymann, Administrative Assistant to Port Manager.

Appendix VI—Instructions to Chief of Police dated 10th February, 195 , re checks on vehicles.

Appendix VII—Report on checks on vehicles by Chief of Police dated 10th February, 1955.

Appendix VIII—Instructions to Supervisor of Toll Collectors regarding checks on vehicles dated 19th December, 1957.

Appendix IX—Sample report "Check on Vehicles" by Supervisor of Toll Collectors.

IV—TRAFFIC COUNTS

Between October 1952 and August 1959, traffic counts were made on 3 consecutive days each month for a period of 3 hours during morning peak traffic and 3 hours during the evening peak traffic. The purposes of these traffic counts were:—

(i) To establish the traffic trend for bridge design and widening purposes;

(ii) To compare the number of vehicles with the sale of receipts and tickets for the same period.

As far as it could be determined, the comparison between vehicle counts and the sale of receipts and tickets (exclusive of passenger tickets) was good—There was no noticeable increase in revenue from tolls during these three days with revenue from other days in the same month.

V—MONTHLY COMPARATIVE STATEMENTS OF TOLL COLLECTIONS

Starting in March 1947, a monthly statement of toll collections for each toll collector was prepared.

Each toll collector alternating on each shift and on each lane, both on the north and the south ends of the bridge, these statements did provide, over a period of 2 to 3 months, an indication of the efficiency of each toll collector.

VI—DIRECT SUPERVISION BY THE SUPERVISOR OF TOLL COLLECTORS

A supervisor of toll collectors and three assistant supervisors of toll collectors were stationed on the bridge to perform direct supervision of toll collectors. It was their duty and responsibility to supervise continuously that proper tolls were assessed, collected and turned over to the Treasury Officer.

It was also their duty and responsibility to bring to the attention of the Superintendent of Bridges or the Port Manager any matter or information which would imply inefficiency or improper performance of work by toll collectors.

Montreal, 2nd April, 1960.

INVESTIGATIONS BY C.N.R.

1. *June 29 to July 4, 1934*

Badge No. of Collector	No. of Checks Made	Remarks
2	4	No irregularities.
4	1	No irregularities.
5	1	No irregularities.
6	3	No irregularities.
7	1	No irregularities.
9	1	No irregularities.
10	2	No receipts issued for car and passengers in both cases.
11	1	No receipt issued for car or passengers.
21	4	No irregularities.
28	1	No irregularities.
29	1	No irregularities.
Total	17	

Sample report attached as Appendix I (a). The reports on the above checks were forwarded to the Port Manager on October 15, 1934 and the Port Manager in a confidential report to the Director of Investigations, C.N.R., stated:

"You will appreciate that it is a little difficult for me to take action now on incidents which occurred as far back as the end of June and the beginning of July."

2. *October 24 to 28, 1938*

Badge No. of Collector	No. of Checks Made	Remarks
2	4	No irregularities.
3	1	"
4	1	"
	1	Accepted detached coupon.
5	2	No irregularities.
	1	Accepted detached coupon.
6	1	No irregularities.
	1	Accepted detached coupon.
11	3	No irregularities.
12	2	No irregularities.
14	1	No irregularities.
	1	Accepted detached coupon.
19	2	No irregularities.
	1	Accepted detached coupon.
20	4	No irregularities.
22	1	No irregularities.
	1	Accepted detached coupon.
23	1	No irregularities.
	2	Accepted detached coupon.
24	1	No irregularities.
	1	Accepted detached coupon.
Not identified	1	No charge made for passengers.
Not identified	1	No irregularities.
Not identified	1	No irregularities.
Not identified	1	Accepted detached coupon.
Total	37	

Sample report attached as Appendix I (*b*)

3. *March 11 to 14, 1942*

Badge No. of Collector	No. of Checks Made	Remarks
2	2	Accepted detached coupon and did not charge for passenger.
3	2	No irregularities.
	1	Accepted detached coupon.
4	1	No irregularities.
5	1	No irregularities.
	1	Accepted detached coupon.
9	1	Accepted detached coupon.
11	1	Did not charge for car no passengers.
	1	Accepted detached coupon.
	1	No irregularities.
13	5	No irregularities.
	1	Accepted detached coupon.
18	1	No irregularities.
19	1	Did not charge for passenger.
24	2	Accepted detached coupon.
Not identified	1	Accepted detached coupon.
Not identified	1	Accepted detached coupon.
Not identified	1	Did not charge for passenger and accepted detached coupon.
Not identified	1	Did not charge for passenger and accepted detached coupon.
Not identified	1	Did not charge for passenger and accepted detached coupon.
Total	27	

Sample report attached as Appendix I (*c*)

4. *February 27 to March 3, 1946*

Badge No. of Collector	No. of Checks Made	Infractions	
		Number	Description
2	1		No infractions.
7	1	1	Detached ticket accepted.
10	1		No infractions.
11	1	1	Detached ticket accepted.
12	2	2	Detached ticket accepted.
13	4	3	Detached ticket accepted.
		1	No infractions.
18	5	5	Detached ticket accepted.
21	1	1	Detached ticket accepted.
22	1		No infractions.
23	1		No infractions.
Various not identified	16	15	Detached ticket accepted.
		1	No infractions.
Total	34		

Sample report of C.N.R. Investigation attached as Appendix I (*d*)

5. *September 3 to 12, 1952*

Badge No. of Collector	No. of Checks Made	Infractions	
		Number	Description
1	4	1	Ticket from expired book accepted.
		2	Expired detached ticket accepted.
		2	No charge for one passenger.
2	5	2	Expired detached ticket accepted.
		3	No charge for two passengers.
		2	No charge for one passenger.
		1	No receipt issued for car fare.
		2	Receipt for car fare thrown in mutilating box.
3	2	2	Expired detached ticket accepted.
		1	No charge for one passenger.
4	5	1	No charge for one passenger.
		4	No infractions.
5	2	1	Ticket from expired book accepted.
		1	Expired detached ticket accepted.
		1	No charge for two passengers.
6	2	2	Ticket from expired book accepted.
7	1	1	No infractions.
9	2	2	Ticket from expired book accepted.
		1	No charge for one passenger.
10	2	2	No infractions.
12	3	2	Ticket from expired book accepted.
		1	No charge for one passenger.
13	2	2	Expired, detached ticket accepted.
		2	No charge for two passengers.
14	2	2	No infractions.
15	2	2	No infractions.
16	1	1	Expired, detached ticket accepted.
		1	No charge for one passenger.
17	4	2	No receipt issued for car fare.
		3	No charge for two passengers.
		1	No infractions.
18	7	2	Expired, detached ticket accepted.
		1	Receipt for car fare thrown in mutilating box.
		3	No charge for one passenger.
		2	No charge for two passengers.
		2	No infractions.
20	3	1	Expired, detached ticket accepted.
		1	No charge for one passenger.
		2	No infractions.
21	4	2	Ticket from expired book accepted.
		1	Expired, detached ticket accepted.
		3	No charge for one passenger.
		1	No infractions.
22	3	1	Ticket from expired book accepted.
		1	Expired, detached ticket accepted.
		1	No charge for one passenger.
		1	No infractions.
23	2	2	Ticket from expired book accepted.
		1	No charge for two passengers.
		1	No charge for one passenger.
24	2	1	Expired, detached ticket accepted.
		2	No charge for one passenger.
		1	Receipt for car fare thrown in mutilating box.
Various not identified	15	4	No receipt issued for car fare.
		1	Receipt for car fare thrown in mutilating box.
		7	No charge for one passenger.
		2	No charge for two passengers.
		1	Ticket from expired book accepted.
		1	Expired detached ticket accepted.
		6	No infractions.
Total.	75		

NOTE.—In all cases where toll collectors detached a ticket from an expired book, described above as "ticket from expired book accepted", they also fail to seize the expired book.

Summary of infractions

	Infractions	Collector Identified	Collector not Identified	Total
(i)	Ticket from expired book accepted	13	1	14
(ii)	Expired detached ticket accepted	16	1	17
(iii)	No charge for one passenger	21	7	28
(iv)	No charge for two passengers	11	2	13
(v)	No receipt issued for car fare	3	4	7
(vi)	Receipt from car fare thrown in mutilating box	4	1	5
(vii)	No infractions	18	6	24

Sample report of C.N.R. Investigator attached as Appendix I (e).

6. *March 16 to 21, 1957*

Badge No. of Collector	No. of Checks Made	Infractions Number	Description
1	14	12	No receipt issued for car fare.
		4	No receipt issued for passenger fare.
		9	No charge for one or more passengers
		2	No infractions.
2	4	4	No receipt issued for car fare.
		2	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
3	4	1	No receipt issued for car fare.
		1	No charge for one or more passengers.
		3	No infractions.
4	12	12	No receipt issued for car fare.
		3	No receipt issued for passenger fare.
		9	No charge for one or more passengers.
5	3	3	No receipt issued for car fare.
		1	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
8	2	2	No receipt issued for car fare.
		2	No charge for one or more passengers.
11	1	1	No receipt issued for car fare.
		1	No charge for two passengers.
12	4	3	No receipt issued for car fare.
		3	No receipt issued for passenger fare.
		1	No charge for one passenger.
14	2	2	No receipt issued for car fare.
		2	No charge for one or more passengers.
15	10	10	No receipt issued for car fare.
		10	No charge for one or more passengers.
		1	No receipt issued for passenger fare.
16	3	3	No receipt issued for car fare.
		1	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
17	5	4	No receipt issued for car fare.
		4	No charge for one or more passengers.
		1	No infractions.
18	2	1	No receipt issued for car fare.
		1	No charge for two passengers.
		1	No infractions.
19	2	1	No receipt issued for car fare.
		2	No receipt issued for passenger fare.
		2	No receipt issued for car fare.
		1	No receipt issued for passenger fare.
		1	No charge for one passenger.
21	5	5	No receipt issued for car fare.
		2	No receipt issued for passenger fare.
		3	No charge for one or more passengers.
22	1	1	No receipt issued for car fare.
		1	No receipt issued for passenger fare.
23	15	15	No receipt issued for car fare.
		2	No receipt issued for passenger fare.
		14	No charge for one or more passengers.
24	6	6	No receipt issued for car fare.
		3	No receipt issued for passenger fare.
		3	No charge for one or more passenger.
Various not identified	3	2	No receipt issued for car fare.
		1	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
	100		

Summary of Infractions

Infractions	Collector Identified	Collector not Identified	Total
(i) No receipt issued for car fare	88	2	90
(ii) No receipt issued for passenger fare	26	1	27
(iii) No charge for one or more passengers	67	2	69
(iv) No infractions	5		5

Toll Collectors Nos. 1-4-15 and 23 were transferred from position of toll collector to position of elevator helper in Grain Elevator Department.

Sample report of C.N.R. Investigator attached as Appendix I (*f*)

7. *August]13 to September 3, 1958*

Badge No. of Collector	No. of Checks Made	Infractions	
		Number	Description
1	4	1	No receipt issued for car fare. (*a*)
		1	No receipt issued for car fare. (*b*)
		2	No receipt issued for passenger fare.
		2	No infractions.
2	5	5	No receipt issued for car fare. (*a*)
		1	No receipt issued for passenger fare.
		9	No charge for one or more passengers.
3	6	1	No receipt issued for car fare. (*a*)
		1	No receipt issued for passenger fare.
		5	No infractions.
4	1	1	No receipt issued for car fare. (*a*)
		1	No receipt issued for passenger fare.
		1	No charge for one or more passengers.
5	5	2	No receipt issued for car fare. (*a*)
		3	No receipt issued for car fare. (*b*)
		3	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
6	8	4	No receipt issued for car fare. (*a*)
		1	No receipt issued for car fare. (*b*)
		2	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
		3	No infractions.
7	4	1	No receipt issued for car fare. (*a*)
		1	No charge for one or more passengers.
		3	No infractions.
8	5	3	No receipt issued for car fare. (*a*)
		2	No receipt issued for car fare. (*b*)
		3	No receipt issued for passenger fare.
		1	No charge for one or more passengers.
9	1	1	No receipt issued for car fare. (*b*)
		1	No charge for one or more passengers.
10	8	3	No receipt issued for car fare. (*a*)
		5	No receipt issued for car fare. (*b*)
		2	No receipt issued for passenger fare.
		6	No charge for one or more passengers.
11	7	3	No receipt issued for car fare. (*a*)
		2	No receipt issued for car fare. (*b*)
		1	No receipt issued for passenger fare.
		5	No charge for one or more passengers.
		2	No infractions.
12	8	1	No receipt issued for car fare. (*a*)
		5	No receipt issued for car fare. (*b*)
		6	No receipt issued for passenger fare.
		1	No infractions.
13	1	1	No receipt issued for car fare. (*a*)
17	3	1	No receipt issued for car fare. (*a*)
		1	No charge for one or more passengers.
		2	No infractions.
18	1	1	No receipt issued for car fare. (*a*)
		1	No charge for one or more passengers.
19	6	1	No receipt issued for car fare. (*a*)
		3	No receipt issued for car fare. (*b*)
		1	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
		2	No infractions.
22	6	3	No receipt issued for car fare. (*a*)
		3	No receipt issued for car fare. (*b*)
		3	No receipt issued for passenger fare.
		2	No charge for one or more passengers.
23	2	2	No receipt issued for car fare. (*a*)
		2	No charge for one or more passengers.
24	2	2	No receipt issued for car fare. (*b*)
		2	No charge for one or more passengers.
26	1	1	No receipt issued for car fare. (*a*)
		1	No charge for one or more passengers.
30	1	1	No receipt issued for car fare. (*a*)
		1	No charge for one or more passengers.
Total	85		

Note (*a*) Check was made with three automobiles.
(*b*) Check was made with one automobile.

Summary of Infractions

	Infractions	No. of Toll Collectors	Total
(i)	No receipt issued for car fare. (*a*)	19	38
(ii)	No receipt issued for car fare. (*b*)	11	26
(iii)	No receipt issued for passenger fare	12	28
(iv)	No charge for one or more passengers	17	28
(v)	No infractions	8	20

Toll Collectors Nos. 2–5–6–8–10–11–12 and 22 were dismissed on 1st October, 1958.
Sample report of C.N.R. Investigator attached as Appendix I (*g*).

8. *August 19 to September 1, 1959*

Badge No. of Collector	No. of Checks Made	Infractions Number	Description
1	8	1	No receipt issued for car fare. (*a*)
		1	No receipt issued for care fare. (*b*)
		5	No infractions.
2	5	1	No receipt issued for car fare. (*a*)
		4	No infractions.
5	3	2	No receipt issued for car fare. (*b*)
		1	No infractions.
8	4	1	No receipt issued for car fare. (*b*)
		3	No infractions.
9	3	1	No receipt issued for care fare. (*b*)
		2	No infractions.
10	6	1	No receipt issued for car fare. (*a*)
		3	No receipt issued for car fare. (*b*)
		2	No infractions.
13	3	3	No receipt issued for car fare. (*a*)
16	2	1	No receipt issued for car fare. (*b*)
		1	No infractions.
18	4	1	No receipt issued for car fare. (*a*)
		1	No receipt issued for car fare. (*b*)
		2	No infractions.
21	7	1	No receipt issued for car fare. (*b*)
		6	No infractions.
25	11	7	No receipt issued for car fare. (*b*)
		4	No infractions.
27	6	1	No receipt issued for car fare. (*a*)
		1	No receipt issued for car fare. (*b*)
		4	No infractions.
	Total 62		

NOTE—(*a*) Check was made with three automobiles.
(*b*) Check was made with one automobile.

Summary of Infractions

	Infractions	No. of Collectors	Total
(i)	No receipt issued for car fare. (*a*)	6	9
(ii)	No receipt issued for car fare. (*b*)	10	19
(iii)	No infractions	11	34

Toll Collectors Nos. 1–2–13–18 and 25 were transferred to other positions on the harbour for inefficiency.
Sample report of C.N.R. Investigator attached as Appendix I (*h*).

G. Beaudet,
Port Manager.

MONTREAL, 4th April, 1960.

APPENDIX I (*a*)

INVESTIGATIONS BY C.N.R.

—SAMPLE—

REPORT BY C.N.R. INVESTIGATOR

July 4th, 1934 ex Montreal, 12.01 A.M. and 12.02 A.M. D.S.T. Amounts paid 40 cents and 30 cents. There were no receipts issued.

When the automobile approached the toll box, Special Agent X in the presence of three other passengers asked tollman wearing Badge No. 10 what it would cost to cross the bridge. Tollman counted the number of passengers in the car and informed Special Agent X that the toll charges would be 40 cents.

Special Agent X handed him 40 cents. Tollman then departed to approach Constable Y's car which was stationed on opposite side of driveway.

Constable Y, who was accompanied by Constable Z, asked Tollman No. 10 the cost of transportation to Montreal South. Tollman replied 30 cents. Constable Y handed Tollman a 25 cent piece and Constable Z handed Tollman a 5 cent piece. Constables Y and Z then slowly drove ahead.

The above mentioned two automobiles were the only cars to approach the toll box at this time. Tollman appeared to have had ample time to have issued receipts before the cars left.

(signed) Special Agent X

Montreal, 2nd April, 1960.

APPENDIX I (*b*)

—SAMPLE—

REPORT BY C.N.R. INVESTIGATOR

On October 1938, at 2.45 P.M., with Special Agents X and Y, I approached Montreal end of Jacques Cartier Bridge.

Toll Collector No. 23 approached our car and Special Agent Y tendered Coupon No. 17 of 50 ride book No. 107490, Form 832, and 10c.

Collector No. 23 accepted this ticket and cash and issued Receipt No. 285245 for 10c. Collector did not ask to see Book 107490 nor was mention made of it.

(signed) Special Agent Z
Special Agent X
Special Agent Y

Montreal, 2nd April, 1960.

APPENDIX I (c)

—SAMPLE—

REPORT BY C.N.R. INVESTIGATOR

On March 12, 1942, at 1.15 P.M., travelling in an automobile bearing a Quebec licence, Constables Y and Z and I, approached Toll Collector No. 11 at the Montreal South end of Jacques Cartier Bridge.

Constable Y offered the tollman a $10. bill and asked for a book and a strip of tickets. Tollman did not take the money but instead told us to buy our tickets at the other end of the bridge (Montreal end) on the return trip. He then motioned for us to proceed across the bridge, which we did. We were not approached by anyone at the other side of the bridge, thus we were allowed to travel from Montreal South to Montreal free of charge.

(signed) Special Agent X
Constable Y
Constable Z

APPENDIX I (*d*)

—SAMPLE—

REPORT OF C.N.R. INVESTIGATOR

On February 28th and March 1st, 1946, Constable Y and I checked the Jacques Cartier Bridge from both the north and south ends, using an automobile for the purpose. In each instance loose detached tickets were used by us, the tollmen accepting same without comment, failing to ask to see the books or strips from which tickets had been detached. As far as we could see, the toll collectors placed all tickets in fare boxes in the regular manner. Checks made by us were as follows:

JACQUES CARTIER BRIDGE

From north end—February 28th—2.30 P.M. Tollman 13

Car License 10-378, Ticket 59466, Form 832, Coupon 2 and Ticket 95106, Form 619/11, Coupon 1—(strip of ten ride tickets purchased; 25¢) from Tollman 13.

From south end—February 28th—2.45 p.m. Tollman 18

Car Licence 10-378, Ticket 59466, Form 832, Coupon 3 and Ticket 95106, Form 619/11, Coupon 2,

---

From north end—March 1st—1.40 p.m. Tollman—Unable to discern badge number.

Car license 10-378, Ticket 59466, Form 832, Coupon 13 and Ticket 95124, Form 619/11, Coupon 10 (NOTE: Same tollman as at 2.30 p.m., Feb. 28th—Badge 13) (Strip of 10 ride purchased—25¢, Tollman 13)

From south end—March 1st—3.10 p.m. Tollman 18

Car license 10-378, Ticket 59466, Form 832, Coupon 13 and Ticket 95124, Form 619/11, Coupon 9.

From north end—March 1st—5.15 p.m. Tollman 12

Car License 10-379, Ticket 59466, Form 832, Coupon 14 and Ticket 95124, Form 619/11, Coupon 8.

From south end—March 1st—5.25 p.m. Tollman 18

Car license 10-379, Ticket 59466, Form 832, Coupon 15 and Ticket 95124, Form 619/11, Coupon 7.

(*signed*) *Special Agent X*
Constable Y

Montreal, 2nd April, 1960.

22845-2—15

APPENDIX I (*e*)

—SAMPLE—

REPORT OF C.N.R. INVESTIGATOR

On September 9, 1952, at 10:55 P.M. (EST), accompanied by Special Agent Y, I approached tollman No. 17 at the Montreal end of Jacques Cartier Bridge and handed him one 25¢ piece for our transportation across the bridge.

Tollman No. 17 accepted the 25¢ piece without asking me for any additional fare and did not issue me a receipt for the 25¢ paid him. He then turned around to collect the fare from passengers in the next car. He did not deposit any ticket in the box at this time.

The traffic crossing the bridge was light at this time.

We travelled across the bridge in car with licence number 177-724.

(*Signed*) *X Constable*

APPENDIX I (*f*)

—SAMPLE—

REPORT OF C.N.R. INVESTIGATOR

On March 17, 1957, at about 10:35 P.M. in an automobile driven by Constable Y and accompanied by two other passengers, we approached tollman bearing badge No. 1 at the Montreal South end of Jacques Cartier Bridge.

Constable Y gave this collector one 25 cent piece for our transportation across the bridge. Although we stopped long enough for the collector to request additional fare for the passengers, and issue a receipt, he failed to do either.

We travelled across the bridge in a passenger automobile bearing a proper Quebec licence.

Traffic was light at this time.

(*Signed*) *X Constable*

APPENDIX I (*g*)

—SAMPLE—

REPORT OF C.N.R. INVESTIGATOR

At about 12:25 P.M. (DST) August 21, 1958, accompanied by one other passenger, I approached toll collector No. 5 on duty on lane B at the Montreal end of the Jacques Cartier Bridge, immediately after the car driven by Constable Y accompanied by Special Agent Z. I was followed by Constable A and B in another car.

Constable Y paid the toll collector a sum of money and was issued receipts. He then drove away. Immediately after this transaction, I handed the same toll collector 25¢ and 5¢ pieces, and asked him if this was the fare across the bridge. He accepted the money without comment and did not issue me a receipt. I did not see him deposit anything in the toll box.

The tollman then directed his attention to the car behind me in which were constables A and B. I then drove away.

We travelled across the bridge in a passenger car bearing proper Quebec licence.

Traffic on the bridge was light.

(Signed) X Constable

APPENDIX I (*h*)

—SAMPLE—

REPORT OF C.N.R. INVESTIGATOR

On August 21, 1959, at about 11:00 P.M. accompanied by Constable Y, we approached a toll collector wearing badge No. 1 on lane No. 5 at the Montreal south end of the Jacques Cartier Bridge. We were immediately preceded by Constable A and Constable B in another automobile.

We were followed by Special Agent Z and Constable C in another car.

Constable A paid the toll collector for his fare across the bridge and on receiving a receipt drove on. We then moved up to the stand and I handed the toll collector a 25¢ piece. He did not attempt to hand me a receipt although he appeared to have ample time to do so. We drove on and were followed to the stand by the next automobile which was driven by Constable C.

The traffic was light on the bridge and we travelled across the bridge in a passenger auto bearing the proper Quebec licence.

(Signed) X Constable

APPENDIX II

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

INTERNAL CORRESPONDENCE

MONTREAL, 3rd December, 1947.

TO:—

Memo for file

At approximately 11.00 a.m., on this date, a surprise visit was paid to the Jacques Cartier Bridge for the purpose of checking the toll collectors' cash.

Toll Collectors J. Gagné and E. Lanteigne were on duty on the north shore. Toll Collectors R. Toupin and J. M. Savoie were on duty on the south shore.

In each instance, the collectors were requested to empty all money out of their pockets and prepare a sales report. Their cash was counted by Messrs. Oliver, Kelly and myself. The results of the inspection were as follows:—

Collector J. Gagné	in balance
Collector E. Lanteigne	75 cents over
Collector R. Toupin	5 cents over
Collector J. M. Savoie	5 cents over

All collectors were found to have placed their personal money in their lockers.

Mr. Poole and Chief Cowley were present at this inspection.

P. G. BROWN,
Port Secretary.

pgb/pc
c/c Treasury Officer
Sup. of Toll Collectors

APPENDIX III

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

INTERNAL CORRESPONDENCE

MONTREAL, 22nd January, 1953.

TO:—

Memo for file

At about 2:00 p.m. on the 20th January, 1953, a routine check was made on the Jacques Cartier Bridge toll collectors by the undersigned accompanied by Messrs. Kelly and Forrest.

The following collectors were checked with results shown:

SOUTH SIDE

A. Maher Badge No. 4	.70 over
G. Henry Badge No. 15	.59 short

Assistant Port Manager

cc: Supt. of Toll Collectors
Treasury Officer (Mr. Kelly)

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Petty Cash

I hereby certify that on the 6th day of May 1958, the Petty Cash fund in the custody of..... (for a total amount of $20.00) was checked by me, with the following results:

Certified vouchers, paid and receipted..... $ 20.00

BILLS—

Denomination		Number	Total	
$ 1.00	×	74	74.00	
$ 2.00	×	16	32.00	
$ 5.00	×	14	70.00	
$ 10.00	×	4	40.00	
$ 20.00	×	—	—	
$ 50.00	×	—	—	
$100.00	×	—	—	
	Total Bills.....			$ 216.00

COIN—

.01	×	—	—	
.05	×	33	1.65	
.10	×	62	6.20	
.25	×	158	39.50	
.50	×	—	—	
	Total Coins.....			$ 47.35
	Total Currency.....			$ 263.35
	GRAND TOTAL.....			$ 263.35

REMARKS—Spot check made. Total cash 263.35 less 20.00 petty cash=243.35. Sales report 243.65=.30cts. short.

Petty Cash received after count
Charles E. Leger

Certified
A. Poole.

rb-7-12-56

FORM 619/69-1

Badge No. 10

Collector E. LEGER

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Collector's Daily Sales Report

On duty from 7 a.m. to 11 a.m. North—No. of hours 4

Report No.....

Date, May 6

Description	Passenger	Auto One-way	One ton truck	One to two ton truck	Two or four ton truck	Four to five ton truck	Four to five ton trailer	Motorcycles	Passes	10 trip passengers	Evening trip	Miscellaneous	Truck over 7 tons	
Form No.....	619/1A	619/3A	619/6A	619/7A	619/8A	619/131A	619/103	619/9A	619/10	619/11	619/12	619/13A	619/98	619/75
Closing No.....	53676	21078	17573	69658	189402	4017	12841	91725	6954	112245	141700	44861	11351	12933
Commencing No.....	53531	20825	17479	60617	189337	4007	12827	91723	6937	112222	141700	44859	11351	12910
No. Issued.....	145	253	94	41	65	10	14	2	17	23	—	2	—	23
Rate.....	.05	.25	.25	.40	.60	.90	.70	.15	—	.25	.40	—	1.50	3.00
Amount.....	7.25	63.25	23.50	16.40	39.00	9.00	9.80	.30	—	5.75	—	.40	—	69.00.

REMARKS:

Total Sales.....$ 243.65

Short..... .30

Net Collections..... 243.35

Spot Check made at 11 a.m.

The Sum of

$.....

Received By Me

On .....

.....

Cashier

Compiled by:

A. POOLE.

.....

A. POOLE,
Supervisor.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, Sept. 1st, 1954

To:—Mr. G. Beaudet, Acting Port Manager.

RE: *Vehicle Checks J.C.B.* (No. 3)

On August 26th 1954, between 2:35 p.m. and 3:25 p.m. Messrs. Kelley and Waymann, and Constable Flynn checked the receipts of drivers coming from South to North.

Toll collectors on duty were Flynn No. 2, Houle No. 9 and Forest No. 24. Examination of receipts indicated that No. 2 had attended to 3 vehicles, No. 9 to 9 vehicles and No. 24 to 2. About 25 vehicles were stopped.

The irregularities were as follows:—

1. The 2nd vehicle stopped and which had been attended to by Flynn No. 2, had not been charged for 2 passengers.
2. The driver of the 7th vehicle stopped and which had been attended to by Forest No. 24, claimed that he had not been given 2 passenger receipts though he had paid for same.
3. A Chevrolet truck, model 1800, had been charged $0.40 by Houle No. 9, The undersigned feels that the correct charge for this model is $0.60. In another instance, Houle charged but $0.40 where it is common practice among collectors to charge $0.60, namely a "Fargo" with springs attached diagonally rather than horizontally.

Observations: Inconsistency in charges on the part of toll collectors bespeaks some carelessness on their part. It also indicates some degree of the difficulty involved in levying these charges on the basis of the long outmoded nominal rating system. The collecting of tolls on a tonnage basis for trailers and semi-trailers is, as far as I can discern, the purest of guess work. For this reason it is strongly urged that a new and simplified tariff be introduced at the earliest opportunity.

P. R. WAYMANN,
Administrative Assistant.

PRW/lm

P.S. It is only by coincidence that Flynn and Houle have been involved in the three checks carried out to date.—P.R.W.

10th February, 1955

Chief of Police

Re: Check on Vehicles Crossing Jacques Cartier Bridge

Further to your conversation of this morning with Mr. P. R. Waymann, this will confirm your verbal agreement to make an uninterrupted 8-hour check of vehicular and passenger traffic using Jacques Bridge for a period of 5-6 days commencing on 14th February, 1955.

The following procedure is suggested:—

Obtain from the Supervisor of Toll Collectors' office:

(a) The names;
(b) The position with regard to stand and number of lanes operated; and
(c) The commencing number of each type of ticket likely to be encountered.

Vehicles coming from both directions should be checked. Though truck traffic is our main concern, other types of vehicles should also be audited. In the case of commuters, the name appearing on the book of 50-trip tickets should agree with the driver's personal identification card; otherwise, book may be confiscated and driver asked to return to pay his fare.

For each vehicle stopped the following information must be obtained from the driver and any passenger(s) in the vehicle:

(a) Toll receipt number.
(b) Receipt denomination.
(c) Tariff rate.
(d) Type of vehicle.

Additional information including—

(a) Licence number, etc.
(b) Question of hitch-hiking.
(c) Make, year and series or model number OR serial No. of truck should be obtained in cases of incorrect application of tariff rates or in cases of doubt about toll(s) applicable. (Generally, any truck or tractor with a front tire size of 10.00 x 20 should be assessed 90¢ or more).

This information could be put in tabular form, somewhat as follows:

Toll Receipt Number	Receipt Denomination	Tariff Rate	Remarks e.g. type of vehicle, serial number, etc.

The Supervisor of Toll Collectors has been asked to instruct his men to ensure that a receipt is accepted by the driver and where possible to inform the public to retain these receipts while on the bridge.

For this reason and because signs to the effect are posted as well as each receipt and book of tickets stating that receipt must be retained while on Jacques Cartier Bridge, it will be perfectly in order for you to request delinquent drivers to turn back either to recover their receipt or pay again.

The public must be taught to obey the printed signs and the conditions stated on their receipts, etc.

(*Sgd.*) G. BEAUDET,
Port Manager.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Internal Correspondence

MONTREAL, April 12, 1955.

TO:—Port Manager

Check on Vehicles Crossing J.C. Bridge

For six days, from the 28th March to the 2nd April, we made a check on the vehicles crossing the bridge.

As on the previous survey made between February 14th and 18th, four constables worked each day from 8 a.m. to 4 p.m. They halted all types of vehicles at the pavilion and checked the toll receipts. A sample copy of the records has already been submitted to Mr. P. R. Waymann.

We found that in all cases the proper toll charges were collected and that the drivers now retain their toll receipts.

In order to avoid accidents, no check was made during the evening rush hours. The lighting at the pavilion is not sufficiently bright to permit our constables to see the serial numbers on the receipts during the hours of darkness.

J. R. TAYLOR,
Chief of Police.

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

December 19th, 1957.

TO:—Supervisor of Toll Collectors,
Ass't Supervisors of Toll Collectors.

Instructions relating to Checks on Vehicles Crossing Jacques Cartier Bridge.

I. OBJECT

The object of these instructions is to establish a standard procedure by which regular checks will be made on vehicles crossing Jacques Cartier Bridge. These checks will serve as an indication of the efficiency of the toll collection and will permit us to take steps for stricter application of the terms of By-Law B-13, Tariff of Bridge Tolls Applicable to Jacques Cartier Bridge.

II. DESCRIPTION OF PROCEDURE

It will be the responsibility of the Supervisor and Assistant Supervisors of Toll Collectors to make these checks. They will be made every day, at least once on each of the following shifts:

7 a.m. - 3 p.m.
3 p.m. - 11 p.m.
11 p.m. - 7 p.m.

The time when the check should be made is left to the decision of the supervisor or his assistant. It is understood that these checks should be made without attracting too much attention.

To carry out the check, the supervisor or his assistant shall proceed to the pavilion, In the vhicle of the Harbour Police patrolling the bridge. The police vehicle should never be called for that special purpose, it should be used when the police are doing one of their regular patrol.

At the pavilion, with the help of the Police, he shall stop a minimum of 20 vehicles coming from both directions, 10 coming from the North and 10 coming from the South. For each vehicle, the following information should be obtained and recorded on the forms: "Check on Vehicles" as follows:

Licence Number:

In the case of a truck semi-trailer combination, both licences should be noted.

Type of Vehicle:

This is to permit identification with the list as defined in By-Law No. 13 and to decide on Tariff Rate. The following abbreviations can be used:

Type of Vehicle	*Abbreviation*
Motorcycle	1
Passenger car (non commuter)	2-c
Passenger car (commuter)	2-d
Truck 1 ton or less	3-a
Truck 1 ton to 2 tons	3-b
Truck 2 tons to 4 tons	3-c
Truck 4 tons to 5 tons	3-d
Truck 5 tons to 6 tons	3-e
Truck 6 tons to 7 tons	3-f
Trailers 1 ton or less	4-a
Trailers 1 ton to 2 tons	4-b
Trailers 2 tons to 4 tons	4-c
Trailers 4 tons to 5 tons	4-d
Farm Vehicles	5-a

Number of Passengers

Number of passengers in the vehicle, excluding the driver. Any person hitch hiking should be considered as a regular passenger.

Tariff Rate

Rate that should have been paid, according to the type of vehicle, as defined in By-Law No. 13.

Rate for Pass

Amount of money that should have been paid at tariff rate by the number of passengers.

Toll Receipt No.

The number of the receipt that will be shown to the supervisor or his assistant upon request to the driver.

Toll Paid

Denomination as shown on the receipt handed by the driver.

Receipt No. (Pass)

The number of the receipt or receipts that the driver will have received when paying for the passengers.

Violation—V.

The difference in dollars and cents between the toll paid and the tariff rate for the vehicle. If the driver has no receipt, it should be considered that no toll was paid.

Violation—P.

The difference in dollars and cents between the rate for passengers and the amount actually paid according to the number of receipts shown. No receipt, means no toll paid.

Collector No.

The Collector's Badge Number as determined by the Toll Receipt Number. When the owner of the vehicle is readily identifiable, such as in the case of a truck with the firm's name printed on the body or otherwise, it should be noted in the Remarks column.

III. IRREGULARITIES

Any irregularities must be corrected immediately.

Any driver who cannot show his receipt or shows a receipt not sufficient to cover the amount of money that he should have paid, is presumed to have crossed on the Bridge without paying. He must be asked to return and pay proper toll.

IV. REPORTS

The form "Check on Vehicles" shall be forwarded every day to the Superintendent of Bridges by the Supervisor of Toll Collectors. In cases where violations are imputable to a Toll Collector, a separate report should accompany the form, giving the result of the investigation for each violation.

It will be the responsibility of the Supervisor of Toll Collectors to see that signs, asking the patrons to keep their receipt, are always in good order.

It will also be the responsibility of the Supervisor of Toll Collectors to see that these instructions are carried out properly.

Issued by:

J. A. Clément,
Superintendent of Bridges.

JAC/FG

c.c. Port Manager (1)
Ass't Port Manager, Adm. (1)
Bridge (7)
Police (3)
Treasury (1)
File (1)

Approved by:

Guy Beaudet,
Port Manager.

CHECK ON VEHICLES

Form 619/74-5M-12-5

National Harbours Board — Jacques Cartier Bridge

Date	Weather	Traffic	Time	Made by:	Harbour Police
18/10/58	cloudy and rain	conditions normal	10.05 P.M.	A. Poole	G.D. # 38, T. Arpin # 10

License Number	Type of Vehicle	Number of Passengers	Tariff Rate	Rate for Passengers	Toll Receipt Number (vehicle)	Toll Paid	Receipt Number (passengers)	Violations		Collector No.	Remarks
								Vehicle	Passengers		
388176	2D	—	.06	—	Q-25450	—				—	
316796	2-D	—	.06	—	Q-35894	—				—	
FY-1122	3-D—4-D	—	70-90	—	2263-1701	1.60		tickets sold in block			
FT-1495	3-C	—	.60	—	Threw away receipt sent back			.60	H. Lonetin—St. Jacques		
L-14164	3-D—4-D	—	70-90	—	7184—44923	1.60				20	
L-14164	3-D—4-D	—	70-90	—	4396-70—42786-90	1.60				3	
412934	2-C	—	.25	—	503991	.25				20	
390972	2-D	—	.06	—	Q-33158	—	Cash of 619/11			—	
FE-6718	3-E	—	1.00	—	619/13-51380	1.00				3	
L-11420	3-C	—	.60	—	Threw away ticket sent back	—		.60	J. Brunelle		
FL-3461	3-D—4-D		90-70	—	42789—4397	1.60				3	
FG-6178	3-B	1	.40	.05	130364	.45	837662			15	
N-25371	3-A	1	.25	.08	286418	.30	8707956			13	
FB-3702	3-C	1	.60	.05	278307	.65	848034			14	
FG-2476	3-C	—	.60		278311	.60				14	
L-13954	3-D—4-D	1	70-90	.05	8088—46095	1.65	807018			7	1 call back.
L-8134	3-C	1	.60	.05	276988	.65	807021			7	
FJ-711	3-B		.40	—	140319	.40				13	
N-154	5-A		.06	—	F-2099	—				—	
R-8-106	3-C		.60	—	278313	.60				14	
285994	2-C	1	.25	.05	552037	.30	848039			14	
320255	2-D		.06	—	Q-17979	—				—	

Supervisor of Toll Collectors .....

Superintendent of Bridges .....

APPENDIX "O"

NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

Jacques Cartier Bridge

Summary of agreements between National Harbours Board and private companies or individuals covering operation of trucks and buses on Jacques Cartier Bridge.

Period 20th May 1930 to date

A—TRUCKS —NIL—

B—BUSES

I—*Agreements on commuted rates*

1—Montreal Transportation Company

Date of Agreement: 18 July, 1933

Subject: Operation of buses between

(a) Montreal and South Shore Municipalities

(b) Montreal and St. Helen Island

Rate: (a) Montreal and South Shore Municipalities

(i) 18 July 1933—31 March 1959
10% of gross revenues from sales of tickets for transportation of passengers on services covered by agreement with a minimum of 1c per passenger.

(ii) 1 April 1959 to date
Rate equal to single cash fare for an adult passenger between Montreal and the most distant point in the South Shore municipalities on the particular service concerned. With a minimum of 20c per bus for one way passage.

(b) Montreal and St. Helen Island

(i) 18 July 1933—17 July 1938
10% of gross revenues from sales of tickets for transportation between Montreal and St. Helen Island with a minimum of ½c per passenger.

(ii) 18 July 1938—31 March 1959
10% of gross revenues from sales of tickets for transportation between Montreal and St. Helen Island with a minimum of ¼c per passenger.

(iii) 1 April 1959 to date
Rate equal to single cash fare for an adult passenger between Montreal and St. Helen Island with a minimum of 10c per bus for one way passage.

Conditions: (i) Payments to be made on the basis of a monthly statement showing the number of buses which crossed the bridge during the month and the number of passengers carried therein.

(ii) Monthly statement to be certified by an approved firm of chartered accountants.

(iii) Board had right to inspect books of Company at any time.

2—*Autobus Inter-Cité Limitée*

Date of Agreement—1 August 1944

Subject: Operation of buses between City of Montreal and Montreal South, Ville Jacques Cartier.

Rate: (i) August 1944—31 March 1959
10% of gross revenues from sales of tickets for transportation of passengers on subject services with a minimum of 1c per passenger.

(ii) 1 April 1959 to date
Rate equal to single cash fare for an adult passenger between Montreal and the most distant point in services concerned, with a minimum of 20c per bus for one way passage.

Conditions: Same as Montreal Transportation Co.

3—*Chambly Transport Incorporé*

Date of Agreement—10 May 1948

Subject: Operation of buses between City of Montreal and City of St. Lambert, Greenfield Park, Mackayville and St. Hubert.

Rate: Same as Autobus Inter-Cité Limitée

Conditions: Same as Montreal Transportation Co.

II—*Agreements at Tariff Rates*

1—*Provincial Transport Company*

Date of Agreement—1 November 1947

Subject: Payment of tolls for buses crossing Jacques Cartier Bridge on a monthly basis.

Rate: As per bridge tariff—National Harbours Board By-law B-13.

Conditions: Same as Montreal Transportation Company.

2—*Eastern Greyhound Lines*

Date of Agreement—1 February 1952

All other terms and conditions same as Provincial Transport Company.

3—*Interprovincial Coach Lines Inc.*

Date of Agreement—15 June 1949

All other terms and conditions same as Provincial Transport Company.

Agreement cancelled 29 March 1953.

4—*Laramée Coach Lines*

Date of Agreement—1 February 1955

All other terms and conditions same as Provincial Transport Company.

Agreement cancelled 1 June 1955

5—*Autobus Drummondville Limitée*

Date of Agreement—1 February 1955

All other terms and conditions same as Provincial Transport Company.

Agreement cancelled 7 September 1959

6—*Les Autobus Sorel-Ste-Angèle Limitée*

Date of Agreement—1 February 1955

All other terms and conditions same as Provincial Transport Company.

Agreement cancelled 7 September 1959

Montreal, 4th April 1960.

APPENDIX "P"

JACQUES CARTIER BRIDGE

REDUCTION IN DEBT CHARGES—$445,000

Filed in answer to a request made by Mr. Browne (*Vancouver-Kingsway*) on Page 297 of Proceedings No. 6

Annual interest at 5% on $19,000,000 Harbour Commissioners of Montreal bonds		$ 950,000
U.S. Exchange, at 10½%, the rate in effect at the time the 1949 Annual Report of the Board was written and in which reduction in annual debt charges was mentioned		99,750
		$1,049,750
DEDUCT:		
Annual interest at 2¾% on $20,049,750—Certificate of Indebtedness issued to redeem $19,000,000 H.C.M. bonds	$551,368	
Amortization of Redemption Expenses	52,488	603,856
Estimated annual reduction in debt charges		$ 445,894

APPENDIX "Q"

JACQUES CARTIER BRIDGE

INVESTMENTS

Filed in answer to a request made by Mr. Keays on Page 307 of Proceedings No. 6

Investments held by the Board, as at March 24, 1960
(available for application in reduction of Capital Debt)

	Maturity Value	*Market Value*
Canada Treasury Bills	$ 600,000	600,000
Canada 2¾% bonds, payable April 1, 1960	950,000	949,810
Canada 5½% bonds, payable October 1, 1960	500,000	503,750
Canada 3% bonds, payable May 1, 1961	500,000	498,000
	$2,550,000	$2,551,560

APPENDIX "R"

JACQUES CARTIER BRIDGE

Interest on Capital Debt and Deficit Debt for the year 1959

Filed in answer to a request made by Mr. Browne (*Vancouver-Kingsway*) on page 310 of Proceedings No. 6

Capital Debt—$14,926,000		
Interest for one year on $14,926,000 at 2¾% per annum		$ 410,465
Deficit Debt—		
Principal	$6,489,605	
Interest	7,020,691	
	$13,510,296	
Interest for one year on $6,489,605 at 5% per annum		324,480
Total interest charges for the year 1959		$ 734,945

NOTES:

1. Interest on the Capital Debt for the year 1959, $410,465, was paid on December 31, 1959.
2. Interest on the Deficit Debt for the year 1959, $324,480, remains unpaid and is included in the interest on Deficit Debt figure of $7,020,691.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

PROCEEDINGS

No. 10

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

THURSDAY, APRIL 7, 1960

RECEIVED
APR 19 1960
Library of Parliament

WITNESSES:

The Honourable George Hees, Minister of Transport; and of the National Harbours Board: Messrs. Maurice Archer, Chairman; G. Beaudet, Port Manager, Montreal Harbour; and J. A. Clément, Superintendent of Bridges, Montreal Harbour.

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960

22952-6—1

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: Gordon K. Fraser, Esq.

Vice-Chairman: W. Marvin Howe, Esq.

and Messrs.

Allmark,
Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Bruchési,
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Herridge,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
Phillips,
Pigeon,
Pratt,
Rapp,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Thompson,
Tucker,
Valade,
Wratten—60.

Eric H. Jones,
Clerk of the Committee.

MINUTES OF PROCEEDINGS

THURSDAY, April 7, 1960.
(17)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.30 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Asselin, Badanai, Baldwin, Bell (*Saint John-Albert*), Bourbonnais, Bourget, Brassard (*Chicoutimi*), Brassard (*Lapointe*), Browne (*Vancouver-Kingsway*), Bruchési, Campbell (*Stormont*), Chevrier, Chown, Denis, Deschatelets, Dumas, Fisher, Fraser, Horner (*Jasper-Edson*), Howe, Keays, Kennedy, MacInnis, Martini, McGregor, McPhillips, Pascoe, Pigeon, Phillips, Rapp, Rogers, Rynard, Smith (*Calgary South*), Valade, and Wratten. (35)

In attendance: The Honourable George Hees, Minister of Transport; and *of the National Harbours Board:* Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer; and J. A. Clément, Superintendent of Bridges, Montreal Harbour; and *of the Canadian National Railways:* Mr. Walter Smith, Executive Representative, Ottawa.

The Committee resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

The Chairman reminded the officials of the National Harbours Board who were present as witnesses, and also Miss Paulette Cyr, Interpreter, that they were still under oath.

Pursuant to the direction of the Committee on April 5th, Mr. Archer produced to the Chairman two files of documents which he stated contained all of the personal and confidential letters regarding employment on the Jacques Cartier Bridge at Montreal since its inception which were on the files of the National Harbours Board and its officials. The Chairman placed the said files in the custody of the Clerk of the Committee to be kept under lock by him.

Messrs. Archer, Beaudet and Clément were called; they answered questions asked of them at previous meetings.

The said three witnesses were further questioned on matters arising from the memorandum regarding the Jacques Cartier Bridge which Mr. Archer had presented to the Committee on March 14th. The Honourable Mr. Hees answered certain questions which were directed to him.

During the proceedings, the Chairman informed the witnesses of the protection afforded to them in giving evidence before the Committee. The Clerk of the Committee then read the second paragraph of Citation 309 of Beauchesne, 4th Edition, which is relevant to the said matter.

At 12.27 o'clock p.m. the Committee adjourned until Orders of the Day are reached in the House in the afternoon of this day.

22952-6—1½

AFTERNOON SITTING

THURSDAY, April 7, 1960.
(18)

At 3.35 o'clock p.m. this day, the Standing Committee on Railways, Canals and Telegraph Lines resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge and the Victoria Bridge at Montreal, Quebec, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Asselin, Bourbonnais, Bourget, Bourque, Brassard (*Chicoutimi*), Brassard (*Lapointe*), Browne, (*Vancouver-Kingsway*), Bruchési, Chevrier, Chown, Denis, Deschatelets, Fisher, Fraser, Horner (*Acadia*), Howe, Keays, Martini, McBain, McDonald (*Hamilton South*), McGregor, McPhillips, Monteith (*Verdun*), Pascoe, Pigeon and Wratten. (26).

In attendance: The same as at the morning sitting this day.

The Chairman reminded the witnesses and Miss Paulette Cyr, the interpreter, that they continued to be under oath.

Messrs. Beaudet and Clément were called being still under oath.

Mr. Beaudet made a statement in regard to threats against him which, he had been informed, had been made in Montreal on the evening of yesterday, April 6th.

Messrs. Beaudet and Clément were further questioned on matters arising from the memorandum regarding the Jacques-Cartier Bridge which Mr. Archer had presented to the Committee on March 14th.

A French-English interpreter and a French reporter respectively interpreted and recorded questions and answers made in French during the proceedings.

And the examination of the said witnesses still continuing, at 4.30 o'clock p.m. the Committee adjourned until 9.30 o'clock on Tuesday, April 12, 1960.

Eric H. Jones,
Clerk of the Committee.

NOTE: *Text of the Proceedings recorded in the French language appears immediately following this day's Evidence.*

REMARQUE: *Le texte des témoignages recueillis en français figure immédiatement à la suite du compte rendu des délibérations de la séance d'aujourd'hui.*

EVIDENCE

THURSDAY, April 7, 1960.
9:30 a.m.

The CHAIRMAN: Gentlemen, we have a quorum. Before we start, I want to remind you that the interpreters and the members of the National Harbours Board here are still under oath.

I have just been handed one file from Mr. Archer and one file from Mr. Beaudet. These are the personal and confidential files in regard to employment which were asked for last week, and which are handed to the clerk of the committee, to be kept under lock and key and only to be seen, for the present, by the steering committee.

I would suggest that immediately after this meeting this morning—we will sit until 12:30—the steering committee remain in this room so that we may get a little direction in regard to the files as to how the steering committee is going to handle this matter.

I understand that Mr. Beaudet has a few answers, or papers, to table.

Mr. G. BEAUDET (*Port Manager, Montreal Harbour, National Harbours Board*): It is just an answer, Mr. Chairman.

The CHAIRMAN: Mr. Beaudet has just an answer from the last meeting.

Mr. BEAUDET: Mr. Chairman, answering a question by Mr. Pigeon, I wish to reply, (1) all toll officers presently employed have a completely clean record; that is, a record without any irregularities in the collection of tolls; (2) during the C.N.R. investigation for the period 1934 to 1959, inclusive, 21 toll collectors investigated have kept a record intact of no irregularities. Thank you, Mr. Chairman.

The CHAIRMAN: Thank you, Mr. Beaudet. We are on Mr. Archer's report, and I have a list here of questions held over from the last meeting. The members concerned are Mr. Browne, Mr. Horner, Mr. Asselin, Mr. Valade and Mr. Howe. Mr. Browne.

Mr. CHOWN: Arising out of the last meeting, would Mr. Beaudet tell us—

The CHAIRMAN: Mr. Browne is first.

Mr. CHOWN: I was referring to a question by Mr. Pratt, where he asked Mr. Beaudet to table the overtime records for the past five years of certain, specific employees. Is that information available this morning?

Mr. BEAUDET: No, it is certainly not. It is a long job. It probably would not be tabled next Tuesday, either.

The CHAIRMAN: Could you table it for the 26th?

Mr. BEAUDET: Possibly; but I would not like to promise it. However, I might add this, that the number of hours shown on the document which we

have tabled—appendix F, page 330, proceedings No. 6—while this document shows hours worked, regular and overtime, they are not hours worked, in the full sense of the word. I would like to explain that.

If we consider the first case, Mr. André Décary for the period June 29 to July 1, he is reported as having worked 17 hours at regular time and five hours at overtime. Adding up the total makes 22 hours, at $1.64 per hour, it gives a gross earnings of $36.08. This might indicate that Mr. Décary had actually worked five hours overtime, in fact, he has been paid for overtime for a period of five hours.

If, for this overtime, he was paid at double the hourly rate he would have worked two and a half hours, to be paid for five hours. On the overtime work reported in this appendix, part of it might have been at double-time for Sunday and holiday work, or part of it might have been at time-and-a-half. So, while it may appear from reading the document that we are reporting actual hours worked at the overtime rate, it is actually the number of overtime hours paid at straight time.

Mr. CHOWN: I think we should have an analysis of several of the more extreme cases, Mr. Chairman, if that is the situation.

The CHAIRMAN: Could you give us that?

Mr. BEAUDET: Yes.

The CHAIRMAN: And that would be done about the 26th of this month?

Mr. BEAUDET: For five years, this means looking over—

The CHAIRMAN: No, you do not want a full five years, do you, Mr. Chown?

Mr. CHOWN: No; I said, several of the extreme cases—a breakdown.

The CHAIRMAN: Just cases that are outstanding.

Mr. BEAUDET: Yes, Mr. Chairman.

The CHAIRMAN: Just three or four cases.

Mr. BEAUDET: Mr. Chairman, we shall table a document on the greatest figures of overtime shown on the appendix.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, I would like to ask Mr. Beaudet about the toll supervisors that are referred to on page 3 of this document that was tabled last day, record of checks or investigations of toll collections.

On page 3 it sets out the duties of the toll collectors and toll supervisors. We seem to have had a good deal of information about the actual toll collectors, and I would now like to find out what checks were made on the activities of the supervisors themselves; how long they had been in their jobs; had there ever been cause to make any changes there?

We do not seem to have a record of their employment, although we have so many documents here now that it may be buried in here somewhere that I have not come across.

The CHAIRMAN: Pardon me just a moment. If there are any members here who have not these documents from the last meeting, we have some here. The minutes of the last meeting have not been printed yet; they should be ready today, or perhaps tomorrow. Does anyone wish these documents? Anybody else?

Mr. BEAUDET: Appendix G, page 96 shows, for the various dates, the names of the supervisor of toll collectors and assistant supervisor of toll collectors. Regarding the supervision of the supervisor of toll collectors, I would like Mr. Clement—who is the superintendent of the bridge, the immediate director and the supervisor of these employees—to answer the questions. Mr. Clement.

Mr. J. A. CLEMENT (*Superintendent of Bridges, Montreal Harbour, National Harbours Board*): The supervisor of toll collectors, together with the assistant supervisor of toll collectors, were working, each one on different shifts, and on each of these shifts they were responsible for the efficient operation of the bridge and the preparation of all reports necessary for the operation of same.

He was under the authority of the superintendent of bridges. Their specific duties were to: (1) assign personnel to working shifts, in accordance with master schedule and rotation instructions; (2) prepare annual leave schedule for all personnel; (3) investigate and record all leave of absences or tardiness; (4) investigate grievances and report; (5) ascertain that the physical facilities were not abused by personnel and public; (6) check and sign all cash and sales reports of toll collectors; (7) ascertain that the rules and regulations governing toll collectors were strictly adhered to; (8) ascertain that tolls were collected in accordance with Montreal by-law tariff of tolls applicable to Jacques Cartier bridge; (9) follow up on efficiency of all personnel connected with the operation of the bridge; (10) investigate all discrepancies between cash and sales reports; (11) make recommendations for disciplinary action; (12) issue requisitions for materials, maintenance, uniforms, toll equipment, and so on; (13) authorize stationery requisitions; (14) call for towing services on bridge if and when necessary; (15) advise and make recommendations to superintendent of bridges on all matters regarding operation of the bridge.

Mr. MCGREGOR: May I ask who this man was, Mr. Chairman?

The CHAIRMAN: Mr. Clement.

Mr. CLEMENT: Who the supervisor of toll collectors was, or me?

Mr. MCGREGOR: Yourself?

Mr. CLEMENT: No; the man I am talking about is the supervisor of toll collectors, or his assistants.

Mr. MCGREGOR: What is his name?

Mr. CLEMENT: Mr. A. Poole.

Mr. BROWNE (*Vancouver-Kingsway*): Do you have the names of all these men when they were appointed, how long they were in the job, and who recommended them to be appointed?

Mr. CLEMENT: In proceedings No. 3, page 96, appendix G.

The CHAIRMAN: The names are all there.

Mr. BROWNE (*Vancouver-Kingsway*): Were there ever any specific investigations made on their activities to see how they were carrying out the duties that you have outlined?

Mr. CLEMENT: Yes; every time there was a discrepancy, the supervisor of toll collectors had to make an investigation and make a report, and at times it was found that some errors, some clerical errors, were made by these assistant supervisors.

Mr. BROWNE (*Vancouver-Kingsway*): But the toll supervisors seem to have had a good deal of responsibility for this whole operation, and the same men appear to have been in the job for a good long time. I am just wondering if any special investigation was made into the toll supervisors; that is, to find out how they were carrying out their duties.

Mr. CLEMENT: I was seeing them every day in connection with their work. The thing that I am not too keen on is, what do you mean by "special investigations"?

Mr. BROWNE (*Vancouver-Kingsway*): Was there ever a police investigation to find out—

Mr. CLEMENT: No, I do not recall any police investigation.

Mr. BROWNE (*Vancouver-Kingsway*): Did the C.N.R police ever investigate the toll supervisors?

Mr. CLEMENT: No.

Mr. BEAUDET: I might reply to this, Mr. Chairman. The Canadian National Railways investigators were never asked to investigate the supervisors of the toll collectors or the assistant supervisors of toll collectors, or the superintendent of bridges, or the port manager.

Mr. BROWNE (*Vancouver-Kingsway*): Were any of these men checked over a long period of years? I think it is evident from the material that we have had placed before us that almost every time a check was made it was found that the employees were not complying with the regulations of the bridge. These same men have been left in these same positions during the whole course of that time.

Has there ever been any disciplinary action taken against a toll supervisor at any time?

Mr. BEAUDET: Mr. Chairman, I might reply for the period when there was no superintendent of bridges, and say that there was nothing ever brought to my attention which would indicate that these men were not carrying out their duties properly.

We have to remember that a government employee, having reached a certain classification and a certain range of remuneration, cannot just be dismissed on slight suspicion; while in private enterprise, if any doubt or the least suspicion arises, a manager could be justified in dismissing a man on the spot. In that case, there will not be, and there will never be, any questions asked.

However, in the case of a government employee we have to remember that such action taken by management could at any time be questioned in the House of Commons and the management might have to reply and justify his actions in dismissing a government employee.

Mr. BROWNE (*Vancouver-Kingsway*): You have stated that you had suspicions for some time that the bridge was not operating efficiently, and it was the specific duty of these toll supervisors to see that it did operate efficiently. They were the ones that were charged with that direct responsibility, and yet, so far as I can see, nothing has ever been said to them at any time to question what they were doing there, even with all of this responsibility which they had, to see that it was done efficiently.

Mr. BEAUDET: May I ask, Mr. Browne, whether I ever stated that nothing had been done? In my conversation with—

Mr. BROWNE (*Vancouver-Kingsway*): Then could you tell us what was done?

Mr. BEAUDET: Prior to the appointment of Mr. Clement in 1956—I should talk about the period of 1954 to 1956—on many, many occasions I have seen the supervisor of toll collectors in private interview in my office, and I have asked this following question: "Do you have any reason to doubt the efficiency of the toll collectors?"; and the answer was always, "No, positively no". I would then go on further and say, "You hear some of the rumours that I am hearing, no doubt?" He would reply "Yes, I certainly hear these rumours; but I can certainly not see that they are justified."

Then he would go on to say, "We hear rumours that a number of people are falsifying their income tax returns, but how can it be proved? We hear a lot of rumours that certain waiters in taverns, or certain cashiers in bars, would not be completely correct in the handling of the management funds, but that does not indicate that it can be proved."

He would go on to say, "I am watching", or "supervising these employees very carefully, and I have to report that I see absolutely nothing wrong in the carrying out of their duties".

I was dealing with the supervisor of toll collectors personally up until 1956 only. From there on he was not reporting directly to me; he was reporting to the superintendent of bridges—and Mr. Clement might be in a position to elaborate on his conversations with the supervisor of toll collectors.

Mr. BROWNE (*Vancouver-Kingsway*): The police investigations that have been made show that there was inefficiency on the bridge in the collections. They never made an investigation where inefficiency was not uncovered. Did you point out to him that there had been an investigation on the bridge and, notwithstanding what he had said, it was operating inefficiently, by the evidence produced by the investigating officers?

Mr. BEAUDET: Yes, but up to 1954, definitely, there were some irregularities, but nothing that would justify concluding that there was wholesale inefficiency.

Some of these irregularities could have been bona fide mistakes. Even in the cases where a receipt was not handed to a car, it did not mean—in the first four investigations, at least—that the money did not find its way to the National Harbours Board treasury, because you must remember that under the regulations the toll collector could do one of two things with those receipts. That is, he could give it to the driver who paid the toll fare in cash, or throw it in the mutilating boxes.

While the reports tabled here may indicate that no receipt was issued to the driver, it does not indicate whether or not the receipt was thrown in the mutilating box. For this reason I had a long talk with the Canadian National Railways investigator, or the chief of the investigators, to ask him to determine in other investigations whether or not the receipts were going in the mutilating box. Until we had that proof, we could not say that the money was misappropriated.

Mr. BROWNE (*Vancouver-Kingsway*): But did not the police go across with three automobiles and then check on the serial numbers of the tickets?

Mr. BEAUDET: Yes, but that was in 1958.

Mr. BROWNE (*Vancouver-Kingsway*): There was no time previous to that, then?

Mr. BEAUDET: No.

Mr. BROWNE (*Vancouver-Kingsway*): This position of toll supervisor has been abolished now?

Mr. BEAUDET: Yes.

Mr. BROWNE (*Vancouver-Kingsway*): Has there been anything set up to replace that?

Mr. BEAUDET: Yes, the Bridge Supervisor.

The CHAIRMAN: Mr. Asselin.

Mr. ASSELIN: I have a few questions for Mr. Beaudet. When people were sent to you for a job, what were the types of jobs that you were in a position to offer them?

Mr. BEAUDET: Are you referring to men applying for the position of toll collectors, or for other positions?

Mr. ASSELIN: Toll collectors and other positions—both. You have a position for a toll collector, and other positions: I am referring to them.

Mr. BEAUDET: To start with, I might say that I am not receiving, and never have received in my office, any applicant for a position. This is the job, the responsibility, of the chief of personnel.

Mr. ASSELIN: Who is the chief of personnel?

Mr. BEAUDET: Mr. J. P. Trudel, at the present time.

Mr. ASSELIN: Did Mr. Clement receive any applications for toll collectors jobs?

Mr. CLEMENT: Yes.

Mr. ASSELIN: Did you receive any application for other jobs on the bridge, instead of toll collectors jobs?

Mr. CLEMENT: The only applicants that ever came to me were for a position—of course, you are now talking about toll collectors on the bridge?

Mr. ASSELIN: That is right.

Mr. CLEMENT: —were for positions of toll collectors. The other jobs were for clerks and assistant supervisor of toll collectors. All these positions were filled within the personnel of the harbour. In other words, the procedure as far as staff personnel is concerned is this: whenever there is a staff position open, you have to advertise it throughout the harbour so that anybody can apply for that position. I am talking about staff now; this is not toll collectors. So that all the positions that were ever open under my regime—if you may call it that, since I am the superintendent of bridges—were always filled in from personnel already working for the harbour.

Mr. ASSELIN: Can you tell us what is the percentage of people asking for a toll collector's job, instead of other jobs, on the Jacques Cartier bridge?

Mr. CLEMENT: I am not in a position to answer that, because all men that came to me were only asking for positions of toll collectors; I never saw anybody else for positions on the harbour.

It could have happened at times, though, that when I told them there were no positions open, they would ask me if there was anything else on the harbour. Then I would refer them to the chief of personnel.

Mr. ASSELIN: Could you table the copies that you sent to the people who made recommendations for a toll collector's job? Do you have those copies?

Mr. CLEMENT: Yes. Do you mean the answer that we usually sent to the Members of Parliament or other important persons?

Mr. ASSELIN: This is right.

Mr. CLEMENT: Making recommendations?

Mr. ASSELIN: This is right.

Mr. CLEMENT: I can give you what was usually in those letters. We would say that we had received a letter recommending Mr. so-and-so for the position of toll collector: there was no opening available at the moment, but Mr. so-and-so would be called in to fill in an application and pass an intelligence test, and if he met with all the specifications, his name would be written on the list of applicants for the position of toll collector, to be considered if and when there was any position open.

Mr. ASSELIN: It was the same type of answer?

Mr. CLEMENT: This is just about the same type of letter. We could table a sample copy of that letter, if you want.

Mr. ASSELIN: When people were chosen as a toll collector, they would have to pass an examination first?

Mr. CLEMENT: Yes, they had to fill in an application and sit for a test; a written test, a small intelligence test.

Mr. ASSELIN: When you decided to engage them, did you first advise the people who made the recommendation?

Mr. CLEMENT: No. You mean, if I decided to hire the man, to take him on, if I advised the man who had recommended him?

Mr. ASSELIN: This is right.

Mr. CLEMENT: No, I did not.

The CHAIRMAN: Have you any other questions, Mr. Asselin?

Mr. ASSELIN: Not for now, Mr. Chairman—later.

Mr. HORNER (*Acadia*): Mr. Chairman, I would like to ask Mr. Beaudet some questions that were partly dealt with the other day. We have information to the effect that the C.N.R. investigators were generally called for from time to time 'way back as far as 1934, up to 1959. You said yesterday, in answer to a question from Mr. Chown, that you first received an inkling, or a hunch, that there was discrepancy in the amount of money back as far as 1952; but I notice that from 1952 to 1957 there was no—the C.N.R. were not called in to investigate it at any time.

I wondered why, if you were in doubt as far back as 1952, there was not an investigation between 1952 and 1957.

Mr. BEAUDET: I do not recall having said that I had any suspicion in 1952. I said that I was asked by my predecessor to look over and supervise more closely the bridge facility in 1952. I had first of all to get acquainted with the thing before I could get suspicions.

It was in 1954 however, when I took over as port manager, that I had some serious suspicions. And in 1956 I recommended to my board that automatic toll equipment be placed in operation.

From the period 1954 to 1956 I was more concerned with the amendment of the tariff and trying to find some toll collection machine to better conditions, than to have an investigation which, as far as I was concerned, in the past had not produced the result which we could say today would have been expected. Furthermore, it was in 1956 that I recommended the appointment of a superintendent of the bridge.

The CHAIRMAN: Are there any other questions?

Mr. HORNER (*Acadia*): I believe the record will show whether you mentioned it was 1952 or 1954, but it seems odd that from 1954 to 1956 no investigation was called for. There were investigations in 1957, 1958, and 1959; but it seems odd, while there might not have been any good come of these investigations, I think they all pointed out certain laxness on the part of the toll collector.

Mr. BEAUDET: To start with, we have to remember that we are asking a crown company to perform a duty which they are not obligated in any way to perform.

Mr. HORNER (*Acadia*): Did you at any time make a request of your superiors that there should be an investigation?

Mr. BEAUDET: From 1952 to 1954 it was not my job; and from 1954 to 1956, whether I did or not, I do not remember; and from 1954 to 1956 apart from the Canadian National investigation—this is only one part of it—there were a number of verifications which were made.

In 1955, in February, I sent instructions to the chief of police to make another type of investigation because, as I said a minute ago, I was not very impressed by the results obtained from the type of investigation carried out by the Canadian National Railways.

I do not mean by this that they were not doing a good job. Far from it. They were helping us to the greatest extent of their possibilities. After all, Canadian National investigators were not the R.C.M.P.; they did not have the personnel to carry out very extensive verifications.

But to come back to the documents which we tabled yesterday, you will see that on February 10, 1955 I sent instructions to the Montreal Harbour chief of police, setting out exactly what type of investigation had to be carried out.

The Canadian National Railways investigation up to then had been mostly concerned with passenger cars. So the instructions sent to the chief of police covered more particularly the checking of trucks. It did not exclude passenger cars, but more closely covered trucks.

Furthermore you will find that in that same period, 1954, I had requested one of my administrative assistants to carry on some investigations on trucks. You will see a report from him Report No. 3, dated September 1, 1954, a report on vehicles checked, on Jacques Cartier bridge. This report was tabled on Tuesday.

Mr. HORNER (*Acadia*): Along the same line I notice that the full tariffs that were set back in 1941 were not changed until 1959. Did you at any time since 1952 take it upon yourself to suggest to your superiors that the tariffs should be changed?

Mr. BEAUDET: Yes. In 1954 I suggested to my board to change the tariffs. We were then working on a new tariff; in conjunction with the Canadian National Railways. It was in 1955 or probably early 1956, when we arrived at a satisfactory tariff.

Mr. HORNER (*Acadia*): Why were they not in order in 1959? The new tolls did not go into effect until 1959?

Mr. BEAUDET: That is right.

Mr. HORNER (*Acadia*): If you reached a conclusion in 1956, why were they not put into effect then?

Mr. BEAUDET: That is a question which I personally cannot answer, sir.

Mr. HORNER (*Acadia*): In 1956 you said you hired a bridge supervisor. Is that Mr. Clement?

Mr. BEAUDET: Yes.

Mr. HORNER (*Acadia*): What were his duties?

Mr. BEAUDET: Superintendent of bridges.

Mr. HORNER (*Acadia*): Did he have any suspicion which indicated that there were discrepancies at that time?

Mr. BEAUDET: Why not ask Mr. Clement himself?

The CHAIRMAN: Mr. Clement?

Mr. CLEMENT: I came in on May 1, 1956. Just as with any other job it takes a little while before you can find your way around. And at that time I was faced immediately with big engineering projects which were being started at that time; specifically, there was the starting of the building of the southern approaches, and the widening of the downstream lane of the bridge.

In October, 1956 there was the lifting of the bridge which was started. But I started to study the organization of the bridge itself—I mean, the staff organization and the personnel; and I believe that even though I was very busy with all these engineering projects, I found time to make recommendations to the port manager. I think that was in June, but I am not too sure of the date. However, I think it was in June.

Mr. HORNER (*Acadia*): Of what year?

Mr. CLEMENT: Of 1956. I made a recommendation to the port manager for an increase in the staff to provide better supervision. I do not think you

want to have all the details of that report. But effectively the recommendation was approved and we increased the staff in order to have better supervision.

Now at the same time the Champlain bridge was in its infancy with early discussions of designs, and when expropriation matters were being discussed, and I had to do a certain amount of work dealing with these administrative matters for the Champlain bridge.

Now, in 1957, early in January or February, by studying and analysing the financial reports—the monthly financial statements—I saw that the revenues from tolls were lower than the same figures for 1956. So I started to think what could have been happening at the bridge.

Eventually I reported to the port manager, and after discussing these matters it was then recommended to him—at that time the port manager explained to me the agreement or the understanding that the board had with the Canadian National Railways for investigations. So it was recommended that an investigation be carried on.

Eventually we had an investigation carried on in March 1957, if my memory serves me right; and out of that investigation there were four cases which stuck out like a sore thumb. And as you will see in the report at this time, page 6, March 16 to March 21, 1957; well, you have right at the top the case of collector, badge No. 1, where there were 14 checks made and in every case there was no receipt issued.

There were three other cases along the same line. So after reviewing the report, it was discussed with the port manager and it was decided right then and there to take some disciplinary action.

Now, there were three courses that we could take. The first was to bring these men into court and sue them under the Criminal Code, article 336.

The second course was that of outright dismissal.

The third course was to transfer them to another job on the National Harbours Board.

Now then, this was in a way our first experience. At that time we had to cope with the union, the brotherhood of railway employees and steamship clerks. And it was decided that we should take the third course and transfer these men to another job on the harbour, because we felt we could not take any chances in having these men go back on the bridge.

So, effectively, that is what was done; and as you have seen in the list, when it said "transferred for inefficiency", it was men that were transferred to another job. And as Mr. Beaudet has already explained at other meetings, it was felt at that time that these other jobs would not be taken up.

Now, effectively, we had to go through quite a grievance procedure and go right up to the joint committee of appeal; but the decision we had taken was upheld by the joint committee on appeal.

The CHAIRMAN: Are there any other questions?

Mr. HORNER (*Acadia*): When you were hired in 1956, did Mr. Beaudet convey to you his feeling that there were discrepancies?

Mr. CLEMENT: I do not recall that we had a discussion of that particular matter when he hired me in 1956.

Mr. HORNER (*Acadia*): It seems odd that he would not have done so, because he did have the feeling that things were not right, and he hired you as supervisor of toll collectors or something of that kind; and it seems strange that he would not have mentioned his suspicions to you.

Mr. CLEMENT: I was hired as superintendent of the bridge, and at that time the matters pressing were these big engineering projects. As you know, I am a professional engineer, and these were pressing matters. I do not recall it,

but he might have discussed it with me. But you are talking about an interview which happened in early 1956. I could tell you that the matter was brought up many times after that with the port manager.

Mr. HORNER (*Acadia*): You said that in June, 1956 you wrote a report suggesting certain staff changes.

Mr. CLEMENT: That is right.

Mr. HORNER (*Acadia*): Was that an official report? Could that report be tabled, or has it already been tabled?

Mr. CLEMENT: That I cannot answer, whether the report could be tabled or not. I think the port manager himself would have to answer that question. This was an inter-departmental report.

Mr. HORNER (*Acadia*): Could that report be tabled, Mr. Beaudet?

The CHAIRMAN: If it is in the nature of an inter-departmental report, I do not know whether it could be tabled or not.

Mr. BEAUDET: That is part of a report which was considered inter-departmental. It is in the same file which deals with my recommendations to the board on staff matters and the like. It is up to the chair to rule whether or not this document should be tabled.

The CHAIRMAN: They very seldom are tabled.

Mr. HORNER (*Acadia*): If it is not done—and I am not a lawyer and I will not press the case—but I wondered if it could be tabled.

Mr. BEAUDET: I can see nothing drastically wrong with it. This report said, if my memory serves me correctly, that at that time we had only two assistant supervisors of toll collectors, and Mr. Clement suggested that at certain hours of the night there was not sufficient supervision, and also on certain days, during the evening there was not sufficient supervision, when the duties were carried out only by a clerk, this because members of the supervisory staff were always on duty on Saturdays and Sundays so the report recommended that we ought to have at least two additional assistant supervisors, and additional clerks to obtain more statistics on the bridge. I do not think this report mentioned any irregularity.

Mr. CLEMENT: No, it was just that it was felt that in order to have more supervision we had to take on more clerical help for supervision and to look after the clerical matters of the reports.

Mr. HORNER (*Acadia*): It seems odd that some letters marked confidential are going to be looked into, while some of these reports having to do with supervision are not.

The CHAIRMAN: Do you not think that Mr. Beaudet's answer is clear?

Mr. HORNER (*Acadia*): Yes, I am satisfied with it. Now, Mr. Archer, you were vice chairman in 1952, were you not?

Mr. MAURICE ARCHER (*Chairman, National Harbours Board*): That is right.

Mr. HORNER (*Acadia*): Did it come to your notice that there were some irregularities going on at the bridge from 1952 to 1957?

Mr. ARCHER: When I came to the board as an engineer, and as engineer board representative, my first concern was to look into engineering matters right across Canada, and to familiarize myself with such ports right across Canada.

Nothing was brought to my attention at that time about the bridge, and I certainly took it that everything was right.

When Mr. Beaudet started to talk to me in 1954 or 1955 about the revision of tariffs, I certainly agreed and went along with it.

In 1956 I also approved and went to the United States to see the new toll equipment, which he had seen before, and which is now in existence, maybe with some slight variations, but essentially the same. I approved it.

Mr. HORNER (*Acadia*): Mr. Beaudet stated that in 1956 he definitely recommended that a new set of tariffs be drawn up, but that they were not adopted in 1956.

Mr. ARCHER: Well, I was not the chairman at that time. I was the vice chairman; and when I came in as chairman in 1958 I discussed this with the minister, and we went to the province on 1 May 1958, and the tariff was approved by the province in February of 1959.

Mr. HORNER (*Acadia*): You cannot say why you did not take it to the minister in 1956?

Mr. ARCHER: The other chairman discussed it with the previous minister, I am sure.

Mr. HORNER (*Acadia*): He did?

Mr. ARCHER: Yes; and when Mr. Beaudet made recommendations we had to make changes in the tariff. I think we were talking of books of tickets at that time and we had to change them to tokens. We made some revisions in the tolls.

Mr. HORNER (*Acadia*): It seems odd that all through the report they continue to refer to the long outmoded system of tariffs and collections, and it seems odd that it takes from 1941 to 1959 to bring about a change in this. So I wondered if it came to the attention of the authorities before 1958?

Mr. ARCHER: I do not think there was any recommendation before 1956 for that type of equipment. I think it was in October 1956 because I remember going to the United States in September, 1956.

The CHAIRMAN: Are there any further questions, Mr. Horner?

Mr. HORNER (*Acadia*): No.

Mr. HOWE: In connection with the investigations which took place under the Canadian National Railways police, I am sure that irregularities were shown; was there any record kept, not just of toll collectors who committed irregularities, but of patrons of the bridge who committed irregularities?

Mr. BEAUDET: No. We were certainly not in a position to know who did not pay the charges.

Mr. HOWE: Why were instructions not given to these investigators to take the numbers of the cars which were involved in these infractions or irregularities?

Mr. BEAUDET: The cars which were involved in infractions were cars hired specifically for that purpose. We could easily get from our files the licence numbers of those cars. They were cars especially rented for that purpose by the investigators.

Mr. HOWE: During that investigation were there not special investigators stationed on the bridge who noticed, when cars were going through, that they committted infractions?

Mr. BEAUDET: No. The Canadian National Railways investigators worked in the following manner: they would cross the bridge as ordinary patrons of the bridge in order to determine whether the toll collector would request payment of tolls and issue proper receipts and make charges in accordance with the tariffs.

What you may be referring to are cases of investigations by our own police, and also investigations by my own staffs, where cars would be stopped on the bridge and the driver would be requested to produce a receipt in order to prove he had paid the tolls.

In these cases certainly the licence numbers of the cars were recorded. I think we have tabled an example of this. In any event, in all these cases where our own police would stop cars, or where the supervisor of toll collectors would stop cars in the middle of the bridge—I might say that, if you are not familiar with the bridge, it is important for you to know that since this investigation was carried on in the centre of the bridge, the toll collector could not see that the investigation was carried on, because it would be carried on about a mile from the toll plaza, and the bridge has quite a substantial incline, with curves, so it made it impossible for them to see that there was an investigation being carried on.

However, I think that word somehow got around to the toll collectors when a check of vehicles was made. I had a personal experience of this.

One of my assistants was at a certain time going out on the bridge without being seen by the toll collectors. He had hardly started for 20 minutes when, standing on the sidewalk near the toll booths, I heard the driver of a vehicle shout to the toll collectors: "boys, be careful, the check is on!"

Now, referring again to your question about the license numbers, if you will look at appendix 1-D of the documents tabled, you will see that the car licence number is shown for vehicles which had committed irregularities.

Mr. HOWE: I wondered if there was a follow-up made of those cars and of the patrons of the bridge to find out why they did such a thing, or whether they got these coupons, or what the irregularity was.

Mr. BEAUDET: Yes. In most cases, when the police would stop a car at the middle of the bridge and ask the driver to produce a receipt—the answer was: "I have thrown it away". That was typical of 99 per cent of the answers given.

Mr. HOWE: What would the answer be?

Mr. BEAUDET: "I have thrown it away", meaning that he had thrown away his receipt prior to reaching the checking spot.

Mr. HOWE: Was he not committing an infraction in doing that?

Mr. BEAUDET: Yes, he was committing an infraction in doing that, and he was requested to turn around and go back to where he came from and pay again. But you could not charge this man of having committed a fraud in not paying a fare, because he had a good excuse. The only punishment you could give him was to make him turn around and go back and pay again, because he had thrown away his receipt. That was the only charge we could make according to what our lawyers would tell us.

The CHAIRMAN: Are there any other questions?

Mr. BEAUDET: There is a typical report on the check of vehicles which was tabled the other day.

Mr. HOWE: With regard to the difference in the income of the bridge when the tolls were put in, what was the ceiling? Was it that there had been an irregularity, or that the money had been misappropriated, or was it felt it was taken during the bridge operations?

Mr. BEAUDET: I did not quite get your question, Mr. Howe.

The CHAIRMAN: Would you please repeat your question?

Mr. HOWE: I refer to irregularities on the bridge, of course, when it was indicated by such an increase of income with the toll collectors of the bridge. Did the authorities have any conception that these irregularities at the bridge had to do with the loss of coupons?

Mr. BEAUDET: I cannot state this as a fact, but I can give you an opinion. I think what you want to know is whether or not the toll discrepancies went into the pockets of the toll collectors.

Mr. DESCHATELETS: Mr. Chairman, I have a point of order.

The CHAIRMAN: What is your point of order, Mr. Deschatelets?

Mr. DESCHATELETS: The hon. member is asking a question as to the opinion of the witness, and as to the reason for these discrepancies. I do not think that at this time it is a proper question. We are here to investigate facts, and I do not think that the opinion of a witness would be of value to us.

The CHAIRMAN: If the witness knows the reason, he should answer the question.

Mr. CHOWN: If he does not know the reason, then he could give an opinion.

The CHAIRMAN: Do you know the answer?

Mr. BEAUDET: I certainly do not know the facts. The R.C.M.P. are trying to find out the facts.

The CHAIRMAN: All right.

Mr. BEAUDET: I have no objection to giving an opinion, if it is so desired by the chair.

Mr. CHOWN: He gave opinions all day yesterday and there is no reason why he should not continue to do so today.

Mr. DESCHATELETS: Well, two wrongs do not make a right.

Mr. BROWNE (*Vancouver-Kingsway*): I do not know to whom his opinion would be dangerous.

Mr. HOWE: That is what I am trying to get at, namely, where the infractions occurred, whether it was through an interchange of loose coupons away from the bridge, or whether it was due to actually not giving cash receipts on the bridge, and so on.

The CHAIRMAN: I think Mr. Beaudet could answer that. He might know. Do you know if there were any discrepancies?

Mr. BEAUDET: I know for a fact it was not a matter of the exchange of coupons among the public, or the transfer of coupons. What you call coupons we refer to as tickets. It could be that a number of vehicles did not pay. That is straight inefficiency, but again I must repeat that is a matter of opinion which we cannot prove.

Mr. HOWE: In the investigations the investigators found there were a lot of loose coupons used.

Mr. BEAUDET: I might explain to you—

Mr. HOWE: Of course the investigators were given these coupons.

Mr. BEAUDET: I might explain this. The book of 50 tickets had printing on the back of book to the effect that the coupons or tickets were null and void when detached. So the toll man only had the right to detach the coupon to make it valid for crossing the bridge. The investigators of course obtained from us an expired book. They would come to the bridge in the following manner: There is the book; there is the coupon detached. They would take the coupon or ticket like this and present it to the toll man. The first duty of the toll man is to look at the back of the book where the expiry date is printed in large numerals and letters to see whether or not the book has expired. It was his duty not to accept the coupon when detached but to take one from inside the book. Of course a number of toll collectors could by looking at the number on the ticket or coupon realize immediately whether or not it was from an expired book. The number of the book was also reproduced on every ticket, and every day they were given the numbers of the books which had expired. So by a mere glance at the ticket, if he was going to accept the detached ticket, he could see whether or not the detached ticket was valid. Does that answer your question?

The CHAIRMAN: Mr. Beaudet, you said that these books expired at a certain time. When would they expire?

Mr. BEAUDET: They were good for a period of four months. So upon purchase the date was stamped by the bridge staff on the back of the book.

The CHAIRMAN: Thank you.

Mr. MCPHILLIPS: In your evidence on Tuesday, Mr. Beaudet, you stated that prior to the installation of the automatic machinery you encouraged the truck operators to purchase tickets in advance.

Mr. BEAUDET: Yes.

Mr. MCPHILLIPS: How about the busses? Were they similarly encouraged.

Mr. BEAUDET: 95 per cent of the busses were operating under an agreement whereby they would pay once a month. The complete details of these arrangements were tabled on Tuesday in a document called summary of agreements between National Harbours Board and private companies or individuals, covering operation of trucks and busses on Jacques Cartier bridge. In this document are listed most of the bus companies: The Montreal Transportation Company, the Autobus Inter-Cité Limitée, Chambly Transport Incorporé, Provincial Transport Company, Eastern Greyhound Lines, Interprovincial Coach Lines Incorporated, Laramée Coach Lines, Autobus Drummondville Limitée and Les Autobus Sorel-Ste-Angèle Limitée. There might be some other chartered bus of some unknown company that might cross the bridge.

Mr. MCPHILLIPS: They would pay cash?

Mr. BEAUDET: Yes. They would pay 60 cents for the bus and 2½ cents per passenger.

Mr. MCPHILLIPS: Would these other bus companies pay a flat sum per month and then have a pass?

Mr. BEAUDET: Are you speaking now of prior to the installation of automatic equipment?

Mr. MCPHILLIPS: Yes.

Mr. BEAUDET: Prior to the installation of the automatic equipment the agreements were of two types. The agreements at commuted rates and the agreements at tariff rates. We also had two types of agreements at commuted rates. One was with the Montreal Transportation Company for the operation of busses between Montreal and all the south shore municipalities. The rate on this was 10 per cent of the gross revenues from sales of tickets for transportation of passengers on services covered by the agreement, with a minimum of one cent per passenger. With the same company for the Montreal-Ste. Helene island route—Ste. Helene's island is located about half-way across the bridge—the rate was 10 per cent of the gross revenue of sales of tickets for transportation between Montreal and Ste. Helene's island, with a minimum of half a cent per passenger for the period of July 18, 1933 to July 17, 1938. After July 18, 1938 and up until March 31, 1959, when the new tariff came into effect, the minimum was lowered from half a cent per passenger to one-quarter of a cent per passenger. The reason for this was that the Montreal Transportation Company, following requests made by the city of Montreal, reduced its fare from Montreal to Ste. Helene's island—that is the passenger fare—by half. Ste. Helene's island had then become a park of the city of Montreal and in order to encourage people in low wage brackets to take advantage of this recreation ground, the transportation company reduced its rate by half. This is the reason for the decrease.

The same rate of 10 per cent of the gross revenue for sale of tickets for transportation of passengers was applied to Autobus Inter-Cité Limitée and

Chambly Transport Incorporé busses operating regular transportation services between Montreal and the south shore municipalities.

So much for the companies operating at commuted rates. The other companies were operating at tariff rates. The agreement merely stated that the payment of tolls, instead of being made at the toll gate—for busses—would be on a monthly basis and the payment would be based on the monthly report, produced by the company, indicating the number of busses which had crossed the bridge and the number of passengers in each bus and the capacity of the bus. Those reports had to be certified by a firm of chartered accountants acceptable to the Board.

Mr. McPHILLIPS: Now, let us get down to the actual mechanics on the bridge. When one of these busses owned by a company which had an agreement with you approached the toll collectors what happened in effect?

Mr. BEAUDET: There was a special lane for busses and the bus would go through that lane. I think they were required to stop because there was a stop sign, and then they would proceed. There was no record made at the toll gate of that bus.

Mr. McPHILLIPS: I see. Well now, in the purchase by the trucking operators of the books of tickets, was that usually done on a monthly basis?

Mr. BEAUDET: No. Again I might describe what those tickets were. They were in a reel of 100 tickets and those tickets as I explained before were in two parts; the ticket proper and the receipt. They were sold at the toll office, not at the toll gate, but at the office of the bridge, in reels of 100. Later on, I think in 1957, or 1958, reels were changed to strips of 10 tickets. Originally, however, they were in bundles or reels of 100 tickets. Now, this ticket would be accepted only when the two parts were together. One part, the part that consisted of the ticket proper, would be handed to the toll man who would throw it into the mutilating box and the other part would be retained by the truck driver to show that he had paid for crossing the bridge.

Mr. McPHILLIPS: Yes. Well now, would one ticket pass any size of truck?

Mr. BEAUDET: No. There were different tickets in those days. They were 40 cents, 60 cents, 70 cents, and 90 cent tickets—

The CHAIRMAN: It is in the minutes.

Mr. BEAUDET: And $1, and so on.

Mr. McPHILLIPS: I see. So presumably the truck driver would be provided with the ticket which fitted his truck.

Mr. BEAUDET: Yes.

Mr. McPHILLIPS: Would these large highway freighters use the bridge at night?

Mr. BEAUDET: I cannot answer that. Perhaps Mr. Clement could answer that.

Mr. CLEMENT: You are speaking about the highway transport?

Mr. McPHILLIPS: Yes.

Mr. CLEMENT: Do you mean the large semi trailers?

Mr. McPHILLIPS: Yes.

Mr. CLEMENT: No. They would mostly use the bridge in the daytime. We have them mostly during the peak hours. There would be the odd truck going over the bridge during the night but it would not be regular. The traffic would go across the bridge during the day.

Mr. McPHILLIPS: Taking the figures in appendix "O" of trucks and busses, in the first month of the automatic toll arrangement—actually it was not a full month—the trucks and busses jumped up from $37,287.79 as I calculate it and in the second month trucks and busses jumped up to $52,299.70. I am going to draw a conclusion and ask you what you think of it. My conclusion is that the trucks and busses were really the devils in this piece.

Mr. BEAUDET: You might be right, but we have also to be fair in stating that we had anticipated an increase in trucks, in any event, due to the change in the tariff on trucks from a tariff on the basis of the vehicles' carrying capacity to that of the number of axles. In theory, and in theory only, we figured out that the 40 cent truck would pay 50 cents, while the 60 cent truck would pay 50 cents and the 70 cent truck would pay 75 cents, etc. But all in all we anticipated an increase of some 10 to 12 per cent.

Also in my evidence of last Tuesday I mentioned that the trucks were the ones most difficult to check on. The C.N.R. did not find a way, or I expect did not have the personnel available, to make a thorough check of the trucks. Our own police did some, as I indicated in the reports which we tabled on Tuesday, and also the supervisors of the toll collectors were doing the checks on trucks on every shift.

The CHAIRMAN: I think Mr. Clement has something to say on this.

Mr. CLEMENT: You have drawn conclusions on trucks and busses. Following Mr. Beaudet, I think in order to be fair to the bus companies we should not say actually busses, because all these busses you have in there are mostly of these companies which were paying on a monthly basis, except for maybe a few small bus companies.

Mr. McPHILLIPS: But you took those monthly revenues into the figures in appendix "O"—the amounts they paid.

Mr. CLEMENT: Yes.

Mr. McPHILLIPS: Have you any figures to show when these truck companies purchased these tickets? What would they aggregate in a month?

Mr. CLEMENT: I cannot answer that from memory, although I could find out. Let us say we had about 50 companies buying what we called "sold en bloc" tickets. There were about 50 companies buying them. I would say it amounted to maybe an average of $100 a month for each company.

The CHAIRMAN: Have you any other questions, Mr. McPhillips?

Mr. McPHILLIPS: Not right now.

The CHAIRMAN: Mr. Fisher is next.

Mr. FISHER: Mr. Chairman, I want to ask quite a number of questions. Some of them may seem loaded, but they are not. I would first like to ask Mr. Clement how he heard of the job he took.

Mr. CLEMENT: I will be glad to answer that question. As I stated before, at that time I was doing some consulting work with a firm. After leaving for Victoriaville Furniture—I should not mention any names—I came back to Montreal and was actually on the labour market. While looking around I was doing some consulting work in the field of industrial engineering. I put my name in with the agencies we have for that, and particularly at the Ecole Polytechnique at Montreal which is the engineering faculty for the university of Montreal. The secretary of the school looked after these problems. I knew him and I had given him my name. He mentioned to me that Mr. Beaudet, the port manager, was looking for an engineer to look after bridges. I did not know exactly what it was all about so I called Mr. Beaudet. He gave me an interview and asked me to send him my pedigree. If I may call it that, which I did. Mr. Beaudet can answer as to what happened after that. I was called in later and told they were interested.

Mr. FISHER: At any time prior to getting the job did you have any contact with any political figure or organizer in any way?

Mr. CLEMENT: In what way?

Mr. FISHER: Did you have any conversations or phone calls.

Mr. CLEMENT: No. You mean prior to taking the job?

Mr. FISHER: Yes.

Mr. CLEMENT: Never.

Mr. FISHER: You took the job and began to work. At any time from the time you began your job and began to take an interest in the bridge, did you ever get any representations from any political figures in so far as the toll collectors were concerned or did you ever—I will stop there.

Mr. CLEMENT: Representations?

Mr. FISHER: Did you ever have any political figures come to see you in connection with this?

Mr. CLEMENT: Yes.

Mr. FISHER: Bypass Mr. Beaudet and go to you.

Mr. CLEMENT: Yes.

Mr. FISHER: Did this happen often?

Mr. CLEMENT: No.

Mr. FISHER: Who were the persons who came to see you.

Mr. CLEMENT: At one time one was a member of the legislative assembly.

Mr. FISHER: What was his name?

Mr. CLEMENT: Mr. Riendeau.

Mr. FISHER: What was the gist of it?

Mr. CLEMENT: He came to see me with his protege to ask me if there was not any possibility of giving him a job on the bridge. My recollection is that this particular man did not get a job on the bridge.

Mr. FISHER: Were there any other persons in this period, 1956 to 1959?

Mr. CLEMENT: Yes. There was one other member who came to see me.

Mr. FISHER: A member of the federal house?

Mr. CLEMENT: Yes.

Mr. FISHER: What was his name?

Mr. CLEMENT: Mr. Pierre Sevigny.

Mr. FISHER: What was the gist of his presentation?

Mr. CLEMENT: He just came to see me and asked me if I would be good enough to let him know when there were openings on the bridge.

Mr. FISHER: Did he give you an indication that he had been to see Mr. Beaudet?

Mr. CLEMENT: No. As a matter of fact when he asked for an interview with me I reported it to Mr. Beaudet.

Mr. FISHER: At any time in your relationships with the men under your control on the bridge was there ever any mention of their political background, or was it ever a topic of discussion or controversy in any way?

Mr. CLEMENT: I would not say controversy. It was not a topic of discussion but there was mention of men working on the bridge.

Mr. FISHER: When the government changed in the spring of 1957 was there any discussion among the personnel on the bridge which indicated there was fear of dismissal because of the change of government?

Mr. CLEMENT: None at all.

Mr. VALADE: I do not believe these questions are in order. The terms of reference of this committee are to the effect that we be empowered to consider the toll collection operations. There is no reference there to this type of questioning. I do not think it should be allowed.

The CHAIRMAN: Mr. Valade, this committee was asked to investigate the Jacques Cartier bridge and we want to give every opportunity for investigation. Personally, I do not really see any objection to the question.

Mr. VALADE: On a point of privilege, this committee is being asked to hear the words of people who came to see Mr. Clement. Mr. Clement is being asked to repeat the words exchanged in a personal conversation. I do not think this is in the realm of this committee.

Mr. CHOWN: This is really a point of law which our hon. friend has raised. I think, however, that, as subsequent witnesses are coming here, they can verify or deny any evidence that has come up previously. I cannot see any harm in Mr. Fisher's questioning.

The CHAIRMAN: I would like to ask the committee if there are any other objections.

Mr. FISHER: On the point of privilege, I may say that all I want to do is establish what seems to be an undercurrent. Now, I think that the committee needs to find out what the political connotations are and if there are none let us get them out of the way and move on to other topics. I want to find out whether or not this is an efficient operation and whether or not there was any political influence.

The CHAIRMAN: I feel quite sure, Mr. Fisher, that Mr. Hees who is Minister of Transport would like a full investigation on this. If he has any objections I would like to have him say so.

Mr. FISHER: Mr. Clement, when you formed your first impression of the bridge staff in May and June after you took the job, was it your impression that the supervisor of the toll collectors, first of all, was right on top of the job and that he understood it perfectly and completely and was doing an excellent job?

Mr. CLEMENT: Are you speaking of right after I came on the job?

Mr. FISHER: You made a report in June.

Mr. CLEMENT: Yes.

Mr. FISHER: Was this a smart, efficient staff? Did they dress smart and look smart?

Mr. CLEMENT: No.

Mr. FISHER: They were not dressed smart?

Mr. CLEMENT: What do you mean? You are asking me about right after I came on the job, immediately after?

Mr. FISHER: Yes.

Mr. CLEMENT: I would not say immediately after, but I realized at that time that the staff—this has nothing to do with the toll collectors—the staff people, the supervisors of toll collectors, assistants and the clerks, I realized they were understaffed and that they could not do their proper job of supervising the operations of the bridge. That is why I recommended that the staff be increased.

Mr. FISHER: Did you ever make any recommendation that the supervisor of tolls be changed.

Mr. CLEMENT: When?

Mr. FISHER: At any time.

Mr. CLEMENT: Yes, I did.

Mr. FISHER: When was that recommendation made?

Mr. CLEMENT: When we changed the system from a manual system to an automatic toll collection.

Mr. FISHER: Was this man pensionable or at the end of his working period?

Mr. CLEMENT: No; he was not at the end of his working period at that time.

Mr. FISHER: He did not carry on.

Mr. CLEMENT: No. I will explain this. When we changed over to the automatic toll collection system, at that time we had completely reviewed the reorganization of the bridge. The top job at the bridge was the job of bridge supervisor. With him to operate the bridge were four captains. At that time I felt that Mr. Poole, the supervisor of toll collectors was not the man for the top job of bridge supervisor.

Mr. FISHER: Why? He had been in charge since 1946.

Mr. CLEMENT: Well, the new scope of responsibilities was much larger than it was before, and then he was, I think, 63 years old, and he was a sick man. That is the reason why I felt that he should not get that job.

Mr. FISHER: You say the scope of responsibilities was larger in terms of employees, and the work being more complicated. Would you not agree with the fact that before the automatic machines the work was more complex and required greater supervision?

Mr. CLEMENT: Yes, in some ways, yes.

Mr. FISHER: If this was the case, why was the man on the job not moved to an easier job? On the contrary you are getting rid of him, yet he has been in the job for 10 years.

Mr. CLEMENT: I asked Mr. Beaudet earlier to explain it. It is a little complicated to dismiss a government employee.

I came to that job, and within a few months or so thereafter I realized that the supervisor of toll collectors was not the man for that job, and I decided to build a case against him so that whenever the time happened to change over from manual collection to the new system, I would have sufficient background to tell him that he was not the man for the job.

Mr. FISHER: And did you accomplish this?

Mr. CLEMENT: In some ways, yes.

Mr. FISHER: The fact remains that here was a man not covered by union contract, and you had nothing to fear from that. You had a number of supervisory jobs in the harbour. Why did you not go to Mr. Beaudet and suggest that there be a transfer?

Mr. CLEMENT: I did many times mention it to Mr. Beaudet, that I felt that this man was not efficient for this job; but these discussions always turned on the same point: before I should dismiss or transfer a man who has been working for so many years, you have to have a certain amount of proof; you have to be able to back up your recommendation.

It was found at that time that we did not have that proof. That is why I started to try to build up a file to have proof enough so that we could at some time fire him, or say to him: "Mr. so and so, you are not the man for the job."

Of course we were interested in putting in this new equipment, and in the same way it was felt that there was no use to start removing this man immediately.

Mr. FISHER: You had a great deal of contacts with the supervisor. You called him daily.

Mr. CLEMENT: That is right.

Mr. FISHER: You would be after him almost daily about such things as dress, efficiency, checking the rules, and seeing that the regulations were carried out?

Mr. CLEMENT: That is right.

Mr. FISHER: Did he always have satisfactory answers for you in relation to the problems which you brought up?

Mr. CLEMENT: No.

Mr. FISHER: When did you first realize that he did not have satisfactory answers?

Mr. CLEMENT: I do not know exactly when; but as I said it was maybe six months or a year after I took the job.

Mr. FISHER: Did you get the impression—and I use that word advisedly—that this man was in a sense trying to protect those underneath him?

Mr. CLEMENT: I did get that impression, but it was only an impression. However, I did get that impression from the reports. But it was only my impression. I did not have the slightest proof that he was protecting men underneath him.

Mr. FISHER: You gave him certain checking jobs to do?

Mr. CLEMENT: Yes.

Mr. FISHER: Did any of the checks that he reported to you reveal that he was inefficient or inadequate for the job that was being done?

Mr. CLEMENT: The checks of vehicles on the bridge never showed inefficiency, as far as the toll collectors were concerned.

In other words, there was never a case where the user of the bridge, when asked to show his receipt, answered that the toll collector did not give him one. There was never such a case.

Mr. FISHER: In other words, this man as supervisor never uncovered or brought to you any cases which would indicate that there was inefficiency?

Mr. CLEMENT: No, except for the surprise checks.

Mr. FISHER: Yes.

Mr. CLEMENT: There was one case where he called in a toll collector and made a spot check on his cash and it was found to be $6.00 over.

Mr. FISHER: That was the only case?

Mr. CLEMENT: That is right, and that happened, if I remember correctly, in August, 1959.

Mr. FISHER: On this particular job where the men had been in contact with each other over quite a long period of time, according to the records, what was the discipline maintained between the supervisor and the toll collectors? Was it a formal one, or was it Mr. Poole, or was he on a very friendly and first name basis?

Mr. CLEMENT: Oh, I think it was Mr. Poole. Of course, I was not always at the bridge to see on what relationship they were addressing each other; but I feel it was on the basis of Mr. Poole.

Mr. FISHER: When you informed Mr. Poole that you did not feel that he could handle the new job, what steps did he take in reaction to this?

Mr. CLEMENT: As I started to explain a while ago, when we decided to move over, we offered him a position as captain. He came over to see me and he did not like that at all. And if I remember his words correctly, he said: "this is charity!". I said: "Mr. Poole, in my opinion you are not the man for

this job. I cannot recommend you for this job. There is only one thing left to do. We can see the port manager and discuss it with him." And that is what we did.

Mr. FISHER: What was the conclusion of that interview?

Mr. BEAUDET: I told Mr. Poole that he would not get any position above that of captain because his record did not indicate that he had the competence to take a job as supervisor of the bridge. I further stated that in my opinion he would be wise, having reached the age of 62, and his health not being too good—that he would be very wise to request that he be pensioned off on the basis of ill health, which he did.

Mr. FISHER: Were you aware that shortly after Mr. Clement had taken the job, that he had formed this impression of prejudice against this toll supervisor and was building up a case so that in future plans this man might be dispensed with?

Mr. BEAUDET: Yes.

Mr. FISHER: You were aware of that?

Mr. BEAUDET: Yes.

Mr. FISHER: Because this was a sensitive point, did you ever convey this personnel problem to your superior people on the National Harbours Board?

Mr. BEAUDET: Yes, and the board even suggested to me that it was probably time to dismiss him, or that they would welcome a recommendation from me to have Mr. Poole dismissed.

Mr. FISHER: What date was that?

Mr. BEAUDET: After the Canadian National Railways investigation of 1958, because I reported to my board that in my opinion—and it was only an opinion —it was not possible to have this sort of thing going out without the knowledge —I say without the knowledge of the supervisor of toll collectors; and I did not see fit to dismiss him.

I tried to find another position on the National Harbours Board, but there was none vacant to which he could be appointed. But I could not see that we had on Mr. Poole sufficient evidence to warrant his dismissal.

You have to remember that we were dealing with a man who had 30 years of service, if not more. And he had, up to that time, been a good employee, in my opinion.

I expressed an opinion again, I think, that by 1957 or 1958 the job had become too big for his shoes. Traffic had increased very much, the number of toll collectors had to be increased, and greater supervision was required. And moreover, his health was failing.

I would like to go back to the statement I made where I said that I did not feel justified in dismissing this man. There were two reasons for this: one, we had no proof of any specific case against him; and two, as I said before, I was hoping every day to get a call from my board advising that the automatic toll equipment with a new tariff was definitely approved. It was in 1956 that my recommendation had been made for the automatic toll equipment.

Mr. FISHER: So, in a sense, you delayed making a difficult decision because you were expecting momentarily that something would come which would alter the whole thing?

Mr. BEAUDET: That is right.

Mr. FISHER: And because of the scale of the money going through the Jacques Cartier bridge, even before the toll gates, did you ever think of having an investigation made of the supervisory employees?

Mr. BEAUDET: No.

Mr. FISHER: You never considered that at all?

Mr. BEAUDET: You mean an investigation made by private detectives?

Mr. FISHER: Yes, or by government investigators of some kind?

Mr. BEAUDET: Yes.

Mr. FISHER: This is a very sensitive position. Here is a man in charge of an operation bringing in a great deal of money.

Mr. BEAUDET: I am sorry. Perhaps I did not get the point of your question correctly. I stated in my evidence yesterday that I wanted to put two undercover men from the R.C.M.P. on the bridge in 1958. I recall my conversation with Inspector Willis, when I stated to Inspector Willis that I suspected everybody from Mr. Clement down.

I said that the staff on the bridge certainly needed some type of investigation, and I said the only way it could be done would be by placing R.C.M.P. undercover-men as toll collectors.

Mr. FISHER: This idea came to you in 1958. You had not thought of it at any time from the time you took over the responsibility until then?

Mr. BEAUDET: No, not before. It was the 1958 Canadian National Railways investigation which, in my opinion, was a real investigation, with the squeeze play, as I described it before, that revealed the scope of the difficulty.

Mr. Clement just mentioned to me that we have in our files also a confidential letter dated 1938 where the then port manager suggested that R.C.M.P. undercover men be hired as toll collectors for the bridge.

Mr. FISHER: At no time did you ever get a suggestion from the National Harbours Board officials—I mean senior officials—that you should, because of the money coming in, and because of this being a sensitive area due to human feelings—there was no suggestion then that you should initiate an investigation?

Mr. BEAUDET: I do not recall any such suggestion.

Mr. FISHER: Did you not in your relations with the National Harbours Board officials have a discussion of the whole question of the cash income coming into your operations, and of how you could be absolutely sure there was nothing being drained into other fields or pockets?

Mr. BEAUDET: The only way I could reply to this question is to say that ever since I had been appointed port manager, my board had given me all the possible latitude to make this as tight an operation as possible. They were no doubt aware of some difficulty in this operation, but I do not recall that at any time they instructed me, or gave me any specific instructions, as to what to do. But they certainly supported me in everything I did, and they gave me all possible latitude to do whatever I felt had to be done to protect the bridge revenues.

Mr. FISHER: What are the areas of revenue in the Montreal harbours board?

Mr. BEAUDET: The bridge is one, but it is certainly not the largest one. There is revenue from the wharfage on goods. There is revenue from the operation of grain elevators. There is revenue from the operation of railway terminals. There is revenue from the operation of the cold storage warehouse. There is revenue from the operation of floating units, such as floating cranes, docks, derricks, barges, and the like. There is revenue from shore equipment for the handling of goods. There is revenue for all types of services provided to board customers, such as electricity, water, and land rental. I am only mentioning a few.

Mr. FISHER: Are any of these sources of revenue in terms of cash, the way the bridge was?

Mr. BEAUDET: Yes.

Mr. FISHER: Which ones?

Mr. BEAUDET: The wharfage, the cold storage warehouses, and the harbour master's department. And in the grain department there are some services.

Mr. FISHER: I mean things done on a cash basis between an employee and the person taking advantage of the services, or getting the services?

Mr. BEAUDET: Not I think in a direct sense, not in an across-the-counter cash receipts.

Mr. FISHER: Is the Jacques Cartier bridge the only one of your services in which you do have this cash coming in?

Mr. BEAUDET: No.

Mr. FISHER: What are the others?

Mr. BEAUDET: At the wharfage office there is a place there where the cash is handed in for payment of wharfage; and the same applies to a very limited degree to the cold storage warehouses. But the majority of the accounts are paid by cheques. And also I would say to a very limited extent to the harbour master's department.

Mr. FISHER: But in the main the big bulk of your actual cash revenue came in through the Jacques Cartier bridge?

Mr. BEAUDET: No, I think that the wharfage office has a larger cash take in than the bridge.

Mr. FISHER: It would handle up to $1 million a year?

Mr. BEAUDET: Oh yes, up to $3 million.

Mr. FISHER: This is outside our scope, but I hope you are sensitive to the possibility of human frailty there?

Mr. BEAUDET: Yes. The system in the wharfage office is one under which they issue a wharfage ticket, and a numbered receipt is issued. It is certainly possible to check very closely there.

The CHAIRMAN: We are not into that matter now.

Mr. FISHER: I would like to ask Mr. Clement if there has been close liaison with the Montreal police in so far as the bridge is concerned, and the traffic aspect of it?

Mr. CLEMENT: Yes, with respect to traffic up to the entrance of the bridge, but not on the bridge. With the traffic up to the entrance of the bridge there was always very close liaison with the city of Montreal police.

Mr. FISHER: You never had complaints or you never made any suggestion to the Montreal police?

Mr. CLEMENT: No.

Mr. FISHER: You never checked with the provincial police in any way concerning this situation?

Mr. CLEMENT: No.

Mr. FISHER: You never had complaints brought to you from those two bodies?

Mr. CLEMENT: No, never.

Mr. FISHER: Did you ever have any complaints brought to you by your own harbour police?

Mr. CLEMENT: Not that I recall, no.

Mr. FISHER: Am I correct in saying that it would be possible if a toll collector knew someone was coming, or recognized his car, that he might just let him go through without any trouble?

Mr. CLEMENT: You are asking me?

Mr. FISHER: Yes.

Mr. CLEMENT: Yes, very possibly.

Mr. FISHER: Did these men live in communities on the south shore?

Mr. CLEMENT: The toll collectors you mean? Not all of them; some of them did live on the south shore.

Mr. FISHER: Would it not be possible for a toll collector to make an arrangement with someone he knew, such as a neighbor, and to say: "I will not stop your car. I will let you through. And at the end of the month, or at a certain time, you can give me something." Is that not possible?

Mr. CLEMENT: Yes, certainly.

Mr. FISHER: To me this would be a very obvious way for a man to look after his friends, or to look after his own pocket. What kind of checks did you make to check on this possible subterfuge?

Mr. CLEMENT: You are talking about commuters now, going across the bridge?

Mr. FISHER: Yes, regular customers.

Mr. CLEMENT: I never made any checks. There could not be any checks, because these commuters buy a book of 50 tickets, and every time they would cross the bridge, they would have to give up a ticket.

Mr. FISHER: Theoretically they had to.

Mr. CLEMENT: Yes. So the only check that could be made was to station somebody to see if the man was giving up a ticket or not.

Mr. FISHER: Did you ever do that on a consistent basis?

Mr. CLEMENT: No, I never did.

Mr. FISHER: Did you ever ask the supervisor to check this particular possibility?

Mr. CLEMENT: I did not have to ask him. That was his job, to see that commuters were paying their way.

Mr. FISHER: He never reported once that there was any collector permitting a friend or relative to go through without paying?

Mr. CLEMENT: No, never.

Mr. FISHER: On the area of passes, was this ever given to you as an explanation for any discrepancies, when you checked with the supervisor?

Mr. CLEMENT: You are talking about cash?

Mr. FISHER: Yes.

Mr. CLEMENT: No, it could not be given as an argument for a discrepancy.

Mr. FISHER: Did the supervisor or any of the toll collectors ever use the fact that passes were in distribution as an excuse or an answer for any insufficiency that appeared in your investigation?

Mr. CLEMENT: No.

Mr. FISHER: That was never tried?

Mr. CLEMENT: No, I do not recall ever having any of those arguments used. Oh, excuse me. The only argument that I had once was that it just happened sometimes that when a man with a pass would come up to the toll collector, he had to show his pass, and it happened that some of these men with passes would not show their passes, and they were a little bit difficult sometimes when the collector would ask them to show their passes. That is the only argument in connection with passes that I have had.

Mr. FISHER: We have heard rumours—and this is because of the threats made to Mr. Beaudet and Mr. Sevigny—that this thing was organized on a

criminal basis. Did you at any time before the actual threat directed to Mr. Beaudet—did you at any time have any inkling of suspicion that such a possibility existed?

Mr. CLEMENT: I would say suspicion; I mean, in my own mind, I thought it could be a possibility.

Mr. FISHER: What led you to think there was such a possibility?

Mr. CLEMENT: Just my own logical conclusion that it could be.

Mr. FISHER: I would like to switch to Mr. Beaudet and ask him to go back to something I mentioned earlier. He brought in statistics the other day, and I am still baffled as to how someone examining the statistics of the bridge as they developed would not be concerned over discrepancies in the total number of passengers that were listed as paying fares. I want to go back again to 1951 when you had 4½ million autos and 12 million passengers, while in 1957 you had 9,593,000 autos and only 13,600,000 passengers.

Now, this is something which hits you right in the eye in the statistics. How can you explain a change in trend such as that, which is revolutionary, without suspicion beginning to dawn? Because if you look at the years between 1951 and 1957 you find that the increase in the number of automobiles crossing the bridge is somewhere in the nature of 500,000 to 600,000 a year, yet there is no increase in the number of passengers. This is baffling.

Mr. BEAUDET: I asked that very same, specific question of Mr. Clement in late 1958. The only answer I could give you would be the answer he gave me. Could he repeat it to you?

Mr. ASSELIN: Will you repeat it?

The CHAIRMAN: Yes, Mr. Clement will repeat it.

Mr. CLEMENT: In the first place, may I point out how these figures may not be exactly right. In 1951 the number of passengers per car was in the order of four. As I say—

Mr. FISHER: It is about three to one.

Mr. CLEMENT: Well, I did not even look at this. While in 1957 it was—

Mr. FISHER: It was halved; it was about one and a half.

Mr. CLEMENT: One and a half, 1.8. You say: How could you see these figures without having any suspicion? We had suspicions, and that is what I reported to the port manager.

Mr. FISHER: This, in a sense, is not your responsibility, Mr. Clement, because I want to come back to this trend.

If you look back to 1948, you have just under 3 million cars coming over the bridge, and 10 million passengers. Ten years later you have only 12 million passengers and yet you have four times as many cars. This is a startling discrepancy that builds up in a steady ratio. I cannot believe driving and passenger patterns would change that much.

Mr. BEAUDET: From what year was that?

Mr. FISHER: From 1948 to 1958 you went from just under 3 million cars to almost 10 million cars, and yet the number of passengers only increased 2 million. This, in terms of change and alteration, is a fantastic thing. I got this from your annual report figures.

Here is a discrepancy that should surely have aroused the suspicions of the people who examined your report?

Mr. BEAUDET: Yes, it did too. I, certainly, for my part, saw the report of the average passengers per car; we had it on a monthly basis. And the average was regularly coming down from, as you said, three to one and a half.

It did arouse suspicion; it certainly did. I knew that possibly some collectors were not making a charge for passengers.

Mr. FISHER: Did that suggest collusion to you between them and the car drivers, or—

Mr. BEAUDET: No, not necessarily collusion in the case of the passengers. I think it is more straight indifference, a bit of laziness maybe, which would account for the word that we have used so far, inefficiency. I do not think, at 2½ cents par passenger, they would be interested; and there is no doubt—

Mr. FISHER: Remember the scale. The scale is immense, when you get millions of passengers.

Mr. BEAUDET: I could see the scale. But let us take the automobiles. I want to show you, in money, what it means. We will take the report showing the passengers—passengers were the type of collusion you were referring to, could occur—and we will multiply this by 2½ cents, to arrive at a figure, the fantastic figure that you are referring to.

I have not worked it out, but with your permission I would like to take a minute to work it out.

Mr. FISHER: Fine.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, may I ask Mr. Clement a supplementary question while we are waiting for this?

The CHAIRMAN: No.

Mr. CLEMENT: I have a little item here. There is also the ratio of the number of persons per car. In other words, there were more cars about.

Mr. FISHER: We would expect this trend, but this is a pretty fantastic change.

Mr. CLEMENT: Do not forget the actual investigations of the C.N.R. showed that receipts were not issued, or payment for passengers was not asked, as you can see in the reports, the report on checks and investigations.

The CHAIRMAN: While we are waiting for Mr. Beaudet's answer, Mr. Fisher —and so that the witnesses will feel absolutely free to talk freely and—as Mr. Beaudet said some time ago—be given all possible latitude, I am going to ask the Clerk of the Committee to read a citation from Beauchesne's Parliamentary Rules and Forms.

This refers only to protection while the witnesses are before this committee. It does not cover them after they leave this room. Therefore, they cannot go outside, talk to other people and think they are still protected. In here they are absolutely protected against any libellous suits or anything else of that kind. They cannot go outside the door and even talk to the press; but they are protected in here. I know that Mr. Hees wants you to feel free to talk; he wants to give you every possible chance.

Therefore, I am going to ask the Clerk to read just a few lines out of Beauchesne, and I think you will appreciate this, too, Mr. Fisher.

The CLERK OF THE COMMITTEE: The following is contained in the second paragraph of citation No. 309 of Beauchesne, fourth edition:

> Every witness attending before the House or any committee thereof may claim the protection of the House in respect of the evidence he is called upon to give and also ask leave to be assisted by counsel.

The CHAIRMAN: And that is only in this room. Thank you. All right, Mr. Fisher. Have you that information ready yet, Mr. Beaudet?

Mr. BEAUDET: No; it probably could be quite lengthy to work it out to the exact percentage.

However, just briefly, one million vehicles would represent $25,000. $25,000 was approximately 1 per cent of the revenue. That is the order— one per cent, of the total revenue.

Mr. FISHER: I do not doubt this, but my whole point in directing attention to this is that these discrepancies are starting, and I am curious as to why, if it was noticeable as early as 1948, the men in charge of the harbour and of the bridge were not on to this, because this is a symptom, surely, of inefficiency, whether in scale it does not mean much, in terms of revenue.

Mr. BEAUDET: You are correct in stating that it indicated inefficiency. I have seen those reports and realized there was inefficiency. I have stated many times that from the time those reports reached me in 1954 I was beginning to be most concerned about the inefficiency on the bridge.

The only explanation that, at the time, could come to my mind was the one described as the number of vehicles in ratio to population, and the other one which I personally observed—where I saw that in a number of cases the toll collector was not insisting upon payment for the passenger, I must admit, however, that the matter of collecting for passengers in the winter, when the windows of the car are frozen, was very difficult for the toll collector. Of course, it was his duty to do it; he could have asked that the door be opened so that he could find out how many passengers were in the car—but he would, in doing that, have plugged the traffic on the city streets something horrible.

The obvious answer to that would be, "Of course, all you had to do was to put more collectors on". But to put more collectors on, you would need more lanes; to put on more lanes, you would need more land.

Mr. FISHER: Could not the collectors work in dual? Could you not have someone checking the car there? I think, to express an opinion—as I think other members have—in so far as concerns some time before the automatic machines came in, it was wide open in a number of directions; and not only wide open, but clumsy.

Mr. BEAUDET: It certainly was wide open, as you say it was; but it is the same thing as every business today—it is wide open. In cigar stores, in bars, in departmental stores, in every type of business today it is wide open.

Mr. FISHER: I would like to ask Brigadier Archer a question. I think I have asked you this before, Brigadier Archer, but I will ask it again. When you had your annual meetings, or your meetings where you got together and you looked over the statistical summary, at any time in your recollection did any one make a close analysis of these statistics from the Jacques Cartier bridge?

Mr. ARCHER: Not at the board level. They were made at the port level. We made an analysis; we got monthly reports of revenue, not broken down.

Mr. FISHER: But you never checked these passenger trends?

Mr. ARCHER: No.

Mr. FISHER: It never came up as an issue?

Mr. ARCHER: No, it was never brought to my attention.

Mr. FISHER: You say it was never brought to your attention: how could it help to hit your attention, when it is in the annual report? I am trying to see why the National Harbours Board people, who had the executive responsibility, were not sensitive to this. Here is an area where there is a great deal of money coming in in cash, and obviously a cash nexus is a weak place for human failings. Surely you would be taking an interest in the statistical pattern?

Mr. ARCHER: I certainly did. When we talked about revision of tariffs in 1955 and automatic in 1956.

Mr. FISHER: But before that?

Mr. ARCHER: I would say that I have to admit that up to about 1954, until they started to talk about revision of tariff on the bridge, I looked at the bridge, revenue, and I concentrated on other matters.

Mr. FISHER: When I was questioning Mr. Beaudet—and, again, I may have asked you this before: at any time was any proposal ever made to you by any political figure; at any time since you took over the port, and had to do with the toll collections on the bridge or its operation?

Mr. BEAUDET: In other words, did any member come to see me?

Mr. FISHER: No—much more specifically than that. I know members came to see you; I came to see you. Did anyone make any specific proposals, that you rejected?

Mr. BEAUDET: No.

Mr. FISHER: No political figure ever made a proposal to you?

Mr. BEAUDET: No.

Mr. FISHER: Would you reiterate what you said before—no political figure ever expressed to you his suspicion—

Mr. BEAUDET: No political figure or Member of Parliament ever indicated to me that there might have been something suspicious going on on the bridge.

Mr. FISHER: I am also going to ask another question. I think I asked it before. At no time were you ever prepared to argue, or to go to your superiors and say anything against this system of recommendations by political figures?

Mr. BEAUDET: You mean, the system which I have described?

Mr. FISHER: Yes.

Mr. BEAUDET: No. I was prepared—as I said before—to live with it.

Mr. FISHER: You were in charge of a large operation, and this is the kind of question it seems to me we need an answer, an expression from you. Do you think this kind of system, where political influence and political recommendations come in, is the best kind of system, in terms of getting the best kind of employee to do a job?

Mr. BEAUDET: I have to be general because your question is very general.

Mr. FISHER: Yes.

Mr. BEAUDET: If the man in position takes responsibility the way he is supposed to and is not influenced by the fact there is a letter from a member of parliament and sticks to the rule—only on equal qualification a recommendation from the member should prevail—I cannot see anything wrong with that.

Mr. FISHER: You cannot see anything wrong with that at all?

Mr. BEAUDET: No, as long as it does not influence the man in charge.

Mr. FISHER: We are going to be writing a report on this situation; and I would like to put it in. Would you make any recommendation to change the present system—not the "system", but the pattern? Would you make any recommendation to change the pattern in order to give you a greater control of the people you employ?

Mr. BEAUDET: If I am permitted to make a suggestion, I would think this matter of letters of recommendation should be dropped.

Mr. FISHER: You think that?

Mr. BEAUDET: Yes. I personally think so because while you may say such letters would not influence some, it could, others. I know it did not

influence me. I will be very honest about it. Some members have been in touch with me, and I have said, "Look, your letter of recommendation will not influence my judgment." I am talking now about outside the bridge—this applies also on matters pertaining to the bridge, since you asked me a very general question.

Members of parliament have said, "Look, you took on men and I see they were not recommended by anybody. Why not take one who is recommended?" I would say, "Because I felt that he had better qualifications." He would say, "Look, it is difficult to judge." I would say, "Yes, it is, but to the best of my judgment the other fellow was better."

You are asking me for a suggestion—and this is only a suggestion—that it would be easier, not only on the port manager but on every head of department concerned, if those letters of recommendation were dropped, completely.

Mr. FISHER: Mr. Archer, have you any views on this matter?

Mr. ARCHER: I know they get all these letters. They do not create a nuisance as far as I am concerned because I do not get any. Well, maybe I get a letter now and again. I think it creates more work for the port manager when they are sent to him. I instructed him to take only men on basis of qualifications, as we have a responsibility; because if anything goes wrong we have to answer for it.

Mr. FISHER: You gave us these statistics of the men hired, Mr. Beaudet, and we have quite a number dismissed for inefficiency. I am sure that some must be embarrassing to some of the members who recommended them.

Is that not some indication either the system is poor or the range of qualifications you asked for was incomplete or too low?

Mr. BEAUDET: You are talking of toll collectors now?

Mr. FISHER: Yes.

Mr. BEAUDET: Yes, possibly, I think, the rates of pay for collectors were too low. But I would not like you to have the impression that this is the only cause, because I am aware of one case where I knew the toll collector pretty well. I had investigated his past. He was definitely a good, honest, trustworthy citizen. However, after four or five years on the job as a toll collector, I suppose because of temptation and other things, he had to be dismissed on the basis of inefficiency.

Mr. FISHER: You have a number of areas of employment under your charge?

Mr. BEAUDET: Yes.

Mr. FISHER: Was there any indication or pattern that people would much sooner have jobs as toll collectors than in some of the other fields?

Mr. BEAUDET: Yes—I must reply "yes" to that.

Mr. FISHER: This did not arouse any suspicion that here was this low-paying job that required a good deal of moving around and working outdoors, and yet so many people wanted the job?

Mr. BEAUDET: Certainly, it aroused suspicion.

Mr. FISHER: How long had this pattern of greater interest in toll collectors' jobs than other jobs been in existence?

Mr. BEAUDET: In later years—I would say about 1956, maybe 1955. I think the records we have tabled clearly indicate this.

Mr. FISHER: But they do not give us the pattern of hiring for stevedoring?

Mr. BEAUDET: No; they do not give the pattern of hiring for stevedoring. Stevedores are not hired by the board.

Mr. FISHER: Yet comparatively, the wages would be good or even better in many of the other lines you hired for?

Mr. BEAUDET: No, the wages for most of the other classifications, except tradesmen, would be about equal. However, I must say that the toll collectors had one additional advantage, there was year-round employment; while on the harbour, unless an employee has acquired sufficient seniority rights, he has to be laid off during the non-navigation season.

Mr. FISHER: One of the problems, whenever you have a question of efficiency—I think every member in this room receives letters from disgruntled employees who point the finger at someone in the organization. I had one yesterday pointing to the situation in the shops in Winnipeg in the C.N.R. He has a real complaint and is, in a sense, squealing on his fellow workers and foreman. Did you never get any examples of this? Did no one from below or within the organization ever come forward with complaints, accusations or charges?

Mr. BEAUDET: We are back on the bridge now?

Mr. FISHER: Yes.

Mr. BEAUDET: No.

Mr. FISHER: Never?

Mr. CHOWN: I got a letter from the same fellow.

Mr. FISHER: You never had a squealer on the job?

Mr. BEAUDET: No.

Mr. FISHER: Let me go specifically to the case of the clerk who was charged in court with the theft. Could you give us the background on that—either Mr. Clement or Mr. Beaudet?

Mr. BEAUDET: I will ask Mr. Clement to answer that, if you do not mind.

The CHAIRMAN: What court is that?

Mr. FISHER: This is not the present case, but a previous one.

Mr. BEAUDET: This is in the evidence.

The CHAIRMAN: I know it is in the evidence.

Mr. CLEMENT: Do you want the story of the theft?

Mr. FISHER: I want the background of this man charged with theft.

Mr. CLEMENT: This man was transferred from another department of the harbour to the bridge.

Mr. FISHER: Why?

Mr. CLEMENT: Because there was a position opened, there was a clerk 3 job opened, and he was a clerk 2 in the engineering department. As I explained at the beginning of the meeting, this job was advertised through the harbour. He made an application. I think that he was the only one that applied for the position, and he was given the position on that basis.

Mr. FISHER: In this theft not only money was taken but something else was taken, is that not right?

Mr. CLEMENT: In this theft there was only cash taken, yes.

Mr. FISHER: Just cash?

Mr. CLEMENT: Yes.

Mr. FISHER: There was no attempt to take tickets or rolls of tickets, or anything like that?

Mr. CLEMENT: No, just cash.

Mr. FISHER: What happened as a result of that particular case? Was the man convicted?

Mr. CLEMENT: The man was brought to preliminary inquiry—and so on, and I am not familiar with what the legal words are. Finally he appeared before the Queen's Bench court and the matter was settled in the judge's chambers. I was present.

Mr. FISHER: How was it settled?

Mr. CLEMENT: Can I discuss this thing openly here?

Hon. GEORGE HEES (*Minister of Transport*): Sure.

Mr. CLEMENT: It was settled, and the man was given suspended sentence and had to report, I think, five or six months after.

Mr. FISHER: What was the scale of the theft?

Mr. CLEMENT: $2,000, if my memory serves me right.

Mr. FISHER: And he was given a suspended sentence?

Mr. CLEMENT: Right.

Mr. FISHER: In so far as tickets are concerned, was there ever any suspicion someone may be producing or had counterfeit tickets?

Mr. CLEMENT: No.

Mr. FISHER: Did you have a check in case anyone could have done that? The reason I ask that is that we have heard stories about counterfeit tokens.

Mr. CLEMENT: Counterfeit tokens—that is only stories. We have never had any checks made to find out whether there was any counterfeit tickets, under me.

Mr. BEAUDET: We had some checks made. At one time—probably 1953 or 1954—we had some tickets that were rather poorly printed, and one came to my attention. We had it analyzed, to find out if it was counterfeited. It turned out that a batch of tickets produced by our printer had been missed, and it was definitely established it came from there.

Mr. FISHER: You can guarantee to us that it is extremely unlikely there were any counterfeit tickets involved?

Mr. BEAUDET: Yes, definitely.

Mr. FISHER: Can you also guarantee to us that there was such a control over the books of tickets that it would not be possible for blocks of them to get loose for sale?

Mr. BEAUDET: Yes, I can guarantee that.

Mr. FISHER: So that this puts the element of, say, graft or taking money directly upon the operations right at the bridge?

Mr. BEAUDET: At the bridge.

Mr. FISHER: Do you agree, in two places: one, the handling of cash, and two, the possibility of collusion between commuters and the toll collectors?

Mr. BEAUDET: There is one other one also.

Mr. FISHER: What is that?

Mr. BEAUDET: At one time our police discovered, on a very small scale, an old ticket racket business. The tickets from the mutilating box were to be burned under supervision. At one stage or another it turned out that one of the sweepers on the bridge got hold of some tickets and was selling them to be used as detached tickets.

Mr. FISHER: When was this?

Mr. BEAUDET: In 1953, I think—maybe 1952.

Mr. FISHER: What steps did you take to guarantee you had complete control of these detached tickets that had already been used?

Mr. BEAUDET: Instead of having one man supervising the burning we had two men supervising the burning, and made sure the cinders would not be thrown out in the field, but carted away, and even the cinders were burned in the furnace in our harbour yard machine shop.

Mr. FISHER: Do you feel the steps you took and the control you had absolutely rule out collusion on the part of the supervisor of the bridge and toll collectors so as to be able to bring back into circulation old tickets?

Mr. BEAUDET: I would think so, yes.

Mr. FISHER: You have never had that suspicion in your mind; that the operation was so well organized it was completely controlled?

Mr. BEAUDET: No. And I might add here that if these used tickets were to find their way on the market—and you have to find, first of all a market for them—they had to be accepted on the bridge. Once they were detached from the book they were no good. There was no incentive for the toll collector to accept them; he was not getting anything out of it. We had this one case, but it was a matter of a very few tickets which we discovered had gone in.

Mr. FISHER: There would be no incentive unless there was rather a complete organization?

Mr. BEAUDET: That is correct.

The CHAIRMAN: Mr. Fisher, have you many more questions to ask, because you have been on quite a while?

Mr. FISHER: Yes, and I have waited for three sittings.

The CHAIRMAN: I know you have, but there are some others here who have waited three sittings too.

Mr. FISHER: I will be through in a few minutes. I wanted to return to another aspect of the bridge, in so far as the rate of tolls, the tariffs, are concerned.

What, in your mind, was the greatest difficulty in getting the arrangements changed, so you could get the provincial consent?

Mr. BEAUDET: That was not my concern, to get the provincial consent.

Mr. FISHER: Did you indicate previously, in previous evidence, you did speak about it in an informal way?

Mr. BEAUDET: Yes.

Mr. FISHER: Why did you go to the trouble of speaking about it in an informal way?

Mr. BEAUDET: I think what you are driving at is, was I suspicious it would be difficult to get a new tariff. I said in previous evidence "yes", and I would repeat it again.

Mr. FISHER: Why?

Mr. BEAUDET: In my mind I was very suspicious it would be difficult to have that tariff amended or changed because it required the approval of the province of Quebec.

Mr. FISHER: Do we take it from that that you expected that there would be a lack of cooperation?

The CHAIRMAN: I do not think you can answer that.

Mr. BEAUDET: I think that answer is pretty complete.

Mr. CHEVRIER: You have certainly been giving great latitude so far, Mr. Chairman. Why should not he answer that question? That is a perfectly logical question.

The CHAIRMAN: It is a matter of opinion.

Mr. CHEVRIER: Not any more than many hundreds of the others.

Mr. VALADE: That is a political question.

Mr. FISHER: I would like to go back to this, Mr. Archer: since this case developed, and you realized there was a problem, have you been searching in your mind and discussing with your associates and former associates the background of this?

Mr. ARCHER: Since what developed?

Mr. FISHER: Since the change and the fact we are here?

Mr. ARCHER: We have this growth in traffic. There is certainly inefficiency. There is an increase in trucks; we expected a 12 per cent. There was possibly a proper identification of trucks in some cases; before it was on a weight basis, now it is on axles, and they are very simple to identify.

Mr. FISHER: What I want to get at is this: if you have been doing this, have you been able to pull out any features of the past which may indicate to you that you may have made a mistake in judgment in not going into something?

Mr. ARCHER: I think we brought in the automatic because we thought we would have better control of the returns.

Mr. FISHER: The committee is concerned with the hiatus from 1955 to 1959, when there may have been a great disappearance of funds which should have come to the bridge. In looking back on that, where do you think you may have failed—you and your associates—in getting to grips with the problem?

Mr. ARCHER: In 1956 there was a recommendation by the port manager, and the board approved the automatic in principle. Then we had to adjust the tariff to the new automatic machine, study the efficiency of the machine and fit it into our program of works. Then we had to go to the province to get approval. My former chairman discussed this with the ministers at the time, that we had to go to the province. We applied to the province on May 1, 1958.

Mr. FISHER: In effect, this is the same evidence Mr. Beaudet is giving us, that these steps were in contemplation and, therefore, you did not move. Have you thought back as to why you did not move? Was it because of a lack of suspicion as to what might exist, a failure to realize there was inefficiency?

Mr. ARCHER: We wanted to move as fast as we could after we approved that.

I was suspicious, particularly in 1958, after the inquiry, that things were bad and we tried to get it in as soon as we could. They were two months late in putting it in because of delays on the job. I certainly wanted to get this in as fast as we could. It required approval of the tariff.

Mr. FISHER: You had another toll bridge in the vicinity, the C.N.R. Victoria bridge. Did you ever, at any time, from the day when you became a member of the board, have any discussion with C.N.R. officials about their operation and the problems they had found?

Mr. ARCHER: That is prior to the automatic?

Mr. FISHER: Yes.

Mr. ARCHER: Most of these were discussions between Mr. Beaudet and their bridge supervisor, or whatever you call him.

Mr. BEAUDET: The road transport supervisor.

Mr. ARCHER: He reported to some of us the problems that they had.

Mr. FISHER: I will ask Mr. Beaudet.

Do you agree the problems are or were comparable between the two bridges?

Mr. BEAUDET: The problems were exactly the same, in my opinion.

Mr. FISHER: Did either you or Mr. Clement, since you came into authority, ever go over to Victoria bridge and talk over the problem with the people there?

Mr. BEAUDET: Yes, many times we have discussed this problem with a view to getting a new tariff and to getting some equipment that would solve the problem.

Mr. FISHER: But this is the concentration upon the automatic machines and, again, this is your big hope. What about the problem of inefficiency on the bridge? Did you go over and look at their operations and decide you were doing just as well as they were?

Mr. BEAUDET: Yes.

Mr. FISHER: You had no feeling, before the results of this hearing came out, that the C.N.R. had an inferior or superior system to yours?

Mr. BEAUDET: Talking, way back to 1954, I told, many times, the C.N.R. representatives that I never thought their toll collectors were any more efficient than mine, or that mine were any more efficient than theirs.

Mr. FISHER: They had police built into their organization, and you had to have them called in. Did you check to discover whether they had the kind of undercover work you think might have got to the roots of this?

Mr. BEAUDET: I do not remember having discussed this matter of an undercover man. I might have, but I do not recall.

Mr. FISHER: Did they have a markedly different type of employee, in standards, when hiring?

Mr. BEAUDET: Not a different type. In the course of discussion they outlined to me that they were paid a little better than our toll collectors. I think they were paid on a monthly basis. They used to employ men who might have been slightly disabled and were old employees of the company who could not carry on their duties on their former job, but could work as toll collectors.

The CHAIRMAN: That information was given before, Mr. Fisher.

Mr. Baldwin, then Mr. Deschatelets and then Mr. Pigeon are next.

Mr. BALDWIN: Mr. Beaudet, I think you said that you became port manager, in 1954, being promoted from assistant port manager?

Mr. BEAUDET: That is correct.

Mr. BALDWIN: The sole responsibility then fell upon you—or, at least, the main responsibility then fell upon you in connection with this bridge?

Mr. BEAUDET: Yes.

Mr. BALDWIN: While I think you told me at the last meeting that you had some suspicion before, I assume that when you became port manager those suspicions would lead you to try to do something, if it was possible?

Mr. BEAUDET: I became more concerned with them.

Mr. BALDWIN: Precisely. Yet the pattern of investigation seems to be precisely the same up to about 1958. There was a number of investigations, traffic counts and verifications so far as toll collectors were concerned, and a number of investigations by the C.N.R. police. It is already set out on page 31 of the proceedings No. 2. The pattern seems to be the same up to about the early part of 1958?

Mr. BEAUDET: Yes. The C.N.R. investigation—

Mr. BALDWIN: The C.N.R. investigation, the checks on the toll collectors and the supervisors, and traffic counts?

Mr. BEAUDET: Yes.

Mr. BALDWIN: In 1958, for the first time—I would judge about the beginning or the early part of 1958—it was thought proper to call in the R.C.M.P.?

Mr. BEAUDET: Yes.

Mr. BALDWIN: That intention was formed?

Mr. BEAUDET: Yes.

The CHAIRMAN: Mr. Deschatelets, I want to find out about the committee's requirement of the interpreter and the French reporter. Will you be speaking in English?

Mr. DESCHATELETS: Yes.

The CHAIRMAN: Then I think the French reporter and the interpreter can go until this afternoon. Thank you very much Mr. Baldwin.

Mr. BALDWIN: It would appear now, from hindsight, that as a result of the R.C.M.P. being called in something may well yet develop. At least, things have gone further than they ever did before. At least, charges have been laid now?

Mr. BEAUDET: Yes.

Mr. BALDWIN: I will not go beyond that.

Put it this way: do you think that if the R.C.M.P. had been called in, say, in 1954 or 1955 or 1956, it might well have transpired this thing might have been brought to a head earlier?

Mr. BEAUDET: I would like to say on this—and I think I have said it in previous evidence—that no doubt I became concerned with this in 1954. I wish to point out, however, as I did before, that that was not my only responsibility. I had other problems at that time. I was acting port manager to start with, and I had no assistant port manager to help me in my duties. The port engineer was retired in 1955 or 1956. The assistant port engineer was also retired at that time. We were planning a complete reconstruction program for Montreal harbour which involved expenditures of over $100 million for the whole reconstruction program. Those problems were certainly in my mind and were at least—not to say of more—of as much importance as what I thought might be misappropriation of funds on the bridge. But, in any event—and I would like to come back to this again—in 1954 we started studying a revision of the tariff with the C.N.R.; and in 1955 I was running around North America to try to find some toll collection equipment. In 1956 I made a recommendation to the board to buy automatic toll collection equipment.

Mr. BALDWIN: I am not asking questions in a sense to attach blame to you, I am asking a simple question.

Mr. BEAUDET: Why I did not think of calling the R.C.M.P.?

Mr. BALDWIN: No, not that at all. I will place the question this way: if the R.C.M.P. had been called in in 1953, 1954 or 1955, is it likely that this matter would have been brought to a head at that particular time?

Mr. BEAUDET: That would be a matter exclusively of an opinion, if I may express one.

Mr. BALDWIN: Well, you are called as an expert witness, and no one could be more of an expert on bridge matters than you.

Mr. BEAUDET: My opinion is that in 1953, 1954 and even probably 1955, there was nothing like what we have disclosed in 1958 and 1959. Even if the R.C.M.P. had been there as undercover men in 1954 or 1955, I am of the opinion that they would have found something, surely, but it would be very far from the magnitude, we saw in 1958.

Mr. BALDWIN: But there would have been some likelihood that cases of misappropriation would be found but, having caught it at the beginning, it would not amount to the proportion it now is.

Mr. BEAUDET: I think that statement is correct.

Mr. BALDWIN: In your answer to Mr. Browne you indicated that in your opinion you would have liked to have done a little more, but you felt in the light of the type of investigation that was proceeding that (a) it might have been difficult to have proven anything.

Mr. BEAUDET: What was the specific question I was answering?

Mr. BALDWIN: I just want to see if I get the sense of your answer. You told him that while you would have liked to have done something more about it that, in the first instance, having in mind the type of investigation that was being carried on, you doubted if you could prove anything.

Mr. BEAUDET: I think I might elaborate on this. Prior to 1958 we had evidence that the receipts were not given to the driver of the vehicle. We had that evidence. However, we had no evidence that the receipt was not thrown into the mutilating boxes, which would indicate the money would be going to our treasury. Until we could establish that the fare paid was not turned in to the treasury, all we could go by was suspicion, without evidence.

Mr. BALDWIN: That is as I understand it. You told Mr. Browne that because of these reasons you did not think you could prove anything. Another reason you advanced was that you thought there might be what you suggested as political repercussions?

Mr. BEAUDET: Yes.

Mr. BALDWIN: I will leave that now. I have a couple of questions for Mr. Archer and, possibly, for the minister—if he would not mind. In response to a question asked by Mr. Fisher—and it appears at page 118 of proceedings No. 4—Mr. Fisher asked you:

> What is your liaison with the Minister of Transport—

And your answer was:

> We keep him informed on all important matters. For instance, if there are any important matters which we think might be raised, or which might be coming up to him, he is informed of them.

That was your answer.

Mr. ARCHER: Yes.

Mr. BALDWIN: I take it that you were appointed as chairman of the board on February 1, 1958?

Mr. ARCHER: That is right.

Mr. BALDWIN: And, apparently, within two months of your appointment you thought this situation of the Jacques Cartier bridge was sufficiently important to you to take it to the minister within two months?

Mr. ARCHER: Yes.

Mr. BALDWIN: And from that stemmed the proceedings which led to the installation of the automatic tolls?

Mr. ARCHER: Yes.

Mr. BALDWIN: Now, I wonder if I might ask the minister one or two questions? I think it is just a matter of going over what he told Mr. Fisher already. Mr. Fisher has been summer fallowing for me. Mr. Minister, at page 180 of proceedings No. 5, I think you said that this matter first came to your attention as a result of what we now understand—Mr. Archer having come to you about it.

Mr. HEES: Yes.

Mr. BALDWIN: I take it that up to that time there was no record, or that you had found no record to indicate that anything was planned or contemplated in respect of that bridge? You found no record of anything having been planned or contemplated in respect of this particular bridge—no record that you found in your department, in so far as this situation as to the tolls is concerned?

Mr. HEES: There was nothing to indicate any inefficiency, or anything of that kind.

Mr. BALDWIN: Was there anything to indicate that anything was planned—that any operations were planned, or any changes planned in connection with the bridge?

Mr. HEES: Not a change of method. I was aware of the fact a decision had been made in principle to bring in the automatic toll machinery. That had been discussed in the past. But in my discussions with Mr. Archer regarding the possibility of inefficiency or dishonesty, I was most anxious that we take all possible precautions to see whether or not we could find out if such inefficiency or dishonesty was taking place. And I was very anxious, of course, that the automatic toll machinery should be installed just as quickly as possible.

Mr. BALDWIN: And just to reinforce it, Mr. Archer said the decision then to make these changes, which resulted in the installation of the automatic tolls, came about as a result of your discussion with Mr. Archer?

Mr. HEES: I think so.

Mr. CHEVRIER: May I follow that up, Mr. Chairman. Was not the decision, in principle, taken by the prior administration? Did not Mr. Marler make a recommendation? Did not he discuss with the National Harbours Board the question of the installation of automatic toll equipment before you came into office?

Mr. HEES: Well, if that is on record then, of course, that would be the case.

Mr. Archer discussed with me the installation of automatic toll equipment and, of course, I was very anxious that automatic toll equipment should be installed as soon as possible.

I am not quite sure as to the results of the discussions that went on before I took over this portfolio.

Mr. CHEVRIER: Could I then ask Mr. Archer?

The CHAIRMAN: Are you finished, Mr. Baldwin?

Mr. BALDWIN: I am finished.

The CHAIRMAN: Then, there are others before Mr. Chevrier.

Mr. CHEVRIER: I know; but I think that Mr. Baldwin has left an impression, which I do not think is correct.

The CHAIRMAN: Well, all right; proceed.

Mr. BRUCHESI: You may have your turn.

Mr. CHEVRIER: May I then ask the chairman of the National Harbours Board if it is not a fact that in October, 1956, the board approved in principle the purchase and installation of the new toll equipment?

Mr. ARCHER: Yes.

Mr. CAMPBELL (*Stormont*): May I ask a question?

The CHAIRMAN: No.

Mr. CHEVRIER: Let us get the answer.

Mr. ARCHER: Yes.

Mr. CAMPBELL (*Stormont*): It is in respect to the same thing.

The CHAIRMAN: No. Have you a question, Mr. Deschatelets?

Mr. DESCHATELETS: I would like to know from Mr. Clement if, in reviewing his records, he can say if there was a man by the name of "Jodoin", who would have worked as toll collector on the Jacques Cartier bridge some time in 1958?

Mr. CLEMENT: Yes, I think there was a man by that name.

Mr. DESCHATELETS: Could you recall his first name?

Mr. CLEMENT: I would have to look in the file for that.

Mr. DESCHATELETS: Have you any file here?

Mr. CLEMENT: I do not think we have those files with us. This would be a file concerning applications for toll collectors.

Mr. DESCHATELETS: I would like to ask you to check the first name of Mr. Jodoin; his address; the period of time he has worked on the bridge; if he has been dismissed; for what reason; if his name has been recommended and, if so, by whom; whether in writing or verbally. Then, would it be possible, if there is a letter of recommendation, to have a copy of this letter? Also, is there any reason why the name of this man who has worked as toll collector, would not be included in the list of the toll collectors already filed?

Mr. CLEMENT: Mr. Jodoin has not worked as toll collector. I will check the file. I remember the case, but I would like to go back to the file to make sure of my information. I am not going to elaborate now.

The CHAIRMAN: Have you any further questions, Mr. Deschatelets?

Mr. DESCHATELETS: No.

Mr. BRUCHESI: I have a few questions.

Mr. BRASSARD (*Lapointe*): I have some questions, Mr. Chairman.

The CHAIRMAN: Gentlemen, it is now 12.30. We will meet here again this afternoon, right after the Orders of the Day.

As this room will be locked, you can leave your papers on the desk, if you wish. Now, at the first of the meeting I said there would be a steering committee meeting right after this. However, owing to the fact that some of the members are not here, would five o'clock on Monday be an agreeable time for the steering committee to meet.

Some Hon. MEMBERS: Agreed.

The CHAIRMAN: The steering committee meeting will be in my office at 5.00 p.m. on

—The committee took recess.

AFTERNOON SESSION

THURSDAY, April 7, 1960.
3:35 p.m.

The CHAIRMAN: Gentlemen, I see a quorum. First of all I want to remind you that the harbours board officials and the interpreter are all under oath at the present time, and will continue under oath.

I think, for the record, you might wish me to ask Mr. Archer something to this effect: with regard to the personal and confidential letters which you gave me this morning, would you say, for the record, whether these are all

such letters in the possession of the National Harbours Board and its officials that relate to employment on the Jacques Cartier bridge since its inception?

Mr. ARCHER: I am assured by my officials that these are all the documents we have in our possession, except for confidential inter-departmental correspondence and with the minister's office.

The CHAIRMAN: Thank you. Now, Mr. Clement.

Mr. CLEMENT: I have an answer for Mr. Deschatelets, in regard to Mr. Jodoin. The name is Gaston Jodoin, and his address when he made his application was 480 Rue St. Alexandre, Longueuil.

The date of his application is September 30, 1958. We have not found in the file any letters of recommendation by any members of parliament or other important persons. I do not recall having had any recommendations by telephone either. He was hired on October 4, 1958, and he was dismissed on October 6, 1958.

Now, the note on the file is: "This man was called in for training at the above date, October 4".

A closer check on his record with his previous employer reveals that he was not qualified for the position of toll collector. He was then advised immediately that his services were no longer required as of October 6, 1958.

Mr. DESCHATELETS: May I ask a supplementary question? Could you tell me, Mr. Clement, if before Mr. Jodoin was hired there was any investigation made into his previous employment to see if he was qualified or not?

Mr. CLEMENT: No; it was made almost simultaneously; it was right after the dismissal of eight toll collectors following the investigation. I was in quite a hurry to get more toll collectors, because this bridge had to run; and it was always understood that when a man is hired it is a condition that his previous record is clean. That is why I checked immediately, and it was almost done simultaneously.

Mr. DESCHATELETS: But he worked for a full two days?

Mr. CLEMENT: I do not know if he worked the full two days. I think it was only one day that he worked.

The CHAIRMAN: Gentlemen, Mr. Beaudet has a very serious statement to make, and after he makes it I do not want any comments whatsoever. We will just continue right along with Mr. Archer's report, and Mr. Beaudet will pick up next.

Mr. BEAUDET: Mr. Chairman, at lunch today I received a telephone call from my wife advising me that she had received an anonymous telephone call from somebody. This party said that he was in a bar last night, and that next to him were two men talking about the Jacques Cartier bridge matters and the charges laid against toll collectors.

He reported to my wife that the two men were plotting to kill me. He further stated that if I were wise I would get protection . My wife tried to get as much information from this man as possible, such as his name, address, etc., but he did not wish to give his name.

However, he said that he would be present in court on Tuesday the 12th, when the toll collectors who are charged are to be there, and that he was sure he could recognize them if they were there; and at that time he would point out the men to the R.C.M.P.

After this telephone call I immediately got in touch with the R.C.M.P. in Montreal to advise them of this, and they told me that they would take care of the matter.

I also asked the R.C.M.P. to call my wife and assure her that she would get all the protection she required. I also asked the R.C.M.P. to advise the town of Mount Royal police, where I live, to have a look at my home as closely as they could.

I further made a request that the R.C.M.P. in being in touch with the town of Mount Royal Police should ask them not to report anything of this to to the newspapers, at this stage.

The CHAIRMAN: The press are here now; but Mr. Beaudet felt, I think, that the press in Montreal might get it before it came out of this committee room.

Just hold it, fellows, you are in a rush!

Now, Mr. Beaudet, do you want this to go in the papers now?

Mr. BEAUDET: I have no objection, Mr. Chairman.

The CHAIRMAN: All right, fellows, you can rush now!

Gentlemen, I know it is a very serious matter and I know you would like to discuss this matter; but I think it would be very unwise for us to do so at this time. Therefore I am going to ask Mr. Bruchesi to go on with his questing of the officials.

Mr. BRUCHESI: Did the National Harbours Board at the bridge section in Montreal appoint a brigade of people to count by hand the total number of vehicles for a full day, let us say a certain day, going south or going north?

Mr. CLEMENT: Yes. This was, I believe, fully reported. I do not recall whether it was on last Tuesday or some time previous. I remember that on the week end of the first of July we made an extensive traffic count for this particular weekend. This was simply for design purposes. Other counts were made regularly every month for a period of three consecutive days—different days in each month—during the morning and night at the rush hour periods.

Mr. BRUCHESI: What was the difference between the hand count and results in the box every night?

Mr. CLEMENT: We could not reconcile those two.

Mr. BRUCHESI: You are selling tickets, for instance, and collecting coins.

Mr. BEAUDET: I might say I explained this in great detail in previous evidence. I outlined why we could not reconcile the traffic count with the actual figures.

The CHAIRMAN: Yes. I believe it is in report No. 4.

Mr. BRUCHESI: All the time when you asked the Canadian National Railways police or any kind of investigators to do investigating for you, did you ask for legal advice from any of the legal offices in Montreal?

Mr. BEAUDET: No. We have our own legal adviser. We have one at the head office in Ottawa, Mr. Finlay, who is present here and another one at our Montreal office.

Mr. BRUCHESI: They are both permanent employees of the National Harbours Board?

Mr. BEAUDET: Yes.

Mr. BRUCHESI: You have no other legal adviser? You have no adviser in the legal circles in Montreal?

Mr. BEAUDET: We do not require them.

Mr. BRUCHESI: I do not know whether or not this question has been answered. Which companies printed the coupons or receipts?

Mr. BEAUDET: If I answer this it will have to be by memory only. A number of companies did the printing of these tickets since it was done on a tender basis. The lowest tenderer would get the contract. In most cases, however, I

should say the greater part of contracts, were awarded to Southam Press. The other company which also printed quite a number of tickets is Uptown Press Company.

Mr. BRUCHESI: They were printed on a competitive basis.

Mr. BEAUDET: On a tender basis.

Mr. BRUCHESI: And you feel assured that nobody else was able to have any kind of counterfeit tickets or receipts?

Mr. BEAUDET: Mr. Chairman, this was answered this morning.

The CHAIRMAN: Yes. Are there any other questions?

Mr. BRUCHESI: How were the investigations conducted? Were they always done by police officers disguised as toll collectors, or by someone in a car who was supposed to be a detective, to see how the toll collectors were pursuing their duties?

Mr. CLEMENT: These investigations were carried out by police officers, special constables in the employ of the C.N.R. investigation bureau, and they were in plain clothes. Of course the method of investigation was all described this morning.

The CHAIRMAN: Yes, it was.

Mr. BRUCHESI: Who would know the fact that an investigation was to be pursued at a certain date?

Mr. CLEMENT: The only person who knew that—this question has been answered previously.

The CHAIRMAN: I believe that question was answered two meetings ago.

Mr. BRUCHESI: I am sorry. I was not a member of the committee at that time.

The CHAIRMAN: You will find that in the evidence.

Mr. PIGEON (*Interpretation*): In 1958, Mr. Beaudet, I believe you had planned to engage the services of two R.C.M.P. constables for investigating.

Mr. BEAUDET (*Interpretation*): I had met the Royal Canadian Mounted Police to discuss the problem, leaving the decision entirely up to them as to whether or not it was a useful method.

Mr. PIGEON (*Interpretation*): Was this request followed up?

Mr. BEAUDET (*Interpretation*): No.

Mr. PIGEON (*Interpretation*): Why?

Mr. BEAUDET (*Interpretation*): I do not know the reason. Instead of giving you a straight no, perhaps I should have replied I believe I do not know.

Mr. PIGEON (*Interpretation*): Was this request verbally or in writing?

Mr. BEAUDET (*Interpretation*): In a police interview with inspector Willis of the R.C.M.P.

Mr. PIGEON (*Interpretation*): In this interview there were no reasons given you for the refusal?

Mr. BEAUDET (*Interpretation*): No.

Mr. PIGEON (*Interpretation*): I have another question relative to the record of the toll collections at pages 5 and 6. In 1957, why were only 4 employees transferred when all had committed infractions?

Mr. BEAUDET (*Interpretation*): I hope you would have no objection if Mr. Clement replies to your question. I have already given a detailed reply elsewhere.

Mr. CLEMENT (*Interpretation*): In 1957, the method of investigation was the following: the report showed that the toll collector had not given a receipt to the investigator.

The CHAIRMAN: Mr. Pigeon, that was gone into previously.

Mr. BEAUDET: In details.

Mr. PIGEON (*Interpretation*): I have another question. During the investigation 29 employees were found to be without infractions. 29 out of how many?

Mr. BEAUDET (*Interpretation*): In what investigation?

Mr. PIGEON (*Interpretation*): For all the investigations made. I would like to know the total.

Mr. BEAUDET (*Interpretation*): Would that not be the question you asked me yesterday, to which I gave a reply at the beginning of this morning's sitting?

Mr. PIGEON (*Interpretation*): Another question: during each investigation a certain number of employees were questioned or investigated; for each investigation how many employees out of the total number were investigated?

Mr. BEAUDET (*Interpretation*): I cannot reply for the investigations made in 1934, 1938, 1942 and 1946, but for the following investigations I believe I might reply in the following way: for the investigation of 1952, 26 collectors; for the investigation of 1957, 26 collectors; for the investigation of 1958, 30 collectors; for the investigation of 1959, 30 collectors.

Mr. PIGEON (*Interpretation*): Another question: as a result of the investigations of 1957 and 1958, were the toll collectors who remained on the job kept there as a result of representations made on their behalf?

Mr. BEAUDET (*Interpretation*): No.

Mr. PIGEON (*Interpretation*): One last question, Mr. Beaudet. This morning you stated you were not in favour of recommendations made by members of parliament. Would you allow me to ask you if when you were hired, when you obtained your position, it was a result of a recommendation?

Mr. BEAUDET (*Interpretation*): No; and I would like to say something else in this regard. When I met the board for the second time, relative to my employment, they advised me they were satisfied with my past record and would hire me.

Mr. PIGEON (*Interpretation*): What do you mean by "past record"?

Mr. BEAUDET (*Interpretation*): What I had done in the past—past experience. And one member of the board then asked me: could you obtain a letter of recommendation from a member of parliament; to which I replied: if a letter of recommendation is required, I am not interested.

Mr. PIGEON (*Interpretation*): And how is it that you were employed without a letter of recommendation, in view of the fact that one was required?

Mr. BEAUDET (*Interpretation*): One was not required, since this same member stated: I am very happy that you are giving this reply.

Mr. PIGEON (*Interpretation*): Who was this member?

Mr. BEAUDET (*Interpretation*): Mr. Bennett Roberts.

Mr. ASSELIN: Did you say he was a chairman of the board?

Mr. BEAUDET: A member.

The CHAIRMAN: Mr. Chown is next. Oh, pardon me, Mr. Chown; Mr. Brassard is next. You will follow.

Mr. BRASSARD (*Lapointe*): I would like to task two or three questions, Mr. Chairman.

The CHAIRMAN: Proceed.

Mr. BRASSARD (*Lapointe*): Mr. Clement, I would like to know, since you have been in office, have you at any time made known to any political figures in Ottawa that you have vacancies—or, one vacancy, among the toll collectors of the Jacques Cartier bridge?

Mr. CLEMENT: No.

Mr. BRASSARD (*Lapointe*): To Mr. Beaudet: when did you for the first time come to the conclusion that you should or would recommend the changing of the toll collecting system on the Jacques Cartier bridge?

Mr. BEAUDET: As soon as some suitable equipment would be made available, and a tariff applicable to that machiney could be approved.

Mr. BRASSARD (*Lapointe*): Concerning the tariff, would Mr. Beaudet tell the committee why he felt the tariff should be changed?

Mr. BEAUDET: Because—and I think I have said this many times—

The CHAIRMAN: That was mentioned before.

Mr. BRASSARD (*Lapointe*): I am trying to get an answer to a question which was put this morning by Mr. Fisher. Some honourable member objected to the question, but I think we have heard many questions with political implications, and they have been asked and answered.

I want to know from Mr. Beaudet why it took so long a time for the government of Quebec to give his approval to his recommendation or the board's recommendation—and I think I am entitled to that answer.

Mr. ARCHER: The government of Quebec?

The CHAIRMAN: Well, Mr. Beaudet answered that this morning. He said it was owing to the provincial government, if I remember rightly. Was that not right?

Mr. CHEVRIER: On a point of order, Mr. Chairman, if I may. I think the member of the committee who has asked this question should be entitled to an answer, because I do not see anything terribly wrong with the answer to it. I think there have been some difficulties, which were quite in order, in so far as the province of Quebec is concerned, and I do not know why we should not be told at least how long it took before the tariff was—

The CHAIRMAN: I have no objection to that, Mr. Chevrier; continue. However, it was mentioned this morning.

Mr. BEAUDET: I think this matter, and the time it took for the tariff to be approved, should be answered by Brigadier Archer. Once it went to the board it was out of my hands. I am sure Brigadier Archer could give you the answer.

Mr. ARCHER: Application was made to the province of Quebec on May 1, 1958, and the order in council was passed in February. I will have to check the exact date here—February 4, 1959.

Mr. BRASSARD (*Lapointe*): This is my last question: are you of the opinion or do you think this delay has delayed the installation of the automatic machinery on the Jacques Cartier bridge?

Mr. BEAUDET: Yes.

Mr. CHEVRIER: Did you say 1938, or 1958?

Mr. BEAUDET: 1958.

Mr. CHOWN: Is Mr. Poole alive and residing in Montreal at the present time?

Mr. BEAUDET: I think so.

Mr. CHOWN: Mr. Chairman, is his name among those who are going to be called as witnesses?

The CHAIRMAN: Not that I know of. I will check. No, his name is not.

Mr. CHOWN: May I suggest that, rather than by way of a motion, his name be placed on the list for consideration.

The CHAIRMAN: And put before the steering committee?

Mr. CHOWN: And put before the steering committee.

The CHAIRMAN: We are going to cover them all by motion after; but that will be a suggestion put before the steering committee.

Mr. FISHER: Mr. Chairman, if I could consider the point of order: I wonder if we could not take time today, sometime before we close, to consider this problem of bringing in the witnesses.

It seems to me that we are going over a great deal of ground. I do not know whether other members agree with this, but that is my impression. I thought we should get going next week on these witnesses, who we can get through much more quickly.

The CHAIRMAN: Could we not do that on Tuesday morning next week?

Mr. FISHER: I was just hoping that we could perhaps make up our minds today to call them next week.

The CHAIRMAN: We have a steering committee meeting at 5:00 o'clock on Monday. Could we not then arrange to bring it up on the Tuesday morning; is that suitable?

Mr. FISHER: The reason I brought it up now is that it seems to me that we have, in a sense, covered almost all we are going to cover with these particular witnesses, and—since we keep coming up against points such as calling Mr. Poole; and I know Mr. Chevrier wants to go in the witness stand, and I know we would like to have Mr. Marler here—I was just wondering if it is not time we considered getting moving in that direction.

Mr. CHEVRIER: Mr. Chairman, on the question of Mr. Chevrier going on the witness stand, I think I should make it quite clear to the committee that I am not a compellable witness, but I shall be delighted to give evidence and I am at the service of the committee as and when the committee desires.

Some hon. MEMBERS: Hear, hear.

The CHAIRMAN: Thank you, Mr. Chevrier. I heard you say that on a former occasion. I think we can take that up in the steering committee, the matter of the calling of witnesses, on Monday at 5:00 o'clock. Then we can bring it up in this committee on Tuesday morning.

Mr. CHOWN: Mr. Chairman, I think it was Mr. Clement who suggested to the committee that he was building up a file on Mr. Poole, or against him, with a view to what transpired when he was retired after the automatic toll collection system went into force.

Mr. CLEMENT: I am sorry; there was too much noise and I did not catch your question.

Mr. CHOWN: When you used the expression that you were building up a file on Mr. Poole, what did you mean?

Mr. CLEMENT: This is what I meant: when I became superintendent of bridges, after I had had a chance to familiarize myself with the operation of the bridge, then whenever I had a chance to get away from my other, more technical duties in connection with the big engineering projects that were going on, I realized then that Mr. Poole, in my opinion, was not the man for the job—at that time. Prior to 1956, that is none of my concern; but it was my opinion at that time that Mr. Poole was not the right man for the job.

I felt that he did not have the discipline of the men under his control, and I discussed that matter a few times with the port manager. But by checking his record—of course, the first thing you do when you start thinking that a man does not do his job properly is to look up his private file, his record of employment; and there was nothing in that file that we could raise as a basis for dismissal or disciplinary action, or other.

That man had some 30 years employment with the board. So at that time I was also under the impression—mind you, it was my impression, and nothing that I could prove—that he was, by his reports—you see, that is when I started, as I said, to build up a file; I called on him many times to make reports

on incidents that were happening on the bridge, and by the reports, or the tone of the reports, I had the impression—the strong impression—that he was, in one way or another, protecting the men. That is why I said, "Well, the only way that we can arrive"—I knew that this automatic toll collection equipment was coming; well, we were expecting it any day, and I had in mind that when this came I intended to make sure that I had something in the background so that I would not get Mr. Poole in command on that bridge.

Mr. CHOWN: Prior to 1956, Mr. Beaudet, did you have the same feeling, or lack of confidence in Mr. Poole?

Mr. BEAUDET: No.

Mr. CHOWN: Or his inability to carry on these duties brought to your attention by Mr. Clement?

Mr. BEAUDET: Mr. Clement was not there prior to 1956.

Mr. CHOWN: Subsequent to his employment?

Mr. BEAUDET: Subsequent to his employment, yes.

Mr. CHOWN: Because I see among the files that you presented of letters of recommendation, that as of September 6, 1956, toll collectors were being referred for potential employment to Mr. Poole.

Mr. CLEMENT: To fill in the application form.

Mr. CHOWN: Only?

Mr. CLEMENT: Yes. Of course, when it came time to employ a new man it was only proper that the man who was going to be directly responsible for these men should be consulted. It is just proper administration, in my own way of thinking.

Mr. CHOWN: I want to move back to appendix "O" for a minute, at page 110, and deal with this matter of the terrific discrepancy of income, especially in the months of September, October, November and December.

The CHAIRMAN: That was answered.

Mr. BEAUDET: Twice already, Mr. Chairman.

Mr. CHOWN: As regards trucks and buses.

The CHAIRMAN: That has been answered.

Mr. CHOWN: I wanted to develop the questioning a little further on that, Mr. Chairman, if I may. I was here when the answer was given. I am referring to the figures of cash fares for commuters, automobiles, trucks and buses.

I believe it was you, Mr. Beaudet, who said—or perhaps it was Mr. Clement—there were some 50 companies under contract, buying roughly $100 worth of tickets per month.

Mr. CLEMENT: I gave that information. Not under contract; there were no contracts. They were buying their tickets in advance.

Mr. CHOWN: This, in total, would amount to roughly $50,000 a year of revenue, so my suggestion is that it is not too significant as regards your total take.

Mr. BEAUDET: That is correct.

Mr. CHOWN: Would you be prepared to table a list, or have you done so already—and if you have, I apologize? Have you tabled a list of those companies that were under contract?

Mr. BEAUDET: There was no company under contract. There was no contract. Any company could come to the bridge office and buy those tickets.

Mr. MCPHILLIPS: The bus companies were under contract.

Mr. BEAUDET: Are you talking about trucks now, or buses?

Mr. CHOWN: I wanted to know if there were any companies under contract. You have given me the answer—there were buses under contract?

Mr. BEAUDET: That is correct.

Mr. CHOWN: As Mr. McPhillips learned this morning.

Mr. BEAUDET: Yes.

Mr. CHOWN: What was one of these bundles of 100—was it 100 tickets?

Mr. BEAUDET: Yes.

Mr. CHOWN: What were they worth, in dollars?

Mr. BEAUDET: If they were 50 cent tickets, they would be worth $50; if they were 75 cent tickets, $75, and so on.

Mr. CHOWN: Perhaps you would be good enough to tell me this. There would be some standard fleets: could you tell me how some fleets of standard trucks handled this matter? How were these tickets purchased; were they purchased by the driver, or by the company?

Mr. CLEMENT: They were purchased both ways. For instance, I know of one company, Quebec Hydro, who were buying these tickets in great quantities: they used to send one man to the bridge office and pay with a cheque.

Most of these big companies would pay by cheque. Some smaller companies that were buying these tickets in advance in smaller quantities, it could be that they were asking one of their drivers to pick up so many tickets at the bridge. But there were not very many cases of that; they were mostly bought by cheque.

Mr. CHOWN: What I was trying to arrive at was this: was there any suspicion or feeling of some collusion between these truckers and the employees of the bridge, because they were handling the cash themselves?

Mr. BEAUDET: No.

Mr. CLEMENT: No. You see, in this case this was a case where the National Harbours Board was very sure of its revenue because the board—or, most of the time, the assistant supervisor of toll collectors in charge or the supervisor, whichever the case may be, had a certain number of tickets to his account pre-numbered, and he could not play with them. If he sold a strip of tickets, number 100, then, at the end of the month, when the inventory was taken, he had to account for every strip of tickets. Thus there could not be any collusion there.

Mr. CHOWN: All I want with regard to discrepancies is on the record.

The CHAIRMAN: Is that all, Mr. Chown?

Mr. CHOWN: Yes.

Mr. DENIS: On the same subject: they used to buy some tickets in advance—these truckers, buses, trailers, vans and so forth. By buying them in advance do you mean they had a cheaper price for them?

Mr. CLEMENT: There was no reduced price at all. They had to pay the very same price as if they were paying cash to the toll collector. There was no reduced price at all.

Mr. DENIS: In a previous meeting I think Mr. Beaudet said that a passenger actually used to buy booklets of tickets for a price of $3.00.

Mr. CLEMENT: Yes.

Mr. DENIS: And this was a cheaper price than when you do not buy the booklets?

Mr. CLEMENT: Yes.

Mr. DENIS: At the same time you said—and correct me if I am wrong—now that the token was an amount of $4.00 for fifty?

Mr. CLEMENT: Tokens. That is correct.

Mr. DENIS: Would it be possible to have the committee know how many booklets were sold in each month for the previous year, the year previous to the installation of the automatic toll system?

An Hon. MEMBER: Why not six months?

Mr. DENIS: I would like a year, if you do not mind. Would it be an easy thing to do?

Mr. BEAUDET: How many years back?

Mr. DENIS: Only one year.

Mr. CLEMENT: Previous to the installation of the automatic toll collection?

Mr. DENIS: Because those who use the booklets travel every day and night in order to save some money?

Mr. CLEMENT: Yes.

Mr. DENIS: Those are your more important clients—or customers, I should say?

Mr. CLEMENT: Number-wise, yes.

The CHAIRMAN: You have no other questions, Mr. Denis?

Mr. DENIS: No.

The CHAIRMAN: Mr. Bourbonnais then.

Mr. BOURBONNAIS: Mr. Chairman, I wonder if at this stage of the procedure it would be in order to ask Mr. Chevrier, who offered himself—

The CHAIRMAN: No.

Mr. CHEVRIER: I am ready, Mr. Chairman. If Mr. Bourbonnais wants to cross-question me, I am quite ready to answer any questions.

The CHAIRMAN: We are on Mr. Archer's report, and we want to get through it. When we are through it, then we will have witnesses.

Mr. BOURBONNAIS: There is one question I would like to ask Mr. Beaudet or Mr. Clement about toll collection. This is about the toll collector. When a toll collector went on the job and started the shift, at the start of his work on the regular shift, from the report, from the information we got, this man was supposed to have $20.00 with him?

Mr. CLEMENT: Correct.

Mr. BOURBONNAIS: Then he had a kind of box where his spools of tickets were?

Mr. CLEMENT: Correct.

Mr. BOURBONNAIS: And he had a safe in which to deposit his money?

Mr. CLEMENT: Right.

Mr. BOURBONNAIS: When he started on the job, on the regular shift, was there anybody to investigate that man, or search him, to find out how much money he had on him, in his wallet or in his pocket?

Mr. CLEMENT: Yes, there was. I do not say they were being searched, but there was a man at the bridge.

Mr. BOURBONNAIS: To check the collectors?

Mr. CLEMENT: To check.

Mr. BOURBONNAIS: At the start of their shift?

Mr. CLEMENT: Yes, a supervisor or the assistant supervisor.

Mr. BOURBONNAIS: Were they checked regularly, or were they notified before they were checked?

Mr. CLEMENT: No.

Mr. BOURBONNAIS: I mean, was there a periodical check or a check made at random?

Mr. CLEMENT: Yes.

Mr. BOURBONNAIS: When they finished their regular shift and before they went home, how was the money collected? Were they putting money they had collected on the bridge in the box or in the safe?

Mr. CLEMENT: I think this procedure has been answered.

Mr. MCPHILLIPS: Half-a-dozen times.

Mr. CLEMENT: Yes, half-a-dozen times.

The CHAIRMAN: It is in the evidence.

Mr. CLEMENT: I am willing to repeat it. It would not take very long to explain.

Mr. BOURBONNAIS: Could you give me a short answer then, yes or no? After the collector had finished his shift and he was ready to go home was the operator searched to find out how much money he had on him?

Mr. CLEMENT: No.

Mr. BOURBONNAIS: No?

Mr. CLEMENT: No. It was never reported to me that anybody had been searched.

Mr. BOURBONNAIS: Then he could have gone home with whatever money he had collected during the day?

Mr. CLEMENT: Not with whatever money he had collected during the day.

Mr. BOURBONNAIS: Well, with some money?

Mr. CLEMENT: He could have gone home with anything that he had with him.

Mr. BOURBONNAIS: It never occurred to you to have somebody, to even hire a special agent to make a check on those men?

Mr. BEAUDET: I think I might elaborate on this because it was a rather complicated business. Of course, we thought of searching the men when they were ready to go home to find out whether they had money on them or not.

Most of these collectors, when they were employed, signed a form that they agreed to be searched at any time. I had in mind to do that, and I consulted our legal adviser, Mr. Finlay, on the matter and asked him if we could strip a man and search him good. Mr. Finlay said it depended entirely on the form the man had signed; and with the type of form that he had signed at the time, he felt, we could not.

Apart from Mr. Finlay's opinion, the chief of police also was requested to give an opinion on that, and he told me that he was not prepared to do that unless we had very strong suspicions on the man and were prepared to take out a warrant on him. He felt that we would be open to a lawsuit if we were just to search him before obtaining a warrant.

Mr. BOURBONNAIS: Did not you have a suspicion about those collectors in the report you had from the C.N.R. investigator? That showed that most of the time every collector was guilty of not issuing a receipt?

Mr. BEAUDET: To have suspicion and have evidence are two different things.

Mr. BOURBONNAIS: But you had a form signed by a collector that would allow you to search him?

Mr. BEAUDET: Yes, but not to strip him.

Mr. CLEMENT: May I add that I have asked the same questions to the members of the Royal Canadian Mounted Police. I have asked, "Do you search a man?" They said, "We do not search a man unless we are almost 100 per cent sure to find on that man what we are looking for." In other words, of course, it was a legal matter. This was the opinion that was given to me by the Royal Canadian Mounted Police.

Mr. BOURBONNAIS: How do you account for this, in some private enterprises, such as theatre bars and circuses, you have all kinds of collectors who are collecting money from the public and yet very seldom any money is—

Mr. CLEMENT: I beg your pardon?

Mr. BOURBONNAIS: Yet very seldom any money is stolen by those collectors because they have a system of checking things.

Mr. CLEMENT: Are you talking about a system for a theatre, for instance?

Mr. BOURBONNAIS: Yes.

Mr. CLEMENT: I could give you a nice way of stealing money in a theatre, if you want me to explain it.

The CHAIRMAN: Never mind. I do not think we need that in this committee.

Mr. CLEMENT: There are efficient ways of stealing all kinds of money in a theatre.

The CHAIRMAN: Have you any further questions, Mr. Bourbonnais?

Mr. BOURBONNAIS: No, not for now. But I would like to question Mr. Chevrier.

Mr. CHEVRIER: Go right ahead.

Mr. BRUCHESI: I question if the government of Quebec was partly to blame for the delay in the installation of the automatic toll system. Do you not think it would be much harder to organize an automatic toll system before the completion of this part of the bridge, and the approaches of the seaway? Were you able to install an automatic toll system before all these physical things were completed?

Mr. BEAUDET: An automatic toll collection with automatic lanes, yes, but not an automatic system with attended lanes.

The CHAIRMAN: Are there any other questions?

Mr. BRUCHESI: I thought you said that the delay was created due to the delay of Quebec in accepting the new tariffs. But was it not possible to organize a new tariff and a new automatic toll system before all these physical things were completed?

Mr. BEAUDET: I just told you a moment ago that we could install on a temporary basis an automatic system, that is, automatic toll collection equipment with automatic lanes, but we could not install on a temporary basis an automatic toll collection equipment with attended lanes. I think I have described this in detail in the evidence.

The CHAIRMAN: That is right.

Mr. BEAUDET: I described the workings and the details of the attended lanes.

The CHAIRMAN: This committee is only supposed to sit until 4:30. Do you wish to adjourn now?

Mr. CHOWN: I move we adjourn.

Mr. MONTEITH (*Verdun*): May I ask a question? How long have you been there, Mr. Clement?

The CHAIRMAN: No, no. There are others before you, Mr. Monteith. That is why I mentioned the fact that it is now 4:30, and that the committee is only supposed to sit until 4:30. That is why I asked if you wanted to adjourn now. And I heard somebody move that we adjourn.

Mr. CHOWN: Yes, I moved that we adjourn.

The CHAIRMAN: You have heard the motion. Is it agreed?

Agreed.

We shall meet on Tuesday morning at 9:30.

THE FOLLOWING IS THE TEXT OF THAT PART OF THE COMMITTEE'S PROCEEDINGS CONDUCTED IN THE FRENCH LANGUAGE

ON TROUVERA CI-DESSOUS LE TEXTE DE LA PARTIE DES DÉLIBÉRATIONS DU COMITÉ QUI S'EST DÉROULÉE EN FRANÇAIS

COMITÉ DES CHEMINS DE FER, CANAUX ET LIGNES TÉLÉGRAPHIQUES

(Page 675)

M. PIGEON: Monsieur Beaudet, je crois qu'en 1958 vous avez proposé de retenir les services de 2 membres de la Gendarmerie royale pour surveiller.

M. BEAUDET: J'avais rencontré les "officiers" de la Gendarmerie royale du Canada pour discuter ce problème...

...laissant à eux seuls la décision de savoir si c'était une méthode utile ou non.

M. PIGEON: A-t-on donné suite à votre demande?

M. BEAUDET: Non.

M. PIGEON: Pour quelle raison?

M. BEAUDET: Je ne connais pas la raison, probablement, il vaudrait mieux dire qu'ils n'ont pas cru utile de suivre ma demande.

M. PIGEON: Est-ce que cette demande avait été formulée verbalement ou par écrit?

M. BEAUDET: Dans une entrevue personnelle avec l'inspecteur Willis de la Gendarmerie royale.

M. PIGEON: Au cours de cette entrevue, on ne vous a donné aucune raison du refus.

M. BEAUDET: Non.

M. PIGEON: Une autre question, monsieur Beaudet. Je vois le rapport intitulé "Record of checks or investigations of toll collectors", pages 5 et 6. Pourquoi, en 1957, seulement 4 employés ont-ils été transférés, alors que tous avaient commis des infractions?

M. BEAUDET: Vous n'aurez pas d'objection à ce que M. Clément réponde à cette question? Je l'ai déjà donné en détail, d'ailleurs.

M. CLEMENT: Voici, en 1957, la façon dont l'"investigation" a été faite...
...était la suivante.
Les rapports indiquaient que les péagers n'avaient pas donné de reçu aux officiers qui avaient fait l'enquête.

* * *

(Page 676)

M. PIGEON: Lors de ces enquêtes, on a établi que 29 employés n'avaient commis aucune infraction. 29 employés sur combien?

M. BEAUDET: Quelle enquête?

M. PIGEON: Pardon?

M. BEAUDET: Sur quelle enquête?

M. PIGEON: Sur l'"investigation" qui a été faite en 1957. Excusez-moi, c'est pour toutes les enquêtes qui ont été faites, le nombre total?

M. BEAUDET: Monsieur Pigeon, est-ce que ce ne serait pas la question que vous m'avez demandée hier...

...et à laquelle j'ai répondue ce matin, au tout début de la séance?

M. PIGEON: Une autre question, monsieur Beaudet. Au cours de chaque enquête qui a été faite, vous avez interrogé . . . un certain nombre d'employés ont été "enquêtés", autrement dit?

Alors, au cours de chaque enquête, combien d'employés ont été "enquêtés", du nombre total?

M. BEAUDET: Je ne peux pas répondre pour les enquêtes de 1934, 1938, 1942, 1946 . . .

. . . mais pour les enquêtes suivantes . . .

. . . je crois pouvoir répondre de la façon suivante.

L'"enquête" de 1952 . . .

. . . 26 percepteurs.

L'"enquête" de 1957 . . .

. . . 26 percepteurs.

L'"enquête de 1958 . . .

. . . 30 percepteurs.

L'"enquête" de 1959 . . .

. . . 30 percepteurs.

M. PIGEON: Les péagers qui sont demeurés au travail en 1957 et en 1958, à la suite des "investigations", sont-ils demeurés au travail à la suite de représentations en leur faveur?

M. BEAUDET: Non.

M. PIGEON: Une dernière question, monsieur Beaudet. Ce matin, vous avez déclaré que vous n'étiez pas en faveur de recommandations faites par des députés. Est-ce que vous me permettez de vous demander ceci: Lorsque vous avez été engagé, lorsque vous avez eu votre emploi, est-ce que cela a été à la suite de recommandations?

M. BEAUDET: Non, et je veux dire autre chose à ce sujet . . .

. . . lorsque j'ai rencontré le Conseil pour la deuxième fois au sujet de mon emploi . . .

. . . ils m'ont indiqués, qu'ils étaient satisfaits de mes services passés et m'emploieraient.

Ce que j'avais fait dans le passé, mon expérience passée, et un membre du Conseil m'a alors demandé ceci:

"Est-ce que vous pourriez obtenir une lettre de recommandation d'un membre du Parlement"?

J'ai répondu là-dessus:

. . . s'il faut une lettre de recommandation, je ne suis pas intéressé.

M. PIGEON: Comment se fait-il que vous ayez été employé sans lettre de recommandation, puisqu'on en exigeait une?

M. BEAUDET: On n'en exigeait pas une, puisque ce même membre a dit . . .

. . . "je suis très heureux de vous entendre donner cette réponse".

M. PIGEON: Qui est ce commissaire?

M. BEAUDET: M. Bennett Roberts.

HOUSE OF COMMONS

Third Session—Twenty-fourth Parliament

1960

STANDING COMMITTEE

ON

RAILWAYS, CANALS AND TELEGRAPH LINES

Chairman: GORDON K. FRASER, ESQ.

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PROCEEDINGS

No. 11

Toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

TUESDAY, APRIL 12, 1960

WITNESSES:

The Honourable George Hees, Minister of Transport: and, of the National Harbours Board: Messrs. Maurice Archer, Chairman; G. Beaudet, Port Manager, Montreal Harbour; and J. A. Clément, Superintendent of Bridges, Montreal Harbour.

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ON

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Asselin,
Badanai,
Baldwin,
Bell (*Saint John-Albert*),
Bourbonnais,
Bourget,
Bourque,
Brassard (*Chicoutimi*),
Brassard (*Lapointe*),
Browne (*Vancouver-Kingsway*),
Bruchési,
Cadieu,
Campbell (*Stormont*),
Campeau,
Chevrier,
Chown,
Creaghan,
Crouse,
Denis,
Deschatelets,
Drysdale,
Dumas,
Fisher,
Garland,
Grills,
Herridge,
Horner (*Acadia*),
Horner (*Jasper-Edson*),
Johnson,
Keays,
Kennedy,
Lessard,
MacInnis,
MacLean (*Winnipeg North Centre*),
Martin (*Essex East*),
Martini,
Michaud,
McBain,
McDonald (*Hamilton South*),
McGregor,
McPhillips,
Monteith (*Verdun*),
Pascoe,
Payne,
Phillips,
Pigeon,
Pratt,
Rapp,
Rogers,
Rynard,
Smith (*Calgary South*),
Smith (*Lincoln*),
Smith (*Simcoe North*),
Thompson,
Tucker,
Valade,
Wratten—60.

Eric H. Jones,
Clerk of the Committee.

CORRIGENDUM (*English Edition only*)

Proceedings No. 4, March 17, 1960

Page 145, line 4: delete "Period 8th September, 1959, to date" and substitute "As of March 15, 1960" therefor.

MINUTES OF PROCEEDINGS

TUESDAY, April 12, 1960
(19)

The Standing Committee on Railways, Canals and Telegraph Lines met at 9.30 o'clock a.m. this day, the Chairman, Mr. Gordon K. Fraser, presiding.

Members present: Messrs. Allmark, Asselin, Baldwin, Bourque, Brassard (*Chicoutimi*), Brassard (*Lapointe*), Browne (*Vancouver-Kingsway*), Campbell (*Stormont*), Crouse, Denis, Fisher, Fraser, Grills, Horner (*Acadia*), Howe, Keays, Lessard, MacInnis, Martin (*Essex East*), Martini, McDonald (*Hamilton South*), McGregor, McPhillips, Monteith (*Verdun*), Pascoe, Payne, Pigeon, Phillips, Pratt, Rapp, Rogers, Smith (*Calgary South*), Smith (*Lincoln*), Thompson, Tucker and Wratten (36)

In attendance: The Honourable George Hees, Minister of Transport; and *of the National Harbours Board:* Messrs. Maurice Archer, Chairman; R. J. Rankin, Vice-Chairman; G. Beaudet, Port Manager, Montreal Harbour; J. F. Finlay, Legal Adviser; J. B. Phair, Chief Treasury Officer; and J. A. Clément, Superintendent of Bridges, Montreal Harbour; and *of the Canadian National Railways:* Mr. Walter Smith, Executive Representative, Ottawa.

The Committee resumed its consideration of the toll-collection operations at the Jacques-Cartier Bridge, Montreal, Quebec, and at the Victoria Bridge, Montreal, Quebec.

The Chairman named Mr. Creaghan in substitution for Mr. Bourbonnais on the Subcommittee on Agenda and Procedure.

The Chairman reported that the Subcommittee on Agenda and Procedure had met on the previous evening and had agreed to report as follows:

1. That Messrs. Deschatelets, Fisher and Johnson be a Special Subcommittee of the Steering Committee for the purpose of making an initial examination of the personal and confidential documents which had been produced by Mr. Archer on April 7th; and that the Clerk of the Committee be in attendance at meetings of the Special Subcommittee, he to retain custody of the said confidential documents throughout, permitting the said three members to view them.

2. That the Special Subcommittee report back to the Chairman, after they have examined the private and confidential documents, and recommend the selection of such of them as they deem should be examined by the Steering Committee for its recommendation thereon to the Main Committee; and that the Chairman should then call a meeting of the Steering Committee to consider the report of the Special Subcommittee.

3. That, if possible, the Committee complete its examination of the National Harbours Board officials at the morning sitting on Tuesday, April 12th, and, at the same sitting, then consider the sequence and procedure by which other witnesses should be called and examined.

4. That of the other witnesses there be called for examination on Tuesday, April 26th, and Thursday, April 28th, the following:

1. Mr. Walter Smith, Executive Representative, C.N.R., Ottawa.

22954-2—1½

2. Mr. George A. Shea, former chief of C.N.R. Investigation Service.
3. Mr. Harold Lande, Q.C., in 1959 the Chairman of the Joint Committee of Appeal in dispute between Brotherhood of Railway and Steamship Clerks, etc., and National Harbours Board in Grievance Procedure re dismissal of Toll Collectors.
4. Mr. Frank Hall, Chairman, Brotherhood of Railway and Steamship Clerks, etc.

5. That the sequence of examining the remainder of the proposed witnesses be the subject of further consideration and recommendation by the Steering Committee at a later date, subject to the Chairman being empowered to order the attendance of replacement witnesses on April 26th and 28th in the event that one or more of the above-mentioned four witnesses should not then be available.

6. That the Committee not sit on the afternoon of Tuesday, April 12th as had been proposed.

The Committee concurred in the said recommendations of the Steering Committee.

The Chairman reminded the witness and Miss Paulette Cyr, the interpreter, that they continued to be under oath.

The Committee agreed to the request of Mr. Clément that a revision be recorded to the printed proceedings of March 17, 1960, Issue 4, page 145. (*See Corrigendum on the second page of this issue*).

The Honourable Mr. Hees and Messrs. Beaudet, Archer and Clément were further questioned on matters arising from the memorandum regarding the Jacques-Cartier Bridge which Mr. Archer had presented to the Committee on March 14th.

During the proceedings the Chairman ruled against the production by Mr. Martin (*Essex East*) of a report in the newspaper, *Le Droit*, of April 12th of a certain letter. The Committee upheld the ruling of the Chairman.

On motion of Mr. Fisher, seconded by Mr. McGregor,

Resolved,—That the Committee authorize the summoning of the following witnesses for their appearance on April 26 and 28, namely, Walter Smith, George A. Shea, Harold Lande and Frank Hall, and of such substitutions thereof as the Chairman may deem necessary.

The Committee agreed that documentary answers to questions asked of the witnesses this day be printed as appendices to the record of this day's proceedings. The said appendices are as follows:

Appendix	*Document No.*	
"A"	1	Traffic Statistics, period 1st January, 1947 to 31st December, 1958.
"B"	2	Graph showing comparison of yearly traffic volumes for the years 1947 to 1958.
"C"	3	Graph showing traffic statistics for the years 1947 to 1958.
"D"	4	Graph showing rate increase of population and registration of motor-vehicles in the Province of Quebec. NOTE: Documents Nos. 1, 2, 3 and 4 are produced in answer to Mr. Fisher, M.P.

Appendix	*Document No.*	
"E"	5	List of contractors who carried out major or minor projects on Jacques Cartier Bridge from 1954 to date. NOTE: Document No. 5, Appendix E, is produced in answer to Mr. Asselin, M.P.
"F"	6	Letters of recommendation from members of parliament or other important persons for period 1st January, 1945 to 20th August, 1954. NOTE: Document No. 6 is produced in answer to Mr. Campbell, M.P.
"G"	7	Letters of resignation from toll collectors for period 4th January, 1954 to date. NOTE: Document No. 7 is produced in answer to Mr. MacInnis, M.P.
"H"	8	List of companies which were purchasing "sold en bloc" tickets. NOTE: Document No. 8 is produced in answer to Mr. McPhillips, M.P.

The following witnesses who had been called and heard at various meetings on March 14 and subsequent thereto be retired, namely, Messrs. Archer, Beaudet, Finlay, Phair and Clément.

A French-English interpreter and a French reporter respectively interpreted and recorded questions and answers made in French during the proceedings.

At 12.25 o'clock p.m. the Committee adjourned until 9.30 o'clock a.m. on Tuesday, April 26, 1960.

Eric H. Jones,
Clerk of the Committee.

NOTE: *Text of the Proceedings recorded in the French language appears immediately following this day's Evidence.*

REMARQUE: *Le texte des témoignages recueillis en français figure immédiatement à la suite du compte rendu des délibérations de la séance d'aujourd'hui.*

EVIDENCE

TUESDAY, April 12, 1960.
9:30 a.m.

The CHAIRMAN: Gentlemen, I see a quorum. Your steering committee met last evening and they considered how the two files of private and confidential documents produced by Mr. Archer on April 7 should be dealt with. The steering committee recommended as follows: that a special subcommittee of three be set up to check into these 56 letters, and that the subcommittee report back to the main steering committee through the Chairman. They will recommend which of those documents should be looked at by the steering committee. Of course, the steering committee can look at all the letters, if they wish. Then it is up to the steering committee to recommend just what should be done regarding the letters.

The steering committee also thought that it would be wise if we could complete the examination of Mr. Archer's report this morning. We have had a number of days on it, and I believe that nearly all the questions that can be asked have been asked.

The steering committee also discussed the question of calling other witnesses, and it was agreed to recommend that on Tuesday, April 26 and Thursday, April 28, the following should be summoned and heard: Mr. Walter Smith, executive representative, C.N.R., Ottawa; Mr. George A. Shea, former chief of the C.N.R. investigation service; Mr. Harold Lande, Q.C., in 1959 the chairman of the joint committee of appeal in dispute between the brotherhood of railway and steamship clerks, et cetera and the National Harbours Board, in grievance procedure re dismissal of toll collectors; and Mr. Frank Hall, chairman, brotherhood of railway and steamship clerks, et cetera.

The steering committee also recommended that the sequence of examining the remainder of the proposed witnesses be left for a further meeting of the steering committee.

Mr. Creaghan is now back with us after his trip overseas: Mr. Bourbonnais replaced him temporarily. We would like to get Mr. Creaghan back on the steering committee. Is it your wish, gentlemen, that he be put back on the steering committee?

Agreed.

The CHAIRMAN: Are there any who disagree?

Mr. MCPHILLIPS: Mr. Chairman, while you are on the report of the steering report, my recollection is that we referred to the steering committee the matter of the possibility of calling Mr. Poole as a witness.

The CHAIRMAN: That is right.

Mr. MCPHILLIPS: Did they not deal with that?

The CHAIRMAN: He is among those on our list. I might say that there is a chance that he might not be able to be called, on account of the views of the Justice Department; I am not sure. I have asked Mr. Fulton again this morning on that, and he is checking into it. But he is on the list.

Mr. MARTIN (*Essex East*): May I ask, Mr. Chairman, if he may not be able to be called because the Department of Justice feels he should not be called; is that it?

The CHAIRMAN: On account of the investigation in Montreal at the present time.

Mr. MARTIN (*Essex East*): May I ask: when you ask for the advice of the minister of justice, do you ask the law officers of the Crown, or the Minister of Justice, because the rule is that a minister of justice must not give advice on a point of law: that must be done by the law officers of the Crown, the deputy minister of justice.

The CHAIRMAN: I understand that the Minister of Justice checks with the law officers and also with the Royal Canadian Mounted Police.

Mr. MARTIN (*Essex East*): But he has checked in this instance?

The CHAIRMAN: He has checked, and he is checking again, on my request of this morning.

Mr. MARTIN (*Essex East*): Thank you.

The CHAIRMAN: Is the committee agreed on the recommendations of the steering committee: is that all right?

Agreed.

The CHAIRMAN: Now gentlemen, I am going to remind the National Harbours Board officials and the interpreter that they are still under oath.

Mr. Clément has a document that he wishes to table. Mr. Clément.

Mr. J. A. CLÉMENT (*Superintendent of Bridges, Montreal Harbour, National Harbours Board*): In answer to Mr. Denis, page 681 of the proceedings, at the top of the page, the following statement is tabled—record of 50-trip book of tickets at $3 per book as per tariff rate sold during period January 1, 1958, to March 31, 1959. It is as follows:

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR
JACQUES CARTIER BRIDGE

Record of 50-trip book of tickets at $3.00 per book as per tariff rate sold during period 1st January, 1958 to 31st March, 1959.

Month	Number of Books	Number of Tickets
1958—January	9,863	493,150
February	8,273	413,650
March	11,066	553,300
April	12,148	607,400
May	12,846	642,300
June	12,751	637,550
July	12,261	613,050
August	12,855	642,750
September	12,834	641,700
October	12,795	639,750
November	11,816	590,800
December	10,424	521,200
1959—January	9,856	492,800
February	9,648	482,400
March	10,193	509,650
TOTALS	169,629	8,481,450

Mr. Chairman, I have another matter. I want to make a correction in the proceedings, page 145, appendix D, proceedings No. 4, March 17, 1960. The correction is to change the title from "Period September 8, 1959 to date", to "As of March 15, 1960".

The CHAIRMAN: Gentlemen, those are all the changes. Are they agreed?

Agreed.

I believe Mr. Beaudet has an answer, which he wishes to give at this time.

Mr. G. BEAUDET (*Port Manager, Montreal Harbour, National Harbours Board*): Mr. Chairman, I would like to amplify an answer which I gave to Mr. Fisher on page 659 of proceedings No. 10, dated April 7, in regard to the statistics and the trend, which Mr. Fisher found baffling.

I have had now an opportunity of looking over the file in order to see what had been the analysis of the situation at that time. Now, the situation is something like this. However, first of all, I might say that the figures quoted by Mr. Fisher, which are figures from the National Harbours Board's annual report, include in both cases total vehicles and total passengers—that is, passengers carried in automobiles, trucks and buses. A fair comparison would be to take the figures of passenger cars, and passengers in passenger cars.

In 1951 the records indicate that the number of cars—that is, passenger cars—that crossed the bridge was 4,453,000. I am giving an approximate figure to the last thousand.

The number of passenger tickets sold for that year was 4,271,000. Therefore, the ratio was .96 passengers per car.

In 1957 the number of passenger cars that crossed the bridge was 9,593,000; and the number of passenger tickets sold was 5,839,000. The ratio of passengers to cars is therefore, .61.

Mr. MARTIN (*Essex East*): Mr. Chairman, I think I should interrupt at this time.

On a point of order: I have just had handed to me a copy of *Le Devoir* of April 12; and I see there that there has been a letter sent to you, Mr. Chairman, by a Mr. Pothier Ferland, a lawyer representing some of the individuals who are accused.

This letter is in French. I think, perhaps, I ought to read this letter out.

The CHAIRMAN: I think, Mr. Martin, that that letter was received. I do not think it is necessary to read it out. I believe a letter was also sent to the Minister of Justice. It is dealing with the toll collectors themselves, and I do not think it should be brought to our attention.

Mr. MARTIN (*Essex East*): Before you make any judgment on the matter, Mr. Chairman—

Mr. MACINNIS: That is not a letter; it is a newspaper.

Mr. MARTIN (*Essex East*): It is a letter, and the heading is "L'enquête parlementaire est injuste pour les péagers accusés; suspension reclamée"; and then follows the letter in French.

I think I would like to put this letter on the record—unless you, Mr. Chairman, would like to read it out, so that we could give consideration immediately to its implications.

Mr. FISHER: I object.

Mr. ASSELIN: I object.

Mr. MARTIN (*Essex East*): Members of the committee are objecting before they have heard the letter.

Mr. FISHER: On the point of order, Mr. Chairman, we were in the midst of a line of questioning, and obtaining information; and it has no relevance to that.

If this matter is so vital, he can bring it up later. In this way he would not spoil the continuity which we are developing. If I may say so, this looks to me like smoke-screen tactics.

Mr. MARTIN (*Essex East*): I regret that Mr. Fisher would make that kind of an observation.

The CHAIRMAN: Mr. Martin, there have been objections to your reading the letter.

Mr. MARTIN (*Essex East*): But I have not even read the letter. The member for Port Arthur does not know what is in it.

It is a letter by a lawyer, acting on behalf of an accused in this case. I am not commenting now on the letter itself, but I am saying to the chairman—and I think he is a fair chairman; that has been clearly established—that I think in view of the fact that counsel for the accused is taking exception to our proceedings on the ground that it will prejudice his particular professional responsibility, and those he represents—and I make no comment on that—I think the chairman should either read out the letter, which he has received—and I think, and I say this with great respect, he should have notified the committee about this letter—and if he does not feel he should do that, I would like to place the letter on the record.

The CHAIRMAN: Well, Mr. Martin, the chairman did not read the letter to the committee, or bring it to the attention of the committee, because the justice department said we were not to deal with toll matters at all. This letter deals with toll matters and, therefore, I do not think the letter should be brought to the attention of this committee.

Mr. MARTIN (*Essex East*): The gist of this letter—I would like to read this letter first.

Some hon. MEMBERS: No, no, no.

Mr. MARTIN (*Essex East*): This letter says that our proceedings—

The CHAIRMAN: Mr. Martin, there have been objections to it, and I am going to ask the committee to vote as to whether or not they wish the letter read.

Mr. MARTIN (*Essex East*): Surely, Mr. Chairman, you are not going to ask this committee to vote on something about which this committee has no knowledge.

Here is a letter which no one knows anything about, and I am sure you are not going to ask—

The CHAIRMAN: Mr. Martin, I told you before, and I told the committee, that this committee is not to deal with any toll matters nor those matters which deal with men who are accused. Absolutely, this is dealing with men who are accused, and the lawyer who is acting for them. Therefore, I rule—if the committee supports my ruling—that this letter is not to be brought up at this committee.

Mr. MCGREGOR: Carried.

The CHAIRMAN: This matter has nothing to do with the committee.

Mr. MARTIN (*Essex East*): That is your view.

The CHAIRMAN: I am asking a view of the committee on my ruling.

Mr. MARTIN (*Essex East*): I am asking, Mr. Chairman, that before you make a ruling, or before we vote, that we have an opportunity of examining what this letter says. I myself have not read the whole thing—except it is clear that this letter, written by counsel, suggests that our committee proceedings are prejudicing his particular responsibility.

I feel that in fairness—

The CHAIRMAN: Mr. Martin—

Mr. MACINNIS: Sit down. What is the matter with you?

Some Hon. MEMBERS: Order. Order.

Mr. MARTIN (*Essex East*): There is nothing to stop me from doing what I want.

Mr. MACINNIS: After all, who is going to run this committee? Is Mr. Martin running it? If so, the rest of us might as well leave.

The CHAIRMAN: I ask you not to read it until we have a ruling from the committee. And, as I told you before—

Mr. MARTIN (*Essex East*): How can you make a ruling when the members of the committee do not know what the letter says. That is the point.

The CHAIRMAN: You have told us already what it has said—

Mr. MARTIN (*Essex East*): No, I have not.

The CHAIRMAN: —you said the letter is from the lawyer representing those who are accused; and if the letter is read it would do more harm than anything else. At least, that is my feeling, and I am asking the committee to vote on this.

Those who wish the letter read, kindly indicate?

If you do not want it read, kindly indicate.

Negatived.

Mr. MCGREGOR: He hasn't even got enough guts to put his hand up.

The CHAIRMAN: The letter will not be read.

Gentlemen, as I mentioned at the beginning of the meeting, we are going to try to finish our consideration of Mr. Archer's memorandum on the Jacques Cartier bridge.

Pardon me. Mr. Beaudet had not finished when Mr. Martin interrupted.

Mr. Beaudet?

Mr. BEAUDET: I was explaining before the reason the number of passenger cars was dropping was due to the fact that more cars were being sold during the period mentioned; that is, 1951-57.

I now have some statistics on the matter, and we might examine the ratio. In 1951 the number of cars registered was 500,000; the population of greater Montreal, at that time, was 1,500,000; the ratio being one vehicle per three persons.

In 1957 the number of vehicles registered was 850,000; the population, 1,700,000; the ratio, two.

These figures are taken from the official records of statistics produced by the province of Quebec.

The reduction in ratio on passengers per car, which I indicated before—that is, from 0.96 to 0.61—is in the order of 36 per cent. The reduction in the ratio of persons per vehicle—from 3 in 1951 to 2 in 1957—is 33⅓ per cent. What we are then not accounting for is a mere 3 per cent, which could at that time be attributed to inefficiency on the part of the toll collectors.

On 5,800,000 passengers in 1957, 3 per cent represents 174,000 passengers, or, at 2½ cents, $4,350, which represents two-tenths of one per cent of the total revenue of the bridge for that year.

Thank you, Mr. Chairman.

The CHAIRMAN: Thank you, Mr. Beaudet.

Mr. FISHER: I would like to follow that up, Mr. Chairman, because in essence this is a rebuttal to the argument I was putting to Mr. Beaudet last week.

The CHAIRMAN: That is right, Mr. Fisher, but before you go on I would just like to say what I mentioned earlier this morning, that we want to finish with the harbours board officials, if possible.

We have covered Mr. Archer's memorandum on financing, the problems of traffic control, administration, investigations, 1957 and 1958, employment, and the pioneers in the field regarding the new machines.

I think we have covered practically everything and, as we found on Thursday last, there have been a number of repeat questions; so I feel—and I think the committee feel—that we can get through this this morning.

Thank you, Mr. Fisher.

Mr. FISHER: The point I made the other day, Mr. Beaudet, was that I was taking the statistics right from your annual report, and this gave us the total of passengers.

Mr. BEAUDET: Yes.

Mr. FISHER: And then also the total of passenger cars.

As I understand your suggestion today, this figure also included bus, truck and other passengers and, therefore, it did not give the ratio.

Mr. BEAUDET: Not quite related together.

Mr. FISHER: But it is still surely true that even if you do include all these other things you still have this remarkable change in the ratio and even the change in the ratio from 0.96 to 0.61 is a substantial one?

Mr. BEAUDET: That is correct; it is certainly a substantial change.

Mr. FISHER: You have analyzed this, and you have gone into your files. Does your entry in your files confirm that you never had any doubts about this trend as being anything other than a reflection in more motor cars?

Mr. BEAUDET: I have a note on one document presented to me—I read it over the week-end—which says, "mere drop," which proved I had been looking over this document, had noticed a drop, but did not consider after an analysis of it, that it was an abnormal inefficiency, if I can express myself that way.

Mr. FISHER: I would have appreciated it if you had gone back, because if you look at the simple statistics—that is the statistics year-by-year—you go back and get the ratio during the war years, in which the number of passengers per car is quite high, as you would expect, and this has dropped all the way through, also as you would expect; but the drop from 1947 through 1958 is phenomenal.

Mr. BEAUDET: I would think, Mr. Fisher—and I have not worked it out—but I have always related those to the number of vehicles per population. I think if we were to use the same figure in 1948 instead of 1951—using the passenger cars and the passengers in passenger cars—we would find about the same answer, I am quite positive.

Mr. FISHER: I could work this out for myself, but have you given us enough statistics, or a thorough enough group of statistics, so that we could work out, this ratio ourselves?

Mr. BEAUDET: Yes, except that one document has not been asked for, and that is traffic. All the documents we have produced in the way of traffic are in money, and not in numbers of vehicles.

Mr. FISHER: Could we have that? I do not mind working it out for myself. I would like to follow this ratio through.

Mr. BEAUDET: I would be quite pleased to file a document showing all the traffic trends in vehicles and not in money. (*See Appendices "A", "B", "C" and "D".*)

The CHAIRMAN: Mr. Asselin? We will have the interpreter.

Mr. ASSELIN (*Interpretation*): I would like to ask one or two questions of Mr. Beaudet. Once in a while, Mr. Beaudet, you had to make repairs to the Jacques Cartier bridge, is that right?

Mr. BEAUDET (*Interpretation*): Yes.

Mr. ASSELIN (*Interpretation*): How were the repairs made—was it by the day or by contract?

Mr. BEAUDET (*Interpretation*): The ordinary repairs were carried out by our own employees, who are paid by the hour.

Mr. ASSELIN (*Interpretation*): Did you have extraordinary or major repairs very often—for instance, every year?

Mr. BEAUDET (*Interpretation*): No.

Mr. ASSELIN (*Interpretation*): What do you understand by "ordinary repairs" and "major repairs"?

Mr. BEAUDET (*Interpretation*): Ordinary repairs are those required for the maintenance of the bridge. Major repairs are those involving a cost of more than $25,000—construction. In all cases of major repairs carried out by contractors the work is carried out by tender.

Mr. ASSELIN (*Interpretation*): Were these public tenders or closed tenders or were the contractors called?

Mr. BEAUDET (*Interpretation*): Public tenders.

Mr. ASSELIN (*Interpretation*): By whom were the tenders called? Was it done by your division, the board of directors, or by the Department of Transport?

Mr. BEAUDET (*Interpretation*): In accordance with the terms of the National Harbours Board Act, when the contract was for more than $50,000. The tenders were called by head office at Ottawa with advertizing in all newspapers. In the case of contracts for less than $15,000, tenders were called by my office and all contractors who might be interested or qualified to do the work had the opportunity of submitting a tender.

Mr. ASSELIN (*Interpretation*): You were speaking of repairs costing $15,000 or less. Is that right?

Mr. BEAUDET (*Interpretation*): Correct.

Mr. ASSELIN (*Interpretation*): Since 1954, have you had major repairs costing $25,000 or more?

Mr. BEAUDET (*Interpretation*): Yes.

Mr. ASSELIN (*Interpretation*): Could you file the list of contractors who carried out this work?

Mr. BEAUDET (*Interpretation*): With pleasure.

Mr. ASSELIN (*Interpretation*): When you had decided on a particular contractor, was it necessary to obtain approval from the Department of Transport here in Ottawa, or was it only under your jurisdiction?

Mr. BEAUDET (*Interpretation*): Completely under my own jurisdiction. It might be wise to clarify the question in the following way. Between $2,500 and $15,000 the tender had to be approved by the National Harbours Board.

Mr. ASSELIN (*Interpretation*): Were the tenders for more than $25,000 approved by the Department of Transport here in Ottawa.

Mr. BEAUDET (*Interpretation*): Cabinet—treasury board.

Mr. ARCHER: The Department of Transport, no the National Harbours Board, through the minister.

Mr. ASSELIN (*Interpretation*): Could you produce a list of all the contractors who obtained either minor or major contracts from 1954, on.

Mr. BEAUDET (*Interpretation*): With pleasure. (*See Appendix "E".*)

Mr. ASSELIN (*Interpretation*): I would like to ask a question of either Mr. Beaudet or Mr. Clément. This concerns the hiring of toll collectors on the Jacques Cartier bridge. Either directly or indirectly, or through a third party, were any gifts ever offered to obtain such positions?

Mr. BEAUDET (*Interpretation*): Never.

Mr. ASSELIN (*Interpretation*): When you decided to install the automatic counters, during the talks preceding this, were there representatives of the city of Montreal or the government of the province of Quebec in on these talks?

Mr. BEAUDET (*Interpretation*): No.

Mr. ASSELIN (*Interpretation*): If I understand it correctly, when you decided to install the automatic counters your decision then was forwarded to the city of Montreal and the province of Quebec.

Mr. BEAUDET (*Interpretation*): No.

Mr. ASSELIN (*Interpretation*): The reason I am asking this question is that Mr. Brassard of Lapointe the other day, at page 677 of the proceedings, gave us to understand that the delay caused was through the lack of activity on the part of the province of Quebec.

Mr. BRASSARD (*Lapointe*): On a point of privilege, Mr. Asselin said in French:

"que j'ai laissé entendre",

This is completely untrue. I asked a question of Mr. Beaudet and Mr. Archer.

The CHAIRMAN: I note your privilege.

Mr. BRASSARD (*Lapointe*): I did not give the answer myself.

Mr. ASSELIN (*Interpretation*): Mr. Chairman, he was asking how long was the delay. This will be found at page 677.

Mr. ASSELIN: It was an answer of Mr. Archer's, and it reads as follows:

> Mr. Archer: Application was made to the province of Quebec on May 1, 1958, and the order in council was passed in February. I will have to check the exact date here—February 4, 1959.

And then Mr. Brassard asked:

> Mr. Brassard (*Lapointe*): This is my last question: are you of the opinion or do you think this delay has delayed the installation of the automatic machinery on the Jacques Cartier bridge?

And Mr. Archer's application was made to the province of Quebec on May 1st.

Mr. ARCHER: Yes.

Mr. ASSELIN: I wonder if Mr. Beaudet could answer that question.

Mr. ASSELIN (*Interpretation*): It was as a result of this that I stated that the question of Mr. Brassard was a reference to the effect that the reply of Mr. Beaudet indicated that the delay came from the province of Quebec.

Mr. ASSELIN: You have the same answer today about this question about the delay?

Mr. BEAUDET (*Interpretation*): Would you like to ask me the question? If there was a delay, whether it be an hour or twelve months. Naturally, it delayed the installation of the automatic toll collection machinery.

Mr. ASSELIN (*Interpretation*): Do you still insist on saying that this delay was as a result of the lack of cooperation on the part of the authorities of the province of Quebec?

Mr. BEAUDET: I do not believe I stated it was lack of cooperation on the part of the authorities of the province of Quebec. This was understood because there certainly was on my part complete cooperation in everything I undertook with the province of Quebec in the matter of the bridge.

Mr. ASSELIN (*Interpretation*): Are you in a position to state that the same cooperation was given to you by the province of Quebec in the matter of the bridge?

Mr. BEAUDET (*Interpretation*): Yes, certainly, and in particular in relation to the matter of the approaches to the south end of the bridge, where it was through the cooperation of the province that a solution was found.

Mr. ASSELIN: Thank you.

Mr. FISHER: I would like to clear up one point in connection with Mr. Beaudet. Can you tell me if your registration of vehicles was for all vehicles including cars, trucks and busses, or just for cars? You remember you gave those figures?

Mr. BEAUDET: Registration of all vehicles.

Mr. FISHER: All vehicles?

Mr. BEAUDET: Yes.

The CHAIRMAN: Are there any other questions, Mr. Asselin?

Mr. ASSELIN: No, thank you.

Mr. BROWNE (*Vancouver-Kingsway*): I wonder if we might follow through with the sequence of events exactly after the approval in principle to install the automatic toll gates. That was in October, 1956. Then, what was the next step taken? I gather that the tariff was the next thing that had to be attended to before they could be installed?

Mr. ARCHER: There was the tariff to be attended to, the efficiency of the equipment, the adaptation of the tariff to the equipment; and the adjustment with construction program; I think I answered that question before, when I explained that the former chairman had discussed it with the minister, and seeing that he was going to be called as a witness, and that he was the normal channel of communication between the board and minister, he would probably much better relate any discussion he had with them than I could.

Mr. BROWNE (*Vancouver-Kingsway*): Could you tell us when the tariff was ready, and what was the earliest date that the tariff was available, so that it could have been proceeded with?

Mr. ARCHER: I think it was around October, 1957.

Mr. BROWNE (*Vancouver-Kingsway*): Then it was submitted to the province of Quebec in May, 1958?

Mr. ARCHER: That is right.

The CHAIRMAN: Are there any other questions, Mr. Browne?

Mr. BROWNE (*Vancouver-Kingsway*): No, that is all.

The CHAIRMAN: Now, Mr. Monteith?

Mr. MONTEITH (*Verdun*): I would like to ask Mr. Beaudet or Mr. Clément some questions which I might follow up later on. Did it ever occur to you, Mr. Beaudet, that there could be counterfeit receipts given out by the collectors?

Mr. BEAUDET: I think we answered that question on Thursday.

The CHAIRMAN: Yes, that question was answered.

Mr. MONTEITH (*Verdun*): Would you please answer it again?

Mr. BEAUDET: No, I do not think there was in any case counterfeits.

The CHAIRMAN: Are there any other questions?

Mr. MONTEITH (*Verdun*): That is all.

The CHAIRMAN: Now, Mr. Campbell.

Mr. CAMPBELL (*Stormont*): I would like to address several questions to the minister.

The CHAIRMAN: To the minister?

Mr. CAMPBELL (*Stormont*): Yes. When was actual approval given to any installation of automatic tolls? Who gave it? Who gave the actual approval which resulted in the installation? Who gave it, and when was it given?

Hon. GEORGE H. HEES (*Minister of Transport*): The governor in council gave the authorization, apparently, I think in the summer. It was the late summer of 1958.

Mr. CAMPBELL (*Stormont*): Who was it that actually made the decision to install the automatic tolls? I do not mean the decision in principle, but the actual decision which resulted in the installation?

Mr. HEES: I think the decision was made by the government, but this thing had been discussed in principle. And as you probably know, until the government passes on a measure, it cannot go into effect.

Mr. CAMPBELL (*Stormont*): That was the present government?

Mr. HEES: Well, I think it would be any government.

Mr. CAMPBELL (*Stormont*): It was the present government which actually made the decision?

Mr. HEES: That is right; it was the present government which actually made the decision to install the automatic toll collection machinery.

Mr. CAMPBELL (*Stormont*): What is the significance of approval in principle in this context?

Mr. ARCHER: That was the way we wanted more information about the equipment. We were not turning it down; we wanted to get into this even more quickly, so we asked Mr. Beaudet to make further studies on it, in order to apply it to the tariff.

Mr. CAMPBELL (*Stormont*): I take it, then, that the expression "approval in principle" is a very elastic phrase? For instance, I understand there was approval in principle given to construct the St. Lawrence Seaway 38 years before the actual construction commenced—so I take it from that that the phrase "approval in principle" is a very elastic phrase, depending on the context?

Mr. ARCHER: I would say it was the preliminary stage in the installation.

Mr. CAMPBELL (*Stormont*): Yes; but it could either be a preliminary stage, or it could be preliminary to a preliminary, could it not?

Mr. HEES: I might answer on something that I think you are probably trying to get at. As far as I know, and as far as Mr. Archer knows, the former government made no decision to go ahead with the installation of this automatic toll machinery. It was this government, in the summer of 1958, that made that decision. No other government made that decision.

The question, as I understand it, had been discussed by the National Harbours Board, not by the former government.

Mr. CAMPBELL (*Stormont*): That is the answer I was wanting, sir. I have one more question.

Would you, sir, in the course of a week—you, or members of your immediate staff—be likely, in the course of a normal week, to have occasion to consult the head of the National Harbours Board more frequently than you would have occasion to contact Mr. Gordon, the head of the C.N.R.?

Mr. HEES: It just depends on what is going on in each crown corporation.

Mr. CAMPBELL (*Stormont*): Let us take, then, sir, during the course of the year. You would normally, in the course of a year, consult, or have contact with the head of the National Harbours Board far more frequently than you ever would with Mr. Gordon of the C.N.R.; is that not so?

Mr. HEES: That might be: I would not like to state categorically that it would be so. If a great deal of work was being undertaken—something of a new nature—under the control of the National Harbours Board, I would be talking a great deal to the National Harbours Board.

If something of a similar nature was being undertaken by the C.N.R. that would cause controversy—if it were being carried out by the C.N.R.—perhaps I would be talking more to Mr. Gordon. It would be a very difficult answer to give.

Mr. CAMPBELL (*Stormont*): Normally, would there not be fewer occasions for Mr. Gordon, the head of the C.N.R., to consult with the minister, or to get the approval of the minister regarding the internal operation of the C.N.R., than there normally would be within the National Harbours Board?

Mr. HEES: Yes, it may be.

The CHAIRMAN: Are there any other questions?

Mr. CAMPBELL (*Stormont*): Those are the only questions I have for the minister. There are a few questions I would like to address to Mr. Beaudet, concerning the initial threats made to him, if that would be in order.

The CHAIRMAN: That was discussed before in this committee.

Mr. CAMPBELL (*Stormont*): Yes, but there are some questions that were not asked, that I would like to ask on that.

The CHAIRMAN: As we wish to clean up this morning, I imagine that would be all right.

Mr. CAMPBELL (*Stormont*): Mr. Beaudet, were you ever requested by the Royal Canadian Mounted Police, or by the Montreal police, or by any police force, to attend an identification parade?

Mr. BEAUDET: Not me personally, no.

Mr. CAMPBELL (*Stormont*): You were never told, eh?

Mr. BEAUDET: No.

Mr. CAMPBELL (*Stormont*): After the initial threat was made to you personally, you did not, in fact, contact the police yourself: on the following Monday, I believe the evidence was, you contacted your superiors in the harbours board, and they made the arrangements with the police; is that correct?

Mr. BEAUDET: That is correct. But the police, the R.C.M.P., came a few days later to see me, to get as much detail of the case as I could give, such as the complete descriptions of the persons that had come to my place, and about neighbours—if the neighbours might have been there at the time. I gave all that information to the Royal Canadian Mounted Police. That, I would say, was two or three days after the board had been in touch with the headquarters of the Royal Canadian Mounted Police in Ottawa.

Mr. CAMPBELL (*Stormont*): You may prefer not to answer this question—but I rather curious as to why you did not contact the police originally. Was it because you thought that, being a harbour matter, it should be your superiors who should do it, or what?

Mr. BEAUDET: I had answered once that it was my opinion. Probably it was a very harsh answer. My opinion at the time was that I certainly did not want this to have any publicity. I particularly was not keen on having

my family—my wife and my family—know about this, because I realized that it would certainly disturb them. And, knowing that I was going to the country to get my family to return to the city it certainly was not an appropriate moment to spread this in the newspapers.

Mr. CAMPBELL (*Stormont*): And it was purely to save your family from inevitable worry and concern that you decided—

Mr. BEAUDET: That is correct.

Mr. CAMPBELL (*Stormont*): That is all the questions I have at the moment, but there is—

The CHAIRMAN: Thank you, Mr. Campbell. Mr. Pigeon.

Mr. CAMPBELL (*Stormont*): I would like to get some papers put in evidence. Will there be an opportunity for this later?

The CHAIRMAN: What are the papers?

Mr. CAMPBELL (*Stormont*): I would like to get any correspondence concerning recommendations for jobs from the end of the war, so we can get a full and complete picture of this situation.

The CHAIRMAN: What do you mean, from the end of the war?

Mr. CAMPBELL (*Stormont*): From 1945 to 1954.

The CHAIRMAN: I believe the committee decided before that they only wanted five years back, was it not?

Mr. BEAUDET: I do not know exactly what document you are referring to.

The CHAIRMAN: From 1954 to date.

Mr. CAMPBELL (*Stormont*): The same letters of recommendation. We have letters of recommendation from 1954 to 1958. I would like to have them from the end of the war, so that we get a full and complete picture of the situation that prevailed as far as recommendations are concerned.

From the end of the war is the actual period I would like particularly.

Mr. BEAUDET: I am not positive of the answer I am now giving, but I think that those, for the largest part at any rate, have been destroyed. I think that we destroyed seven or eight years past, in accordance with instructions issued by the board—and I think those would have been destroyed.

There might be a few years, 1951, 1952, that have not been destroyed. We will give you whatever we have for that period. (*See Appendix "F".*)

Mr. CAMPBELL (*Stormont*): All right.

The CHAIRMAN: Would that be satisfactory?

Mr. CAMPBELL (*Stormont*): Yes. But it will be clearly stated just what years they are?

Mr. BEAUDET: Yes.

Mr. CAMPBELL (*Stormont*): And just what have been destroyed?

Mr. BEAUDET: That is correct.

Mr. CAMPBELL (*Stormont*): Thank you.

The CHAIRMAN: Mr. Pigeon.

Mr. PIGEON (*Interpretation*): When you were studying the installation of automatic toll machinery, why did you not consult the authorities of the city of Montreal and the province of Quebec, rather than just advising them of the decision?

Mr. BEAUDET (*Interpretation*): I do not believe that this was a matter under the direct, or indirect, jurisdiction of the city of Montreal or the province of Quebec.

In this respect I might quote from a document tabled here, entitled "Provincial legislation relevant to Jacques Cartier bridge, Montreal harbour", appendix C, page—

Mr. ASSELIN (*Interpretation*): Have we got it here?

Mr. BEAUDET (*Interpretation*): Yes; on page 398.

Mr. PIGEON (*Interpretation*): I was asking this because there is in our British system the method of no taxation without representation.

Mr. BEAUDET (*Interpretation*): In this regard, there was no question at that time of taxation for the city of Montreal and the province of Quebec because the income was not sufficiently high—the deficit was not sufficiently high.

Mr. CLÉMENT: I want to make that correction of the page number. The page number that was given was related to the question asked, but the answer is appendix C, page 460—respecting the building of a bridge between Montreal and Longueuil.

Mr. PIGEON (*Interpretation*): In what year was this act or agreement adopted?

Mr. BEAUDET (*Interpretation*): In 1928.

Mr. PIGEON (*Interpretation*): I was asking this because the city of Montreal and the province of Quebec have a certain responsibility, and are called upon to pay deficits.

Mr. BEAUDET (*Interpretation*): The last deficits paid for by the city of Montreal were in 1949; and the last deficits payable—not paid, but payable—by the province of Quebec were also in 1949.

Mr. PIGEON (*Interpretation*): Do you not think, Mr. Beaudet, that the province of Quebec was perhaps justified in delaying payment as a result of the major irregularities that we are now finding?

Mr. BEAUDET (*Interpretation*): It is always easier to play a game once it is over.

Mr. PIGEON (*Interpretation*): I want to point out, Mr. Beaudet, that neither from near nor from far did the city of Montreal and the province of Quebec have any representation on the Jacques Cartier bridge.

Mr. BEAUDET (*Interpretation*): I do not believe that your statement is quite correct. If you refer to the legislation that I mentioned a while ago, it will be noted that neither the city of Montreal nor the province of Quebec has any right to verify the administration of the Jacques Cartier bridge.

Mr. PIGEON (*Interpretation*): Do you believe that it would be a good idea to amend the act so that the city of Montreal and the province of Quebec would be represented?

Mr. MARTIN (*Essex East*): Surely that is a question of policy.

Mr. BEAUDET (*Interpretation*): This is not under my jurisdiction.

Mr. MARTIN (*Essex East*): That is right.

Mr. PIGEON (*Interpretation*): In another field: major repairs were made to the south side—the approaches to the south side, and to the bridge itself, after the St. Lawrence seaway work. Did this work, carried on because of the St. Lawrence seaway, bring about any loss in tolls?

Mr. BEAUDET (*Interpretation*): The only way to answer this is with an opinion.

It is possible that there was some loss of revenue, but in the agreement with the St. Lawrence seaway authority in this regard, it is stipulated if there was any loss it should be recovered, if possible. However, it should be remembered that if there was a deficit it would not have involved any responsibility on the part of the city of Montreal or the province of Quebec.

Mr. PIGEON (*Interpretation*): You admit, however, that there was a loss?

Mr. BEAUDET (*Interpretation*): I did not claim that there was a loss. If this was only an opinion, it is possible that there was a loss of tolls.

The CHAIRMAN: It is absolutely departmental. Is that what it was?

Mr. PIGEON (*Interpretation*): Is it possible to obtain the agreement between the St. Lawrence seaway authority and the Jacques Cartier bridge?

Mr. BEAUDET (*Interpretation*): Mr. Chairman, these are interdepartmental documents, and I believe they should not be produced.

Mr. PIGEON (*Interpretation*): Were all the repairs to the Jacques Cartier bridge—to the exit of the Jacques Cartier bridge, paid for by the St. Lawrence seaway authority?

Mr. BEAUDET (*Interpretation*): The final payment and the distribution between the St. Lawrence seaway authority and the National Harbours Board is still under negotiation.

The annual report of the National Harbours Board, which was tabled in the House of Commons a few days ago, mentions on page 78 the fact that I have just quoted:

> Negotiations are under way with the St. Lawrence seaway authority to establish a final division of costs.

Mr. PIGEON (*Interpretation*): After the work on the St. Lawrence seaway many newspapers stated that there was a great deal less traffic as a result of the work carried on for the St. Lawrence seaway. You said a while ago that there was an agreement that if there was any loss of revenue that it had to be proved. Did you attempt to establish any figures?

Mr. BEAUDET (*Interpretation*): Yes, but without any concrete results.

Mr. PIGEON (*Interpretation*): Does your preliminary study give you any idea at the present time?

Mr. BEAUDET (*Interpretation*): Only this: during the work on both the Jacques Cartier bridge and the Victoria bridge it was noted that commuters travelled either on the Jacques Cartier bridge or on the Victoria bridge, according to the state of the work and the free access to the bridge.

Mr. PIGEON (*Interpretation*): When do you expect to complete this study of loss of revenue as a result of the St. Lawrence seaway work?

Mr. BEAUDET (*Interpretation*): This is not an investigation; it is a negotiation.

Mr. PIGEON (*Interpretation*): But to negotiate it is necessary to establish figures and make some sort of a study?

Mr. BEAUDET (*Interpretation*): The matter is now in the hands of my board, which is negotiating with the St. Lawrence seaway authority.

Mr. PIGEON (*Interpretation*): Who, if possible, were the persons who made this study relative to loss of income?

Mr. BEAUDET (*Interpretation*): Mr. Clément and myself.

Mr. PIGEON (*Interpretation*): Yourself, alone, or with officers?

Mr. BEAUDET (*Interpretation*): Only we two.

Mr. PIGEON (*Interpretation*): At the present time you can establish no approximate figure as to loss of revenue?

Mr. BEAUDET (*Interpretation*): No.

Mr. PIGEON (*Interpretation*): Even if you base yourselves on the days that these major repairs were carried out, it might be possible to establish a certain loss of income—loss of tolls?

Mr. BEAUDET (*Interpretation*): Yes, but is it due to the seaway work, to a decrease in traffic, to employment conditions, or others—

Mr. BEAUDET: "Economic".

Mr. BEAUDET (*Interpretation*): Or economic conditions?

Mr. PIGEON (*Interpretation*): Was this study begun at the beginning of the St. Lawrence seaway, when repairs were made to the entrance or to the exit of the bridge?

Mr. BEAUDET (*Interpretation*): You can not make a study without knowing the facts: you have to know the facts, first of all, in order to make the study. We did everything possible in the temporary work, so as not to discourage the users of the Jacques Cartier bridge.

It might be wise to add that from the work to the St. Lawrence seaway the Jacques Cartier bridge benefited a great deal. The southern approaches to the bridge would not have been possible without raising the bridge.

Mr. PIGEON (*Interpretation*): How long did the work last to raise the bridge?

Mr. CLÉMENT (*Interpretation*): If my memory serves me right, it started in October, 1956, and ended in August, 1958.

Mr. PIGEON (*Interpretation*): In any event, you admit that there were losses in revenue?

Mr. BEAUDET (*Interpretation*): Possible—possible and intangible losses.

The CHAIRMAN: Any other question?

Mr. PIGEON: No.

Mr. BALDWIN: Mr. Beaudet, in answer to a question my learned friend, Mr. Horner, asked you on Thursday last you said—and this is at page 642, in proceedings No. 10, about one-third way down the page:

> In 1954 I suggested to my board to change the tariffs. We were then working on a new tariff; in conjunction with the Canadian National Railways. It was in 1955 or probably early 1956, when we arrived at a satisfactory tariff.

I assume the "we" refers not to the Harbours Board but to you yourself?

Mr. BEAUDET: We and the C.N.R.

Mr. BALDWIN: We will take that possibly as the beginning of 1956?

Mr. BEAUDET: Yes.

Mr. BALDWIN: The next stage was that you had had some correspondence in connection with the purchase of the automatic machines; and you and Mr. Archer, who was then the Vice-Chairman, then went to the United States and inspected these machines?

Mr. BEAUDET: Prior to any correspondence we inspected them.

Mr. BALDWIN: After examining them you came to the conclusion, I imagine, that they would be satisfactory for your purposes?

Mr. BEAUDET: Yes, after seeing it we realized further revision to the tariff would be required.

Mr. BALDWIN: You would have to have some revision based on the inspection of the machines?

Mr. BEAUDET: Correct.

Mr. BALDWIN: The next stage was this meeting of the Harbours Board on October 24, 1956, and you then made your recommendation to the board, about which we had some discussion previously.

Here is what the minutes say:

> The port manager strongly recommends the installation of Grant electrotoller equipment for collection of tolls on Jacques Cartier bridge and further recommends that an order be placed with Quebec Electro Control Limited for the rental, for a period of 3 years.

—and then you describe the machines—

—as soon as the revised Jacques Cartier bridge tariff has been approved.

Your intention then was, of course, that there should be an immediate installation when the tariff had been approved?

Mr. BEAUDET: Correct.

Mr. BALDWIN: You gave to the board your figures with regard to the cost of rentals and cost of installation. You also went on to intimate the temporary installation could be made permanent after the bridge had been completed?

Mr. BEAUDET: Correct.

Mr. BALDWIN: Mr. Archer, I think you also told Mr. Horner on the same day, last Thursday, at page 645:

The other chairman discussed it—

—and when you talk about "it" you talk about the tariff—

The other chairman discussed it with the previous minister, I am sure.

That is your answer, given then. So far as you know, when you became chairman of the board there was nothing on record to indicate ministerial approval had been given?

Mr. ARCHER: There is no record.

Mr. BALDWIN: That is why you went to Mr. Hees?

Mr. ARCHER: That is right.

Mr. BALDWIN: I put this last question to you; if ministerial approval had been given to the board's approval in principle, worked out in 1956, as rapidly as you got approval from Mr. Hees, is it not possible that you would have had automatic tolls installed two years before they were?

Mr. ARCHER: Not the major installation. The major installation, I think, was conditioned to the works going on on the bridge, which went on for about three years—the toll plaza, the approaches, etc. It did not come up, but it might have been possible to study a temporary installation of one type of lane—that is the fully automatic, but not the attended lanes, as we have them today. We would not have had any control room.

Mr. BALDWIN: But you would have had the installation of that type of automatic machine which had been recommended on October 24, 1956? That is, the type of automatic machine which could have been temporarily installed and reinstalled when the bridge was completed?

Mr. GRANT (*Stormont*): There is a temporary installation at the corner of the bridge now, and it will be moved to a permanent location. I think that is what Mr. Baldwin is referring to.

Mr. ARCHER: I said we figured we could not put in the whole system as we have it today with a control room, on a temporary basis. It might have been possible to put in fully automatic machines for passenger cars but not for buses and trucks.

Mr. BALDWIN: That was the type of recommendation made by Mr. Beaudet in his representation to the board on the 24th.

Mr. BEAUDET: Might I clarify this. In 1956 or early 1957, if the tariff had been approved we could have installed some automatic equipment but for passenger cars only. The control of trucks on the basis of axle classification was not possible because it would have been tremendously costly to install this, build tunnels, and have the installation at both ends of the bridge where the collection was made. At that time, temporary installation of automatic toll equipment for passenger cars only would have been possible. The removal of this temporary installation to put in the permanent installation which is

now at the south shore of the bridge would have cost $15,000. To put in this temporary installation, over and above the cost in this document, it would have been necessary, on the north side, to do expropriation in order to widen the plaza to be able to sort the traffic between passenger cars and trucks. On the south side where tremendous work was going on, on account of the raising of the bridge due to the St. Lawrence seaway, it would have been necessary to move at least three times this temporary installation. I think in the brief we have presented we show that the incidental expenditures involved for the placing of this automatic toll equipment on a temporary basis would have cost something like $180,000. The board had to make that decision.

Mr. BALDWIN: It might have been good insurance in the light of events.

Mr. BEAUDET: The board did not have to make that decision because the tariff had not been approved. If the board had been required to make that decision at that time, in view of what we know today, I know the answer would have been yes; but without knowing what we know today it is quite possible the board might have said the $180,000 for two years at the maximum is probably too high a price to pay. This is only an opinion.

Mr. BALDWIN: But the board never had the opportunity to come to that decision because apparently no ministerial approval was given. Thank you.

Mr. PHILLIPS: I would like to ask a question of Mr. Beaudet. At least two employees, in their letters of resignation, gave their reason for resigning as threats to themselves or their families. What action did you take when you received those letters of resignation.

Mr. BEAUDET: I think Mr. Clément who has been directly dealing with this would be in a better position to answer the question.

Mr. CLÉMENT: Would you care to repeat the question.

Mr. PHILLIPS: What action did you take when at least two men gave their reason for resigning as receiving threats against themselves or their families?

Mr. CLÉMENT: I remember the case of one man. This man came to see me and told me about these threats. They were only telephone threats made by telephone to his wife while he was working, mostly during the night shifts. This particular toll collector asked me if it was possible to dispense with him on the night shifts following these threats. I told this collector: "I cannot play any favourites for you or anybody else. This is a matter strictly for your local police. You should go and report these threats to them and if you know of anything else report it also."

Mr. PHILLIPS: Were the threats reported to the police?

Mr. CLÉMENT: I do not know.

Mr. PHILLIPS: In these letters did they indicate the source of the threats?

Mr. CLÉMENT: This particular person indicated to me that his wife had received telephone calls. He did not know where they came from. That is why I told him to go to the police and report to the police whatever he knew about these threats if he knew anything.

Mr. PHILLIPS: Did any of the authorities of the National Harbours Board consider it important enough to report it?

Mr. CLÉMENT: I did not catch that. There is another case I want to bring to your attention.

Mr. PHILLIPS: Did any of the authorities on the National Harbours Board consider these threats important enough to report them to the police?

Mr. CLÉMENT: I will explain the second case and this will answer the question.

Mr. MACINNIS: I would like to follow up Mr. Phillips' question.

The CHAIRMAN: Let Mr. Phillips finish.

Mr. MACINNIS: The witness should answer the question.

The CHAIRMAN: Mr. MacInnis, Mr. Brassard is after Mr. Phillips, and then you.

Mr. MACINNIS: I realize that, but Mr. Phillips put a question to the witness here and his complete answer of this question is to go to another case. I think I am entitled to the privilege of asking him to complete the particular one he is speaking of.

Mr. CLÉMENT: The second case happened before the first, and this will explain the situation.

Mr. MACINNIS: Mr. Chairman, I would ask for some continuity in the answers to the questions put by the members of this committee.

The CHAIRMAN: Mr. MacInnis, we are following the practice in this committee of recognizing those who wish to speak and when it is your turn, which will be very shortly, you will be able to continue with your question.

Mr. MACINNIS: I am only rising on a point of order. I am not trying to interfere with the asking of questions. You know you have had my name for a considerable time. I insist that if this witness is asked a question that he answer it in the order it is asked. If he is to go to another case I want the first answered.

Mr. CLÉMENT: Is the question, did I call in the police in this particular case?

Mr. PHILLIPS: Or anyone else.

Mr. CLÉMENT: Naturally I reported the situation to the port manager. I did not myself call the police. The other case is that of a toll collector who had been off duty for a period of about two weeks. I asked the supervisor of toll collectors to report on the situation. He told me that apparently this man was off duty because he was receiving threats. I called this man in and asked him what was happening. He told me somewhat the same story the other one had told me, that he was receiving threats at home; his wife was receiving threats. He had his telephone cut off. In the meantime the city of Montreal police called me to discuss the matter of this man. I gathered from the information the police gave me, that a friend of his had been beaten up in front of his home by some unknown persons and he had reported it to the city of Montreal police, and they were asking me questions to try to put the pieces together. I explained the situation at the bridge. This was some time after the eight toll collectors had been dismissed in October, 1958. I told the story of all these happenings to the city of Montreal police. I explained also other threats I had heard of, which had taken place with other toll collectors.

So the city of Montreal police told me: "Well, I think there is only one thing to do. Bring this man in and ask him what he knows other than what he has told us; and if this man is not ready to tell us his story, then we are not ready to give him any kind of protection".

It was on that basis that the other toll collector came with his stories of threats, and that is what I told him, that it was a matter for the local police, and that he had better go and see them and tell them whatever he knew about the situation.

Mr. PHILLIPS: Why would not either you or the port manager report it to the police, when both of you were aware of the threats?

Mr. CLÉMENT: Yes, I reported it to the port manager.

Mr. PHILLIPS: I find it strange that the authorities of the Harbours Board did not consider a threat to an employee important enough to report to police.

Mr. BEAUDET: After Mr. Clément reported these facts to me about the threats, they seemed serious, and I reported them to my board and asked that the R.C.M.P. immediately investigate the situation.

Mr. PHILLIPS: Who took the place of the employees who received threats?

Mr. CLÉMENT: Under the decision rendered by Mr. Lande in connection with the grievance procedures, we had to re-hire two of the dismissed men, the employees who had been dismissed as of October 2, 1958.

The CHAIRMAN: Now Mr. Brassard?

Mr. BRASSARD (*Lapointe*): I would like to ask for the services of the interpreter.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): First of all I would like to ask a question of the minister. Did I understand the minister to say that he personally took the decision to install automatic toll equipment at the Jacques Cartier bridge?

Mr. HEES: No, I said the government did.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): I would like to ask another question of the minister, please. I thought he let it be understood that the matter had never been discussed with his predecessor and with the board.

Mr. HEES: I said that he had no knowledge of its having been discussed between my predecessor and the board. I did not say that it was not.

The CHAIRMAN: Are there any other questions?

Mr. BRASSARD (*Lapointe*) (*Interpretation*): I would like to ask the minister if it is not the practice in his department to discuss a question thoroughly with the minister.

Mr. HEES: No, with his senior officials.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): Among your senior officials first before it is given to the minister, who then has to discuss it with his colleagues in the cabinet?

Mr. HEES: Yes, that would be the case if it were a departmental matter. But in this case it was thoroughly discussed by members of the National Harbours Board and was brought forward to me, when I took it forward to the cabinet.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): I would like to ask Mr. Beaudet a question: when you said that there was cooperation between the province of Quebec and the port manager, does this not contradict a statement made by Mr. Archer to the effect that the province of Quebec waited nine months before approving the change in the tolls?

Mr. ASSELIN (*Interpretation*): On a point of order, Mr. Chairman, I do not believe that a witness can be asked to contradict another. I believe Mr. Brassard's question should be directed to Mr. Archer to have him clarify his position.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): There is nothing I would not do to please Mr. Asselin. Therefore I direct my question to Mr. Archer. Mr. Archer, as to the statement made by Mr. Beaudet to the effect that there was cooperation between the province of Quebec and the port manager, does this not contradict the reply that you gave here to the effect that there was a delay of nine months from the province of Quebec in approving the change in tolls?

Mr. ASSELIN (*Interpretation*): On a point of order, Mr. Chairman, I believe that Mr. Brassard should first of all place Mr. Archer before his statement, and then ask him the question relevant to the statement he might have made.

Mr. BRASSARD (*Lapointe*): Well, the chair will make its ruling.

The CHAIRMAN: I think on the point of order in this case that the question can be addressed to Mr. Archer, if you want to address it to him. Is that what you want?

Mr. BRASSARD (*Lapointe*): Are you saying that I cannot direct my question to Mr. Archer?

The CHAIRMAN: No. I said you might direct it to him.

Mr. HEES: They are all muddled up, I guess.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): Mr. Archer—

Mr. ARCHER (*Interpretation*): You asked the date on which we presented a request for a revision in tolls, and I replied the date on which I forwarded the application to the province of Quebec, and the date on which we received the order in council. That is the answer.

The date on which we filed the application with the province, and the date on which approval was received by the government and the order-in-council.

Mr. BRASSARD (*Lapointe*): It means nine months.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): I have a question to ask Mr. Archer.

Did you ever have to correspond with the government of the province of Quebec relative to the new lanes on the Jacques Cartier bridge?

Mr. ARCHER (*Interpretation*): Do you mean the widening of the bridge?

Mr. BRASSARD (*Lapointe*) (*Interpretation*): The construction of the new lane.

Mr. ARCHER (*Interpretation*): No.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): Did you or the National Harbours Board have to correspond with the government of the province of Quebec in matters relating to the St. Lawrence seaway and the board?

Mr. ARCHER (*Interpretation*): Yes, in relation to the approaches.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): Could I have copies of the letters—or are they confidential—exchanged between the board and the province of Quebec?

The CHAIRMAN: Letters between the province and the board likely would not be produced; they would be confidential.

Mr. MARTIN (*Essex East*): I am sure that is wrong.

The CHAIRMAN: Unless the province agrees to it.

Mr. ARCHER (*Interpretation*): We could give you the plan approved by the province when we prepared the approaches.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): What interests me, Mr. Archer, is not the plans or the approval, but how much time the province took to give its approval.

Mr. ARCHER (*Interpretation*): Mr. Beaudet tells me—and he might answer himself—that there was no delay in giving approval for the approaches.

The CHAIRMAN: Mr. MacInnis is next.

Mr. MACINNIS: Mr. Chairman, I want to follow up the line of questioning put by Mr. Pigeon to Mr. Beaudet previously, in speaking of the repairs and construction, or reconstruction, on the bridge, and the traffic differential. You said you and Mr. Clément had made an attempt to establish figures.

Mr. BEAUDET: That is right.

Mr. MACINNIS: Could you enlighten me, and perhaps other members of the committee, as to what is meant by "an attempt", in your capacity?

Mr. BEAUDET: Well, for the first time I guess I cannot answer.

Mr. MACINNIS: It is not the first time, Mr. Beaudet.

Mr. BEAUDET: Thank you.

Mr. MACINNIS: When Mr. Pigeon put his original question, you said that any answer would be only in the way of an opinion.

Mr. BEAUDET: Correct.

Mr. MACINNIS: And this follows an attempt to establish figures, and yet you can only answer it with an opinion.

Mr. BEAUDET: Correct.

Mr. MACINNIS: You cannot insist upon that?

Mr. BEAUDET: No.

Mr. MACINNIS: Later on, in answer to the same question, you said the difference was possible, and intangible. What did this attempt at establishing these figures establish in your mind and in the mind of the other person working with you on the figures?

Mr. BEAUDET: As an opinion—and I repeat, as an opinion—it is possible, and only possible, that there has been some losses, and if there has been losses they cannot be determined; they are intangible.

Mr. MACINNIS: These are traffic losses we are speaking of, and not revenue losses.

Mr. BEAUDET: Traffic losses would result in revenue losses.

Mr. MACINNIS: Yes, I know, but I am asking about traffic. You could not establish anything after this attempt.

Mr. BEAUDET: No, because—

Mr. MACINNIS: All right, Mr. Beaudet.

I would like to follow up an answer given by Mr. Clément to Mr. Phillips' question.

Mr. Clément, you answered the first part of the question put to you by Mr. Phillips, when one of these two toll collectors resigned because of threats. You told that toll collector that it was your opinion that this was a matter for the local police, and that he should report it to them. Correct?

Mr. CLÉMENT: Yes.

Mr. MACINNIS: Is this not a discrimination on the part of the harbours board officials in that Mr. Beaudet, when he received his original threat, never went near the police but went to the harbours board, who took action on his behalf. Why was not the same action taken for this toll collector?

Now, Mr. Beaudet, if you do not mind—you did follow up and add to that later. But my question is directed to Mr. Clément, and I want his answer—and I do not want any further references to what you may add to what he has to say. He has given his own evidence and, so far, that is the evidence he gave. The evidence was that he told that toll collector he should report this to the local police, as a matter for them; right?

Mr. CLÉMENT: Right.

Mr. MACINNIS: Is not this discrimination on the part of the harbours board officials, in that they did not take the action on behalf of the toll collectors that they took previously on behalf of Mr. Beaudet?

Mr. CLÉMENT: I said that all threats reported to me were reported to the port manager.

Mr. MACINNIS: On a point of order: I am making reference to the first answers given to the first question by Mr. Phillips, and Mr. Clément never answered in that regard. This can be checked on the record. He followed up with a second case and, in so doing, he made reference to reporting it to the board; and Mr. Beaudet then added he reported it to the mounted police. I am referring to the first case, and the records will show that he did not report the first case to the board. Then Mr. Beaudet came in and said he reported it from there to the R.C.M.P. The records will show it.

Mr. CLÉMENT: You said I reported it to Mr. Beaudet.

Mr. MACINNIS: But—

The CHAIRMAN: Mr. MacInnis, let him answer the question.

Mr. MACINNIS: I am talking in regard to the first case.

The CHAIRMAN: But let Mr. Clément say what he has to say, and you ask the question after that. We have to have order.

Mr. CLÉMENT: If I remember your statement, I said in the second case that I reported the threats, which were reported to me, to Mr. Beaudet. In this case I want to make a correction. All threats that were reported to me by toll collectors, or otherwise, were reported immediately to Mr. Beaudet.

The CHAIRMAN: That would cover the first and the second case?

Mr. CLÉMENT: And all others.

The CHAIRMAN: And all other cases.

Mr. MACINNIS: Is it the practice of the committee to go back over the evidence and make corrections?

The CHAIRMAN: If the witness finds that he has not given the correct answer, it is perfectly correct; and I think the committee generally agrees that a witness can correct an answer.

Mr. MACINNIS: Well, I think it is time you cautioned the witnesses to consider their first answers.

The CHAIRMAN: It is like you and me speaking in the House of Commons; after we receive Hansard we find that we have said something that we should not have said, or did not say.

Mr. MACINNIS: I challenge you to find out where I have ever made a correction in Hansard.

The CHAIRMAN: All right; you are an exception.

Mr. MACINNIS: I have one more question.

The CHAIRMAN: I also want to tell you, Mr. MacInnis, that the witness is under oath and, therefore, he must give the correct answer.

Mr. MACINNIS: Do not tell me; tell the witness.

Could we have these letters of resignation from these two toll collectors? Could we have these placed on file, and in evidence?

The CHAIRMAN: I imagine that would be all right. They can be tabled. (*See Appendix "G".*)

Mr. McPhillips is next.

Mr. MCPHILLIPS: I have a question for Mr. Clément. A week ago I asked a question in regard to the practice that had developed prior to the installation of automatic toll collection, where trucking companies were encouraged to purchase books of tickets in advance. You told me that apart from a few odds and sods there were 50 trucking companies involved.

Mr. CLÉMENT: Approximately, yes.

Mr. MCPHILLIPS: Could you give me the names of the six largest trucking companies that used the bridge—from your own knowledge?

Mr. CLÉMENT: I think I can, from memory. One of the big ones was Quebec Hydro.

Mr. MCPHILLIPS: Yes.

Mr. CLÉMENT: Another, Miron and Frères.

Mr. MCPHILLIPS: Yes.

Mr. CLÉMENT: Weston Bakery; Imperial Oil.

Mr. MCPHILLIPS: Yes.

Mr. CLÉMENT: Shell Oil. How many do you have?

Mr. McPHILLIPS: I have five.

The CHAIRMAN: There is one more.

Mr. McPHILLIPS: Have you there one big user, who was a highway trucker —more that type?

Mr. CLÉMENT: I am not too sure. I will have to check that. I do not recall. I have that in the file and, if you would care to wait for another meeting, I will give you that information. I could do it better then than I could today.

The CHAIRMAN: Would it be all right if Mr. Clément tabled that information? (*See Appendix "H".*)

Mr. Fisher is next.

Mr. FISHER: Mr. Chairman, I have two questions, which are asked in order to tie up a tag end. I would like to ask Mr. Beaudet this question. The committee that met in 1955—and you have the report here, April 1955 —made certain recommendations and projections into the future. Could you tell me why there was no mention or anything brought up at all at that meeting about automatic toll systems? I cannot find anything in the report. Was it a topic at the time?

Mr. BEAUDET: No, it was not.

Mr. FISHER: At that time you yourself did not have the idea of the automatic toll system?

Mr. BEAUDET: I do not think so. I do not recall.

Mr. FISHER: Between April, 1955 and October, 1956, we moved from a situation where a committee, including representatives from the city of Montreal and the province of Quebec, went into this very thoroughly—well, at least there is a report here of all their presences—and we have a projection into the future and yet at no time during these considerations did automatic machinery come into play.

Mr. BEAUDET: This committee was primarily interested in traffic. That was one object of the committee. The second one was the matter of building an additional bridge, and the location of a new bridge. The matter of tolls was only broached very briefly, and it was—if my memory serves me right— after they heard what I had to say on the matter of tolls—and I made it related to construction costs. The conclusion was arrived at that for the time being tolls should be maintained.

Mr. FISHER: Yes, this is the recommendation—that tolls should be maintained. But it was also mentioned that you were forecasting into the future —or the committee was—on how much traffic could be handled. One of your arguments in connection with the automatic system is that it can handle much more traffic. Is that not true?

Mr. BEAUDET: No, I do not think this is quite right. I do not think the automatic toll equipment can handle more traffic. There is only one determining factor which would decide as to how much traffic can be handled, and that is the width of the bridge, the number of lanes, and the specifications of that bridge—such as curves, slopes, and so on. But, what the automatic toll collection does is that it handles faster the traffic at the gate. If it is handled faster, there is a chance, if there is room on the bridge, to attract a greater amount of traffic on that bridge, up to the limit of the bridge capacity.

Mr. FISHER: But is it not true that the bridge now has fewer tie-ups than it had before the automatic machinery went in?

Mr. BEAUDET: Yes, but for two reasons: first, the bridge has been widened and, secondly, the toll collection has been taken off the north shore, where

there was not sufficient space on the plaza to sort out the various types of vehicles.

In this connection, the street leading on to the bridge, Lafontaine street, there are at least four streets leading to this street which, in turn, leads on to the bridge. In other words, traffic comes from all directions. Big trucks are trying to get on the right side lane. Private cars, coming from the left, are trying to get on to the right-hand side. Since there was a limited space this sorting could not be done, with the result that there was traffic tie ups. The taking off of the collection booths on the north and putting it on the south has improved the traffic conditions there.

Mr. FISHER: But there was no consideration by this committee of these points.

Mr. BEAUDET: No.

Mr. FISHER: Why would that be?

Mr. BEAUDET: I am afraid I do not recall. I do not remember exactly the date this committee met.

Mr. FISHER: April, 1955.

The CHAIRMAN: Mr. Archer will answer your question.

Mr. ARCHER: I do not know exactly. I think I know why it was formed—because of the seaway and the works of the Victoria bridge, which started everything. Because of the works at the Victoria bridge, there were complaints from the city and elsewhere, I believe. A former Minister of Transport could tell you; but I believe that was the reason—to get everyone to come together and try to find a solution, and to see whether the exits from the city of Montreal were sufficient. There was no discussion of automatic collection.

Mr. FISHER: And yet, in a little bit more than a year the National Harbours Board was making a recommendation for this automatic toll system, and the changes in connection with it; is that correct?

Mr. BEAUDET: Yes.

Mr. FISHER: Well, this seems to be relatively fast moving. From what had just been a bringing together of all the factors, and the projection, we get this new factor, that has led to this committe being here.

What was the sequence of events from the time the committee made its report until the next October, when you had the automatic machinery?

Mr. BEAUDET: I would like to repeat that from the time I was made aware that the machinery for toll collection existed, I lost no time; that is, I pushed everybody around—maybe too much; but I certainly pushed, because I was convinced the minute I saw that equipment in operation that it was the answer to a rather nasty problem.

Mr. FISHER: When you say "a nasty problem" you are not referring to the traffic problem?

Mr. BEAUDET: No.

Mr. FISHER: You are referring to the human element?

Mr. BEAUDET: Yes, and the method of collection which, of course, basically was on the basis of a tariff, which was not very modern.

Mr. FISHER: Brigadier Archer, were you at the meeting of this committee—

Mr. ARCHER: Yes.

Mr. FISHER: —where we had all these people from Montreal and Quebec? Now, we will assume the report is merely a synopsis of a much larger discussion. Is that correct?

Mr. ARCHER: I think the terms of reference of the committee were to study traffic problems, particularly arising from the seaway.

Mr. FISHER: Well, the report is a fairly thorough analysis of the Jacques Cartier and Victoria bridge situation, and a projection into the future.

At this meeting was there open dicussion on various points in connection with the report?

Mr. ARCHER: As far as I remember it concerned discussions on traffic—whether their should be a new bridge; what should be done at the Victoria bridge; and whether we should build another lane on the Jacques Cartier bridge.

Mr. FISHER: No one at that meeting, which was made up of harbours board officials, city of Montreal officials and provincial officials, brought up the operation of the Jacques Cartier bridge in so far as its being efficient or inefficient?

Mr. ARCHER: No.

Mr. FISHER: There was no suggestion at this meeting by any of those people that they did not like the way the set-up was operating?

Mr. ARCHER: No.

Mr. FISHER: No one had any doubt about human failings—the nasty problem to which Mr. Beaudet has referred?

Mr. ARCHER: That was not within the terms of reference, and was not discussed.

Mr. FISHER: It was not discussed but, at the time this committee was meeting, did you have these doubts, Mr. Beaudet?

Mr. BEAUDET: Oh yes. There were present at this committee representations of the Canadian National Railways who certainly were aware, as I was, of the situation. But this matter of tolls was not discussed. I do not remember why it was not discussed. Maybe it was because of the fact that it was not in the terms of reference. I certainly do not recall that the matter of toll collection was discussed at the time.

Mr. FISHER: Were the statistics you gave me a rebuttal to my argument in respect of the automobile statistics.

Mr. BEAUDET: It was not in any way meant to be rebuttal. I want to help this committee to the best of my ability. I want to put in front of this committee all the facts on both sides; in favour of toll collectors or against them, in favour of me or against me. I want to tell the whole truth. I thought it would be most interesting for you and the committee to have these figures on ratio because I have used the argument of the number of cars sold, many times and it would be necessary to have the ratio in 1951 versus 1957.

Mr. FISHER: You gave us the registration of vehicles.

Mr. BEAUDET: Yes.

Mr. FISHER: That includes automobiles, buses, and the works.

Mr. BEAUDET: Yes.

Mr. FISHER: So in that sense you are using the same figures I was drawing from your annual report. Is that true?

Mr. BEAUDET: Yes; except that you were also including all passengers. Some of the passengers included in that figure have no relation to the vehicle in the full sense of the word, because in respect of the passengers carried in three types of buses operating on the bridge you cannot give the ratio of the paying passengers, because in the bus passengers there is a category of passengers for which there was no rate. The rate for buses was an all-inclusive rate of bus with passengers. The figures submitted to us by the bus companies were for statistical purposes only. I have no reason to believe that the bus company would purposely distort the figures, but I do not think they made too much effort to determine the number of passengers in the bus as it did not affect the rate.

Mr. FISHER: My interest in the statistics is based on a feeling that you can see changes from a statistical pattern.

Mr. BEAUDET: Yes.

Mr. FISHER: Is it your submission that the pattern I elucidated from your annual report is not an entirely fair one?

Mr. BEAUDET: In my opinion the relationship that you have indicated between passengers and vehicles between 1951 and 1959 certainly is an indication of a trend where there were less passengers per automobile than previously, in the days immediately after the war when automobiles were scarce. But my point was to show that the ratio of automobiles to population had also increased in approximately the same proportion. There is just a slight discrepancy between the two.

Mr. FISHER: But the population did increase. Is that not true?

Mr. BEAUDET: Yes.

Mr. FISHER: Yet the number of persons moving back and forth across the bridge does not increase.

Mr. BEAUDET: It did not increase in the same proportion as the vehicle registrations increased.

Mr. FISHER: I believe this might make someone looking at the pattern suspicious.

Mr. BEAUDET: Definitely. I agree with you that the mere glancing at those statistics would make anyone suspicious, but it is only after a complete analysis of those statistics that you can come up with a definite answer as to how much that trend was affecting the bridge revenue.

Mr. FISHER: I do no like to bring in other lines in here, but I am running a library and I am very much interested in the statistics as to what books go out, who is taking them out, and in many ways this is the focal point of the kind of service one is giving. Do you keep a close continuing annual scrutiny to show an annual pattern?

Mr. BEAUDET: Yes. I am a great believer in statistics. I run the harbour on the basis of monthly reports which come to me as statistics. It is the only way I can feel the pulse of the harbour. I see things wrong from the monthly reports which come to me and by the statistics presented to me by the accounting clerks. It is the only way I could run an organization like that. I entirely agree with you that this trend was something to make one suspicious and that it should be looked into more carefully and studied.

Mr. FISHER: You have said you were aware of the human situation—the nasty situation—since 1955 or 1956. Was it in any way a result of the statistical pattern that you began to have your doubts about the human situation.

Mr. BEAUDET: Yes, and particularly in trucks.

Mr. FISHER: Thank you.

I have one question to ask the minister. On page 181 I asked the minister:

> In so far as this was an area for political appointment, did you have any members of parliament of any kind—Conservative, C.C.F. or Liberal—come to you from the time you took over with any suggestions or particular recommendations in so far as the National Harbours Board is concerned, and particularly in relation to the Jacques Cartier bridge operation?

Mr. Hees answered the following:

> I have no recollection of any member of parliament approaching me to get somebody a job on the Jacques Cartier bridge.

I asked a general question and Mr. Hees gave me a general answer. I would like to put the general question again, and perhaps I might make it a bit clearer. Did anyone, Mr. Hees, from the time you took your appointment as minister come to you with any suggestion about the Jacques Cartier bridge in so far as any thing in relation to it?

Mr. HEES: I cannot remember any now.

Mr. FISHER: I am sure you will agree it is the sort of thing you would remember.

Mr. HEES: I would think so. If it was an important suggestion I am sure I would remember it.

Mr. FISHER: And no one came to you with any suggestion about a general way of handling the appointments at the bridge or anything like that.

Mr. HEES: No.

Mr. ASSELIN: I would like to refer Mr. Beaudet to page 642. At that time, Mr. Beaudet, Mr. Horner asked you this question about the tariff. I quote:

> Along the same line I notice that the full tariffs that were set back in 1941 were not changed until 1959. Did you at any time since 1952 take it upon yourself to suggest to your superiors that the tariffs should be changed?

and your answer was:

> Yes. In 1954 I suggested to my board to change the tariffs. We were then working on a new tariff; in conjunction with the Canadian National Railways. It was in 1955 or probably early 1956, when we arrived at a satisfactory tariff.

I do not know if I am right in saying that it took your board two years to have a satisfactory tariff approved.

Mr. BEAUDET: Well, I think this is a matter which the board alone could answer.

Mr. ASSELIN: I know, but it took two years of study of that tariff by your board.

Mr. BEAUDET: Whether it is a matter of study or not I do not know.

Mr. ASSELIN: But the decision to have complete approval of the tariff was arrived at in 1957 or 1958.

Mr. BEAUDET: I am sorry, I did not get that.

Mr. ASSELIN: When you decided to approve the tariff your final decision was arrived at in 1956.

Mr. BEAUDET: Yes.

Mr. ASSELIN: And your study began in 1954?

Mr. BEAUDET: Yes.

Mr. ASSELIN: Then it took two years to work on it.

Mr. BEAUDET: Yes. I am prepared to admit that it took the C.N.R. and us two years of hard work to arrive at a satisfactory tariff that would be applicable to the machinery.

Mr. ASSELIN: I wish now to refer Mr. Archer to page 677. He said:

> Application was made to the province of Quebec on May 1, 1958, and the order in council was passed in February. I will have to check the exact date here—February 4, 1959.

Therefore, you were indicating by this statement that it took nine months for the province of Quebec to give the approval. Is that right? Instead of taking two years as the board did to make the study, it took only nine months for the province of Quebec to give the answer to the approval of the tariff.

Mr. ARCHER: That is right.

Mr. MCGREGOR: Did I understand you to make a statement the other day hat when a bus load of passengers went over the bridge the bus people make their own calculations as to how many were in the bus.

Mr. BEAUDET: Yes.

Mr. MCGREGOR: What was the capacity of those buses?

Mr. BEAUDET: They varied from 25 passengers to 45 passengers.

Mr. MCGREGOR: Have you any record of what would be the average load or how they arrived at it? The bus company counted its own passengers. Is that right?

Mr. BEAUDET: These bus companies were operating on the tariff item which included the bus and the passengers. It is in a document which has been tabled here and is now in proceedings No. 9. Under the contract with us the bus company was supplying us with a monthly statement showing how many passengers were carried in the bus on a trip. This was a statistical record only because it had no relation to the rate. In other words those passengers were not paying to cross the bridge; the bus was paying to cross the bridge.

Mr. MCGREGOR: Do I understand when a bus went across the bridge it paid a fare and that included all the passengers in it?

Mr. BEAUDET: Correct.

Mr. MCGREGOR: There was no question of whether they pay more or less.

Mr. BEAUDET: No.

Mr. MCGREGOR: Thank you.

Mr. BRASSARD (*Lapointe*): Mr. Chairman, I would like the services of the interpreter, please.

(*Interpretation*): I would like to ask a question of Mr. Archer. When the National Harbours Board wrote to the province of Quebec to suggest a change in the tariff were the reasons given in the letter to justify the change, and also the recommendations to support this change?

Mr. ARCHER (*Interpretation*): Yes. We submitted a table to support the recommendations for the change in tariff.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): Were all the reasons given in the letter which could support the recommendations without a further study.

Mr. ARCHER (*Interpretation*): We gave the reason that we wanted to improve conditions on the bridge and we provided a summary of the changes recommended.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): And therefore, with all the factors contained in the letter the government of the province of Quebec could therefore make a decision.

Mr. ASSELIN (*Interpretation*): On a point of order.

The CHAIRMAN: Let us first have the interpretation of what Mr. Brassard said.

The INTERPRETER: It is finished.

Mr. ASSELIN (*Interpretation*): If we speak of the reasons invoked in a letter, the letter itself should be produced.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): I would be most pleased if the letter were produced.

Mr. ASSELIN (*Interpretation*): Another point of order, please. Before producing it, we should obtain approval of the province of Quebec.

The CHAIRMAN: I quite agree with that. I also believe we would have to ask the House of Commons first to obtain its approval.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): I have one more question. Did the province of Quebec in this letter have sufficient reasons and facts to justify making a decision without once again returning to the board for supplementary facts.

Mr. ASSELIN (*Interpretation*): On a point of order.

The CHAIRMAN: Just a minute—all right.

Mr. ASSELIN (*Interpretation*): We cannot ask Mr. Archer to provide the reasons which were given in the letter because Mr. Archer is not in a position to know the arguments and the studies which motivated the province in giving its approval or its refusal to such and such a tariff.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): I have one last question. I would like to say that when my colleagues have questions to ask I allow them to ask the questions and receive the answers without interruption. Did the province of Quebec write to the National Harbours Board between the time that it indicated its decision to accept the changes in the tariff and the final official approval of the changes in the tariff.

Mr. BEAUDET (*Interpretation*): No.

Mr. MONTEITH (*Verdun*): I would like to follow up on Mr. Pigeon's question. During the alterations pertaining to the seaway was the bridge ever closed?

Mr. BEAUDET: The bridge was closed only for a period of four hours to permit the installation of the new span to replace the old span over the seaway.

Mr. MONTEITH (*Verdun*): And that was done at night?

Mr. BEAUDET: No. That was done during the day on a Sunday morning.

Mr. MONTEITH (*Verdun*): Was the Victoria bridge closed any longer than that?

Mr. BEAUDET: I cannot answer the question in respect of the Victoria bridge.

The CHAIRMAN: Later on we will have before us the officials of the Victoria bridge.

Mr. MONTEITH (*Verdun*): When these toll collectors reported to you about these threats did they explain what the threats were for? Were they threats to the effect that they should quit their jobs or were they threats to do certain things?

Mr. CLÉMENT: In general as I mentioned before the threats were telephone calls. The sense of them was they were calling the wives. In one particular case, for instance, they told the wife of the toll collector she should not wait for her husband coming home at night or something of that nature. I know of another toll collector that reported to me that he had received a telephone call telling him he had to pay by the end of the week and the exact amount I think it was $3,000, or else. They were mostly telephone threats.

Mr. MONTEITH (*Verdun*): They were threats more or less in the line of extortion—would that be it?

Mr. CLÉMENT: Not exactly. In one case it was a line of extortion. In other words the man telephoning said you have got to pay by the end of the week $3,000, or else.

Mr. MONTEITH (*Verdun*): For what?

Mr. CLÉMENT: I do not know. In another case it was mostly threats regarding the safety of the men, through his wife or even the man himself.

Mr. MONTEITH (*Verdun*): But if he quit his job it would be all right.

Mr. CLÉMENT: Such a case was never reported to me, that the man had said either quit your job, or else; but something like that.

Mr. PIGEON (*Interpretation*): Mr. Beaudet and Mr. Clément, since you have been in office have you received anonymous letters, signed letters or telephone calls from people advising you that there had been some threats by collectors.

Mr. BEAUDET (*Interpretation*): Since the end of the investigation of 1958, the answer is yes. But they were anonymous letters; and in the case of signed letters, the R.C.M.P. was not able to determine the identity of the person.

Mr. BEAUDET: Or our own police.

The INTERPRETER: Our own police, or the R.C.M.P.

Mr. PIGEON (*Interpretation*): How many cases were drawn to your attention?

Mr. BEAUDET (*Interpretation*): In the sense of how many letters, or how many collectors?

Mr. PIGEON (*Interpretation*): How many collectors?

Mr. BEAUDET: One.

Mr. PIGEON (*Interpretation*): But before 1958 were you advised, either directly or indirectly, through any means whatever, that there was theft, or something abnormal?

Mr. BEAUDET (*Interpretation*): By letter, never. A few unprecise rumours, yes.

Mr. PIGEON (*Interpretation*): By telephone?

Mr. BEAUDET (*Interpretation*): Rumours by conversation.

Mr. PIGEON (*Interpretation*): Did you attempt to verify these rumours?

Mr. BEAUDET (*Interpretation*): Certainly. They were the cases where we asked the police to check all the indications given us.

Mr. PIGEON (*Interpretation*): When the change in tariff was agreed upon, when you decided to change the tariff in 1956, did you submit this decision to the then Minister of Transport?

Mr. BEAUDET (*Interpretation*): No; I always report directly to my board, and not to the minister.

Mr. PIGEON (*Interpretation*): Did the board have this approved by the minister? Was there an exchange of correspondence?

Mr. BEAUDET (*Interpretation*): That is a question to which my board should reply.

Mr. ARCHER (*Interpretation*): My predecessor spoke to the then minister. Exactly what he told him—we have no letter: there is only a brief memorandum on the file, advising the minister of the situation; that upon his return from a trip he would speak to him about it.

The CHAIRMAN: Mr. Campbell is next, and then Mr. Pratt.

Mr. CAMPBELL (*Stormont*): I would like to address the same question to Mr. Archer, Mr. Beaudet and Mr. Clément.

At any time since 1945 did Senator Fournier, either in his capacity as senator, or in his capacity as mayor of Montreal, or in any capacity, ever contact you or speak to you in any way regarding the Jacques Cartier bridge. Mr. Archer?

Mr. ARCHER: No.

Mr. CAMPBELL (*Stormont*): Mr. Beaudet?

Mr. BEAUDET: Yes, in his capacity as a member of the house he would from time to time call me and say, "I am sending down a man who is anxious to get a job as a toll collector, and he has a letter of recommendation from me. Would you please receive him".

Mr. CAMPBELL (*Stormont*): But that was the only communication: it was purely recommendations for men for jobs?

Mr: BEAUDET: Yes, exactly.

Mr. CAMPBELL (*Stormont*): He never protested their discharge, or anything like that?

Mr. BEAUDET: No.

Mr. CAMPBELL (*Stormont*): Mr. Clément?

Mr. CLÉMENT: Yes, the only recollection that I have was a telephone call from Senator Fournier in the same line as Mr. Beaudet just outlined, recommending a person for the position of toll collector—just one telephone call.

Mr. CAMPBELL (*Stormont*): And that was the only communication you ever had with him regarding the Jacques Cartier bridge?

Mr. CLÉMENT: That is right.

Mr. PRATT: Mr. Chairman, Mr. Clément, in answer to a question by Mr. Monteith, stated that a toll collector reported a telephone conversation to him in which a demand had been made for the payment of $3,000 by the toll collector.

Mr. CLÉMENT: I did not say, by the toll collector—by a person unknown. He received a telephone call from somebody.

Mr. PRATT: Asking the toll collector to pay $3,000?

Mr. CLÉMENT: That is correct; that is what was reported to me.

Mr. PRATT: That is what I meant. Can you give us the name of the person to whom this payment was to be made?

Mr. CLÉMENT: Can I give names here?

Mr. PRATT: I think that would be a rather important name.

The CHAIRMAN: No, I think that if it is the name of a toll collector, the Justice Department would not—

Mr. MCPHILLIPS: This is not a toll collector.

Mr. PRATT: My question was: to whom was this $3,000 payment to be made? I understand that someone made a 'phone call asking for $3,000. I am asking to whom this was to be paid.

The CHAIRMAN: I did not understand the question.

Mr. CLÉMENT: That was not reported to me by the toll collector.

Mr. PRATT: He did not tell you the name of the person to whom the payment was to be made?

Mr. CLÉMENT: No.

Mr. PRATT: Did you ask him?

Mr. CLÉMENT: I certainly did.

Mr. PRATT: And he refused to give this name?

Mr. CLÉMENT: I do not know whether he refused, or if he reported that he did not know.

Mr. PRATT: Does it not seem rather strange that an unknown person would call and ask for $3,000 to be made payable to an unknown person at an unknown place?

Mr. CLÉMENT: I am reporting what this toll collector reported to me.

Mr. PRATT: This did not occur to you at the time?

Mr. CLÉMENT: This was reported to the port manager, the situation, and I think that he reported the incident to the city of Montreal police, with other incidents that happened at the same time.

Mr. PRATT: You say, "he". Who do you mean—Mr. Beaudet reported this to the police?

Mr. CLÉMENT: I beg your pardon.

Mr. PRATT: Did Mr. Beaudet report this to the police?

Mr. BEAUDET: Yes, I reported this case to the Royal Canadian Mounted Police.

Mr. PRATT: Mr. Chairman, I am a little puzzled on the point of to whom this report was made. Was the report made by the toll collector to Mr. Clément, or to Mr. Beaudet?

Mr. CLÉMENT: It was first made to Mr. Poole, the supervisor of toll collectors, who reported it to me. Then I asked this toll collector to come in and report these threats to me.

Mr. PRATT: And you did not ask him to whom he was asked to make this payment of $3,000?

Mr. CLÉMENT: I do not recall exactly the whole conversation, but I think I asked him if he knew the identity of the caller. He reported other incidents that happened around his house at the same time, and he told me that he had reported the incidents to the city of Montreal police.

Mr. PRATT: You did ask him to whom he was to make this payment?

Mr. CLÉMENT: Yes, I recall that I did ask him.

Mr. PRATT: And did he refuse to tell you?

Mr. CLÉMENT: As I said, I do not remember whether he refused outright to tell me the name, or whether he reported that he did not know who the caller was.

Mr. PRATT: Do you have any record of this; did you keep a written record of this rather important matter?

Mr. CLÉMENT: No, I did not.

Mr. PRATT: Did you report it to the police?

Mr. CLÉMENT: I reported it to the port manager.

Mr. PRATT: Mr. Beaudet?

Mr. CLÉMENT: That is right.

Mr. PRATT: And, Mr. Beaudet, did you report this to the police?

Mr. BEAUDET: Yes, I did; I reported it to the Royal Canadian Mounted Police.

Mr. PRATT: Did you call the toll collector in and ask him to whom he had been asked to make this payment?

Mr. BEAUDET: No. This particular toll collector had an interview with Mr. Clément, and I did not think that there was any purpose in trying to get any more information from the toll collector.

Mr. PRATT: Mr. Chairman, I think you have ruled that we cannot ask for the name of this toll collector. Would not this toll collector make a rather important witness for this committee?

The CHAIRMAN: This was all reported to the Royal Canadian Mounted Police.

Mr. MONTEITH (*Verdun*): You mean, we cannot interrogate this toll collector?

The CHAIRMAN: Not a toll collector, no.

Mr. MONTEITH (*Verdun*): We cannot interrogate any toll collectors?

Mr. MCPHILLIPS: That refers only to those being investigated.

The CHAIRMAN: The Department of Justice gave a ruling that this committee must not go into the affairs of the toll collectors.

Mr. PRATT: May I ask, then—

The CHAIRMAN: Personal names.

Mr. PRATT: May I ask if this particular toll collector is at present involved in the investigation by the Royal Canadian Mounted Police?

Mr. CLÉMENT: I do not know.

The CHAIRMAN: I might say, Mr. Pratt, that there might be others that the Royal Canadian Mounted Police are investigating who have not been mentioned. Only the Justice Department would know that.

Mr. PRATT: Would it be possible, if this toll collector is not involved in this investigation, for us to question him?

The CHAIRMAN: We could check with the Justice Department on that.

Mr. PRATT: Would it be possible for the steering committee to obtain his name, in camera?

The CHAIRMAN: The Justice Department would also have to give that permission. Are there any other questions, Mr. Pratt?

Mr. PRATT: No, except that I would suggest that this might provide a rather important clue to the solution of some of the problems that have faced this committee. That is all the questions I have.

The CHAIRMAN: Thank you. Now we have Mr. Brassard.

Mr. BRASSARD (*Lapointe*): I would like to have the interpreter, please, sir.

Some hon. MEMBERS: Oh!

Mr. BRASSARD (*Lapointe*): Did I hear "oh"? It is rather strange. (*Interpretation*): It is rather on a point of order; I did not want to interrupt Mr. Pigeon. In one of Mr. Pigeon's questions I heard him use the word "theft" relative to the Jacques Cartier bridge. I believe that this is an additional proof to what barrister Ferland was saying in his letter, to the effect that this committee should suspend—

The CHAIRMAN: We cannot discuss that letter.

Mr. BRASSARD (*Lapointe*) (*Interpretation*): There is no reason why this committee should not sit again after the investigation, to continue our own studies.

Mr. CAMPBELL (*Stormont*): Mr. Chairman, speaking on the point of order—

The CHAIRMAN: Just a minute. We can continue after the investigation is over, if the committee decides to do so. The house would have to permit us to do that. Is that your last question?

Mr. BRASSARD (*Lapointe*): Yes.

Mr. CAMPBELL (*Stormont*): Speaking on that point of order, Mr. Chairman, I would like to have a point clarified. I do not think Mr. Pigeon insinuated that there was a theft.

Mr. BRASSARD (*Lapointe*): Yes, he used the word "theft".

Mr. CAMPBELL (*Stormont*): Of course, he did, but—

The CHAIRMAN: Just a minute.

Mr. CAMPBELL (*Stormont*): Would the reporter read over what Mr. Pigeon said.

The CHAIRMAN: No; just let it go now. I think that would be better.

Mr. FISHER: Mr. Chairman, I want briefly to follow Mr. Campbell's investigation into questions concerning Senator Fournier. Mr. Beaudet, when Senator Fournier called you, was he a member of parliament?

Mr. BEAUDET: Yes, he was a member of parliament.

Mr. FISHER: He has not called you since he became a senator?

Mr. BEAUDET: No. Since he became mayor.

Mr. FISHER: He has not called you since he became a mayor?

Mr. BEAUDET: That is correct.

Mr. FISHER: But when he was a senator, and not a mayor, he did call you?

Mr. BEAUDET: I am sorry; that is too fine.

Mr. FISHER: The point I want to try to establish is some sort of pecking ratio here. You understand that in the hen yard there are certain roosters who have a higher rating than others? What was the rating in so far as M. P.'s and senators were concerned?

Mr. KEAYS: Or mayors?

Mr. FISHER: My question is based on this point. You have recommendations coming at the same time from Conservative members and from Liberal members. How did you determine which was to have the priority?

Mr. BEAUDET: I think I said before that none were recommended on priority—I must repeat, that these letters did not make a very strong impression on me.

Mr. FISHER: I know; but I understood that, all things being equal, provided the person recommended by a member of Parliament had the qualifications, then he had the advantage over one who did not have a recommendation; is that correct?

Mr. BEAUDET: Yes. But to answer your question, to make the decision to which you are referring, I would have to be faced with three men having equal qualifications, one without a letter, another one with a letter from a Conservative member, another one from a Liberal member, and maybe another one from a mayor. So in a case like this I think, to avoid embarrassment, I would pick the one without a recommendation.

Mr. FISHER: This point that I wish to get at is that we have a situation where a certain political involvement took place in so far as some people were concerned. What was the idea, in so far as the board was concerned, about such recommendations? Was a recommendation from a member of Parliament of the party in power worth more than one from a member of parliament of the party that was not in power?

Mr. BEAUDET: I must admit I never received any policy from the board on the matter.

Mr. FISHER: You never received any policy?

Mr. BEAUDET: No.

Mr. FISHER: What is the policy of the board on this matter, Brigadier Archer?

Mr. ARCHER: I think I said before that I told Mr. Beaudet that he should select only qualified men. I discussed that. At least, I told Mr. Beaudet—as I think I said the other day—that I wanted only qualified personnel, selected on the basis of qualifications. And Mr. Beaudet tells me—he told me the other day—he never had any two equal, to make the decision.

Mr. FISHER: This has been the practical solution; but if you look at the evidence you have presented here, it indicates that members of Parliament, whether Liberals or Conservatives, were not very good judges of people who were capable of doing the job; and, in effect, it seems to me that has been your way out—is that not so?

Mr. ARCHER: My way out—taking them on qualifications?

Mr. FISHER: Yes.

Mr. ARCHER: Yes.

Mr. FISHER: Does this not raise serious doubts in your mind about this whole practice of recommendations from members of parliament? We have heard Mr. Beaudet's views on this. What about yours?

Mr. ARCHER: I said very briefly that as far as I am concerned, I do not remember getting any recommendation—myself, personally—about the bridge.

Mr. FISHER: But you put down the policy to the people below you.

Mr. ARCHER: I have not raised an objection to M.P.'s sending in letters of recommendation. I did speak to the minister's office once, that some of these letters were going to Mr. Beaudet and were creating more work for him; he was very busy—and it was arranged whereby, if they sent any recommendations, they would go to the personnel officer.

As I said, I have not objected to the system, but I gave one direction—based on employment qualifications alone.

Mr. FISHER: I hope you will take a look at the system again, in the light of the failure of members who came up with recommendations.

The CHAIRMAN: I am afraid that we will have to have the harbours board here again on April 26. We thought we would be able to have other witnesses on that date, but I see that there are many questions that want to be asked.

Mr. KEAYS: Are there any more questions to ask the harbours board?

The CHAIRMAN: There are questions. I see that Mr. Monteith wants to ask questions.

Mr. MONTEITH (*Verdun*): It is just a small question, to clear this up.

The CHAIRMAN: Just a minute, Mr. Monteith, until I have said this. We have to have a motion authorizing the calling of the first four witnesses for Tuesday, April 26, and Thursday, April 28; or later, if necessary. Those witnesses are Walter Smith, C.N.R., George A. Shea, former chief of C.N.R. investigation service; Harold Lande, in 1959 chairman of the joint committee of appeal; Frank Hall, chairman of the brotherhood of railway and steamship clerks—or such substitutions as may be necessary.

Mr. MCPHILLIPS: Mr. Chairman, with regard to those names, I can understand that the two C.N.R. men might be very useful witnesses, but I am very much afraid that if we call Mr. Lande and Frank Hall we are going to get going on a hassle over the collective agreement. Surely we do not want to go into that?

The CHAIRMAN: The steering committee thought these men should be called. It has been before the committee and I—

Mr. MCPHILLIPS: You will have a straight labour argument; that is all you will ever have.

The CHAIRMAN: I would like to have a motion in regard to this.

Mr. FISHER: Mr. Chairman, I also move—since at least two of the names are people I want called—that we have those witnesses here for the Tuesday and Thursday dates.

Mr. ASSELIN: Are those recommended by the steering committee?

The CHAIRMAN: Mr. McGregor seconds the motion. What is your wish, gentlemen? All those in favour?

The CLERK OF THE COMMITTEE: Ten, sir.

The CHAIRMAN: Any opposed? Carried.

Mr. MCPHILLIPS: I am opposed to those labour fellows.

Mr. CAMPBELL (*Stormont*): Mr. Chairman, in view of the increasing port activity, I do not think it is at all necessary to have the members of the harbours board here.

If necessary, later on, at a subsequent committee, we desire to call them again to clarify any matters, we may do so. But I think that Mr. Clément who is concerned with the bridge might attend in case there are additional questions to be directed to him.

The CHAIRMAN: In case the harbours board is not called for the 26th, I would like a motion that the answers which are to come from today's questions be printed as appendices to today's proceedings. Is that agreeable?

Agreed.

Mr. Martin earlier today said that I should have placed before you a letter from Mr. Pothier Ferland of Montreal, which he had before him in *Le Droit*. He rather "spanked" me a little for not producing it.

Now, gentlemen, there is a reason I did not produce this letter. It was because at 8:30 this morning it was not in my mail box. This letter was only delivered to me here in this chair while I was in the committee. It definitely deals with toll collectors and therefore I do not think it should be read.

On top of this I do not think that people who write letters to chairmen of committees have any right to give those letters to the press before the committee chairmen receive them.

I mentioned that before, and I think it is a wrong procedure. There is a lack of etiquette and a lack of common sense.

I think that is all I have to say. We shall meet on April 26th.

Mr. CAMPBELL (*Stormont*): I would like to say that I want to commend Mr. Beaudet in the way he has cooperated with the committee. I think he has been very candid, and has evidenced a desire to disclose everything that is within his knowledge. My impression is that he has been very fair and candid.

I would also like to commend him on the fact—from the evidence which is before me now—that from the time he assumed his position he made strenuous efforts to get these automatic tolls installed, and to contact the police and to get to the bottom of this matter. I think he deserves commendation for that. I think it is in contrast probably with some of the actions of his predecessors; if they had acted likewise, we probably would not be meeting here today.

The CHAIRMAN: Mr. Martin has one question.

Mr. MARTIN (*Essex East*): Mr. Beaudet would like to reply to Mr. Campbell, I think.

Mr. BEAUDET: I would like to thank Mr. Campbell for his very kind words. I came to this committee with the view of giving you all the evidence I had in order to help you make this investigation a real one. I might say that in my job I have great responsibility, but it is a challenging job, and a job which I love. It is not always rewarding. So the kind words of Mr. Campbell are very highly rewarding and greatly appreciated.

The CHAIRMAN: Have you a question, Mr. Monteith?

Mr. MONTEITH (*Verdun*): No. I have actually forgotten my question now.

The CHAIRMAN: I am very sorry. Now, Mr. Martin.

Mr. MARTIN (*Essex East*): Mr. Chairman, you stated that you had not received this letter until we had come here. May I ask you if you received the letter only after I raised the point?

The CHAIRMAN: I sent up to my office to ask if a letter had arrived. I knew it was not in my mail box this morning when I went to the box at 8:30, and that it was not in my mail box at 9:00 o'clock and that it was in my mail box at 20 minutes after nine.

Mr. MARTIN (*Essex East*): I agree that letters should be contacted as between the parties concerned before being made public, but that is not the point. The point is that a lawyer, Mr. Pothier Ferland, has made public a letter which he addressed to you. I say that that letter is not the private property of the chairman of this committee. It is the property of the committee, and that the committee should be seized of all the representation, and that it should govern itself accordingly. However, I am not going to press for the reading of this letter. I have raised the matter only because I regard it as something of the greatest importance. Any lawyer, I am sure, would also so regard it. I say the responsibility is yours, and that of this committee, that a decision already having been taken as to whether or not its contents should be brought before this committee at this time—the letter may refer to one aspect, but there is an allegation concerning the work of this committee, and it is a letter from the counsel for certain accused.

So the responsibility in this matter, in view of the position which the majority of the committee have taken, must rest with the chairman and with the members of the committee who have taken the position they have regarding representations made by this solicitor.

The CHAIRMAN: I do not have the exact page here, but this committee made a decision in that regard at its third meeting, I believe.

Mr. MARTIN (*Essex East*): Yes.

The CHAIRMAN: The decision was that all telegrams and correspondence be placed before the steering committee. This is at page 113 of our minutes, and it reads as follows—there was a report from the steering committee which was concurred in by this committee as follows:

> 2. That correspondence making representations to the committee be referred for the consideration of the subcommittee and, if appropriate, its recommendations thereon.

Because this letter was received by me only this morning, I have not as yet had a chance to report it to the steering committee.

Mr. MARTIN (*Essex East*): Is it your intention to refer this letter to the law officers of the crown?

The CHAIRMAN: I am going to refer it to the steering committee. A copy of it has been sent to the Hon. Davie Fulton and to the Hon. George Hees, and there is no doubt that I shall have answers from them, or comments from them; and I shall also mention the fact that I have received a letter and ask what they have to say about it.

Mr. MARTIN (*Essex East*): I am interested in what they would say, but I think that the important thing from your own point of view and from that of this committee is particularly the opinion of the law officers of the crown.

The CHAIRMAN: Thank you. Now, Mr. Asselin?

Mr. ASSELIN (*Interpretation*): Mr. Chairman, further to the statement made by Mr. Campbell relative to Mr. Beaudet, I also would like to say that we have received from Mr. Clément and Mr. Archer the greatest cooperation in trying to solve the problems raised before this committee.

The CHAIRMAN: Thank you, Mr. Asselin. Are there any other questions for the officials of the National Harbours Board? If not, I would like a motion for adjournment.

Mr. MCGREGOR: I move we adjourn.

Mr. FISHER: I second the motion.

The CHAIRMAN: The motion is agreed to. We shall meet again at 9:30 on April 26th. You have had notices saying that there will be a meeting this afternoon, but it has been cancelled.

THE FOLLOWING IS THE TEXT OF THAT PART OF THE COMMITTEE'S PROCEEDINGS CONDUCTED IN THE FRENCH LANGUAGE

ON TROUVERA CI-DESSOUS LE TEXTE DE LA PARTIE DES DÉLIBÉRATIONS DU COMITÉ QUI S'EST DÉROULÉE EN FRANÇAIS

COMITÉ DES CHEMINS DE FER, CANAUX ET LIGNES TÉLÉGRAPHIQUES

(*Page 697*)

M. ASSELIN: Je voudrais poser une ou deux questions à M. Beaudet. Monsieur Beaudet, vous aviez, de temps en temps, à faire des réparations au pont Jacques-Cartier?

M. BEAUDET: Oui.

M. ASSELIN: De quelle façon ces réparations ont-elles été faites; ont-elles été données à la journée ou à contrat?

M. BEAUDET: Les réparations ordinaires étaient faites par nos propres employés qui sont payés à l'heure.

M. ASSELIN: Avez-vous des réparations extraordinaires souvent ou tous les ans, par exemple?

M. BEAUDET: Non.

M. ASSELIN: Qu'entendez-vous par réparations ordinaires et majeures?

M. BEAUDET: Les réparations ordinaires sont celles qui sont requises pour l'entretien du pont; les réparations majeures sont celles d'un ordre tout à fait spécial et dont le coût se chiffrerait à plus de $25,000. Dans tous les cas de réparations majeures, elles sont faites par des "contracteurs"; les travaux sont exécutés sur la base de soumissions.

M. ASSELIN: Est-ce que c'étaient des soumissions publiques ou des soumissions fermées? Est-ce qu'on appelait des "contracteurs" pour leur demander de soumissionner?

M. BEAUDET: Ce sont des soumissions publiques.

M. ASSELIN: Par qui ces soumissions étaient-elles données. Etaient-elles données par votre bureau de direction ou par le département des Transports, ici?

M. BEAUDET: Suivant les termes de l'"Acte" du "National Harbour's Board", le Conseil des ports nationaux, lorsque les soumissions concernaient un contrat de plus de $50,000.

M. ARCHER: Je désire faire une correction ici, c'est $15,000.

M. BEAUDET: Les soumissions étaient demandées par le bureau central du "National Harbour's Board", à Ottawa, par voie d'annonces dans tous les journaux. Dans le cas des contrats de moins de $15,000, les soumissions sont demandées par mon bureau. Tous les "contracteurs" susceptibles d'être intéressés ou "compétents" pour faire le travail avaient l'opportunité de soumettre une soumission.

M. ASSELIN: Vous parliez des réparations de $15,000 en descendant, c'est cela?

M. BEAUDET: Oui.

M. ASSELIN: Depuis 1954, est-ce que vous avez fait exécuter des réparations majeures, de l'ordre de $25,000 et plus?

M. BEAUDET: Oui.

M. ASSELIN: Pourriez-vous produire la liste des "contracteurs" qui ont eu à exécuter de ces contrats?

M. BEAUDET: Avec plaisir.

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M. ASSELIN: Lorsque vous aviez accepté d'accorder le contrat à un "contracteur", est-ce qu'il était nécessaire que l'approbation de ce "contracteur"-là soit faite par le ministre des Transports ou par la division, ici, à Ottawa, ou si cela relevait exclusivement de votre "juridiction"?

M. BEAUDET: C'était complètement sous ma "juridiction". Voici, il y aurait peut-être lieu de "clarifier" la question de cette façon-ci. Entre $2,500 et $15,000, les soumissions étaient approuvées par le conseil du "National Harbour's Board".

M. ASSELIN: Et lorsque la soumission était au-dessus de $25,000, elle était approuvée par le département des Transports, à Ottawa?

M. BEAUDET: Oui, par le Conseil, par le "Treasury Board".

* * *

M. ASSELIN: Pourriez-vous me produire la liste de tous les "contracteurs" qui ont obtenu un contrat, soit mineur ou majeur, à partir de 1954?

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M. BEAUDET: Avec plaisir.

M. ASSELIN: Je voudrais poser une question soit à M. Beaudet, soit à M. Clément.

Ma question concerne l'embauchage des "toll collectors", des gens qui voulaient être collecteurs sur le pont Jacques-Cartier. Est-ce que, directement ou indirectement, ou par des personnes "superposées", on vous a déjà offert des cadeaux ou de l'argent pour obtenir de semblables positions, ou les deux?

M. BEAUDET: Jamais.

M. ASSELIN: Pour revenir à la question. Lorsque vous avez décidé de faire installer des compteurs automatiques, est-ce que, au cours des discussions concernant l'installation de ces compteurs, il y avait des représentants du gouvernement de la province de Québec et de la ville de Montréal sur votre comité d'étude?

M. BEAUDET: Non.

M. ASSELIN: Lorsque vous avez décidé de faire installer les compteurs automatiques, est-ce que votre décision a été transmise à la ville de Montréal et à la province de Québec?

M. BEAUDET: Non.

M. ASSELIN: Si je vous demande cette question, c'est parce que M. Brassard, le député de Lapointe, a laissé entendre au comité, l'autre jour, que c'était la réponse de M. Archer que le délai dans l'installation de ces compteurs automatiques était dû au manque de célérité de la province de Québec à répondre. Ceci est à la page 677. Cela concerne, évidemment, les tarifs?

* * *

M. ASSELIN: Voici, on a demandé quelle était la cause du délai dans l'installation du système automatique? Vous pouvez voir cela à la page 677.

* * *

M. ASSELIN: Et c'est justement sur ce point. Je parle, évidemment, de la question posée par M. Brassard, le député de Lapointe. Et la réponse de M. Beaudet était à l'effet que le délai venait de la province de Québec.

* * *

M. BEAUDET: Est-ce que vous me posez la question? S'il y a eu délai à approuver le tarif, que le délai soit de deux heures ou de douze mois, il est évident que ce même délai "apporte" un délai à l'installation.

M. ASSELIN: Vous persistez à dire encore formellement que ce délai-là est dû au manque de coopération, comme vous le laissez entendre, des autorités de la province de Québec?

(*Page 699*)

M. BEAUDET: Je ne crois pas avoir dit qu'il s'agissait d'un manque de coopération de la part de la province de Québec. Si on l'a compris dans ce sens-là, ceci est complètement faux, parce qu'il n'y en a certainement pas eu.

(*Page 699*)
Il y a eu, pour ma part, une coopération dans tout ce que j'ai entrepris avec la province de Québec.

M. ASSELIN: Êtes-vous en mesure de dire que la coopération de la province de Québec vous a été donnée concernant le pont Jacques-Cartier?

M. BEAUDET: Oui, certainement, et tout particulièrement dans la question du problème des approches du pont Jacques-Cartier, du côté sud, alors que l'on a pu réussir une solution parfaite grâce à la coopération de la province de Québec.

(*Page 702*) * * *

M. PIGEON: M. Beaudet, lorsque vous faisiez une étude en vue de l'installation du système automatique, pourquoi n'avez-vous pas consulté la ville de Montréal et la province de Québec au lieu de les aviser tout simplement de la décision que vous aviez prise?

M. BEAUDET: Je ne crois pas qu'il s'agisse d'une matière relevant directement ou indirectement de la province de Québec ou de la ville de Montréal.

M. PIGEON: Oui, mais...

M. BEAUDET: A ce sujet, je pourrais citer un "acte" qui a été déposé ici où je lis:

(*Page 703*)

M. ASSELIN: M. Beaudet, est-ce que nous l'avons ici?

M. BEAUDET: Oui, à la page 398.

M. PIGEON: Je vous ai demandé cela parce qu'il y a un principe dans notre système britannique qui veut ceci: "No taxation without representation".

M. BEAUDET: A ce moment-là, n'oubliez pas qu'il n'était plus question de taxe ni pour la ville de Montréal, ni pour la province de Québec. Le revenu était suffisamment haut, parce qu'il n'y avait plus de déficit.

* * *

M. PIGEON: Cet "acte" a été passé en quelle année?

M. BEAUDET: En 1928.

M. PIGEON: Je vous ai demandé ceci parce que le gouvernement de la province de Québec et la ville de Montréal ont une certaine responsabilité, et ils sont obligés, souvent, de payer les déficits.

Une VOIX: Pas Québec.

M. BEAUDET: Les derniers déficits qui ont été payés par la ville de Montréal l'ont été en 1949. Les derniers payables, non-payés, par la province de Québec, sont aussi de 1949.

M. PIGEON: Ne trouvez-vous pas, monsieur Beaudet, que le gouvernement de la province de Québec a peut-être eu raison de retarder son paiement à la suite des irrégularités majeures que l'on découvre actuellement?

M. BEAUDET: C'est toujours plus facile de jouer la joute après qu'elle est terminée!

M. PIGEON: Je tiens à vous faire remarquer, M. Beaudet, que le gouvernement de la province de Québec et la ville de Montréal, ni de près ni de loin, n'y avaient des représentants, mais avaient un droit de regard sur l'administration du pont Jacques-Cartier?

M. BEAUDET: Je crois que votre assertion n'est pas tout à fait exacte. Si on "se réfère" à l'acte que je vous ai cité tout à l'heure, la province de Québec et la ville de Montréal n'ont pas un droit de regard sur l'administration du pont.

M. PIGEON: Est-ce que vous trouveriez cela préférable que cet acte soit amendé afin que la ville de Montréal et la province de Québec soient représentées? * * *

M. BEAUDET: Voici une question qui n'est pas de mon ressort.

* * *

M. PIGEON: Dans un autre domaine maintenant. Des réparations majeures ont été effectuées à la sortie sud du pont Jacques-Cartier et au pont Jacques-Cartier lui-même à la suite des travaux de la Voie maritime du Saint-Laurent.

(*Page 703*)
Est-ce que ces travaux majeurs qui ont été effectués à cause de la Voie maritime du Saint-Laurent ont entraîné des pertes de péage?

M. BEAUDET: La seule façon de répondre à cette question, c'est de vous donner une opinion.

Il est possible qu'il y ait eu des pertes. Dans l'entente que nous avons eue avec la Voie maritime à ce sujet, on mentionne que ces pertes devaient être recouvrées s'il y avait moyen de les établir. Seulement, il faut se rappeler que ces pertes, s'il y en a eu, n'auraient pas entraîné un déficit qui aurait concerné la province ou la ville de Montréal.

M. PIGEON: Mais, vous admettez qu'il y a eu des pertes?

M. BEAUDET: Non.

M. PIGEON: De péage?

(*Page 704*)

M. BEAUDET: Je n'admets pas qu'il y ait eu des pertes. J'ai émis une opinion, seulement. Il est possible qu'il y ait eu des pertes.

* * *

M. PIGEON: Est-ce qu'il y a moyen d'avoir l'entente qui a été conclue entre les autorités de la Voie maritime et les autorités du port de Montréal?

M. BEAUDET: Il s'agit là de la correspondance entre le department et le ministre des Transports. Je crois que ces documents ne devraient pas être produits.

M. PIGEON: Est-ce que toutes les réparations qui ont été effectuées au pont Jacques-Cartier lui-même et aux sorties ont été payées par la Voie maritime?

M. BEAUDET: Le paiement final de ces travaux et la répartition entre le Conseil des ports nationaux et la Voie maritime sont encore en voie de discussion.

Le rapport annuel du Conseil des ports nationaux, pour 1959, lequel a été déposé à la Chambre il y a quelques jours, à la page 78, mentionne exactement le fait que je viens de citer:

* * *

M. PIGEON: M. Beaudet à la suite des travaux de la canalisation du Saint-Laurent, les journaux ont répété, à plusieurs reprises, qu'il y avait beaucoup moins de circulation sur le pont Jacques-Cartier à cause des travaux qui étaient faits à la sortie. Vous avez dit tout à l'heure qu'il y avait eu une entente, et que s'il y avait eu des pertes qu'il fallait qu'elles soient prouvées. Est-ce que vous avez essayé d'établir des chiffres?

M. BEAUDET: Oui, et sans résultat concret.

M. PIGEON: Mais votre étude préliminaire vous donne-t-elle une idée, présentement?

M. BEAUDET: Rien d'autre que ceci: Lors des travaux sur le pont Jacques-Cartier et sur le pont Victoria, on s'est rendu compte que les "commuters" voyageaient ou par le pont Jacques-Cartier ou par le pont Victoria selon les conditions des travaux et l'accès libre des ponts.

M. PIGEON: Quand prétendez-vous terminer cette enquête par rapport aux pertes causées par les travaux de la Voie maritime du Saint-Laurent?

M. BEAUDET: Il ne s'agit pas d'une étude, il s'agit de négociations.

M. PIGEON: Pour négocier, il faut toujours établir des chiffres et faire une certaine enquête?

M. BEAUDET: L'affaire est maintenant entre les mains de mon Conseil qui négocie avec la Voie maritime.

M. PIGEON: Quelles sont ces personnes qui ont effectué cette étude relativement aux pertes?

M. BEAUDET: M. Clément et moi-même.

M. PIGEON: Vous-même, seul, ou avec des "officiers"?

M. BEAUDET: Nous deux, seuls.

(*Page 704*)

M. PIGEON: Présentement, vous ne pouvez établir aucun chiffre approximatif des pertes encourues?

M. BEAUDET: Non.

M. PIGEON: Même en vous "basant" sur les jours où ces travaux majeurs étaient effectués. Il y a eu certainement une baisse dans le revenu du péage?

M. BEAUDET: Oui, mais s'agit-il d'une perte due au "Seaway", d'une perte due à la diminution du trafic, d'une perte due aux conditions économiques, aux conditions d'emplois ou autres?

(*Page 705*) * * *

M. PIGEON: Est-ce que cette étude a été commencée au début des travaux de la Voie maritime quand des réparations majeures ont été effectuées aux entrées ou aux sorties du pont?

M. BEAUDET: Vous ne pouvez pas faire une étude avant de connaître les faits. Il faut connaître les faits avant de faire une étude. Nous avons fait tout en notre pouvoir, dans les travaux temporaires, pour ne pas décourager les usagers ordinaires du pont Jacques-Cartier. Maintenant, il faudrait peut-être que je vous dise que de ces travaux dus à la navigation, le pont Jacques-Cartier a bénéficié grandement. Les approches actuelles n'auraient pas été possibles sans l'élévation du pont Jacques-Cartier,—les approches sud.

M. PIGEON: Le travail pour lever la section du pont a duré combien de temps?

M. CLÉMENT: Cela a commencé en octobre 1956 et s'est terminé en août 1958.

M. PIGEON: Monsieur Beaudet, de toute façon, vous admettez qu'il y a eu des pertes encourues?

M. BEAUDET: C'est possible, des pertes possibles et intangibles.

(*Page 709*) * * *

M. BRASSARD (*Lapointe*): Je voudrais poser une question au ministre des Transports. Est-ce que j'ai bien entendu le ministre dire que c'est lui-même qui a pris la décision dans le cas de l'installation des appareils automatiques au pont Jacques-Cartier?

* * *

M. BRASSARD (*Lapointe*): Je voudrais poser une autre question au minitre, s'il vous-plaît. J'ai cru qu'il avait laissé entendre que la question n'avait jamais été discutée avec son prédécesseur ni le "Board".

* * *

M. BRASSARD (*Lapointe*): Je voudrais demander au ministre si ce n'est pas l'habitude, aussi bien dans son ministère qu'au Conseil des ports nationaux, d'étudier une question à fond avant de faire une recommandation au ministre et qu'ensuite, lui, il est obligé de la débattre devant ses collègues du cabinet et devant le "Treasury Board"?

* * *

M. BRASSARD (*Lapointe*): Je voudrais poser une question à M. Beaudet. Quand vous dites, monsieur Beaudet, que Québec a collaboré entièrement avec le gérant du port de Montréal, est-ce que ceci contredit la réponse que M. Archer a donnée à l'effet que la province de Québec a mis neuf mois à approuver le changement de tarif?

M. ASSELIN: J'en appelle au Règlement, monsieur le président. Je ne crois pas qu'il soit permis à M. Brassard de demander à un témoin de contredire un autre témoin. A mon avis, la question de M. Brassard devrait être posée à M. Archer afin de lui faire préciser sa déclaration.

M. BRASSARD (*Lapointe*): Je le ferai pour faire plaisir à M. Asselin. Je vais poser ma question à M. Archer. Monsieur Archer, l'affirmation de M. Beaudet à l'effet que le gouvernement de la province de Québec a colla-

boré avec le gérant du port de Montréal, contredit-elle la réponse que vous avez donnée à une question, ici au comité, à l'effet que Québec a mis neuf mois à approuver le changement de tarif proposé par le "Board"?

M. ASSELIN: J'en appelle encore au Règlement. Je pense que M. Brassard devrait d'abord mettre M. Archer en présence de sa déclaration. Après cela, il pourrait lui poser la question relativement à la déclaration qu'il aurait faite.

M. BRASSARD (*Lapointe*): Monsieur Archer...

(*Page 710*) * * *

M. ARCHER: Vous m'avez demandé la date à laquelle j'ai présenté la demande pour les tarifs et j'ai répondu: la date à laquelle j'ai fait parvenir l'application à la province de Québec, "and the date on which I have received the Order-in-council". La date à laquelle j'ai adressé une demande à la province, la date à laquelle nous avons reçu l'approbation ou le décret du conseil de la province.

M. BRASSARD (*Lapointe*): J'ai une question à poser maintenant à M. Archer.

Est-ce que vous avez déjà eu à correspondre avec le gouvernement de la province de Québec au sujet des nouvelles voies ou de la nouvelle voie sur le pont Jacques-Cartier?

M. ARCHER: Vous parlez de l'élargissement du pont?

M. BRASSARD (*Lapointe*): Oui.

M. ARCHER: Pour la construction de la nouvelle voie, non.

M. BRASSARD (*Lapointe*): Est-ce que vous et le Conseil avez eu à correspondre avec le gouvernement de la province de Québec pour certaines matières qui touchaient la "Seaway Authority", et le "National Harbour's Board"?

M. ARCHER: Oui, en relation avec les approches.

M. BRASSARD (*Lapointe*): Est-ce que je pourrais avoir une copie, ou est-elle confidentielle la correspondance échangée entre le "Board" et le gouvernement de la province de Québec à ce sujet?

(*Page 710*) * * *

M. ARCHER: Nous pourrions vous donner le plan approuvé par la province de Québec lorsque nous avons préparé l'ensemble des approches.

M. BRASSARD (*Lapointe*): Ce qui m'intéresse, ce n'est pas le plan mais l'approbation, et combien la province a mis de temps à donner son approbation.

M. ARCHER: M. Beaudet me dit—peut-être il pourrait répondre lui-même à la question.—Il n'y a pas eu de retard dans les discussions pour les approches.

(*Page 718*) * * *

M. BRASSARD (*Lapointe*): Je désire poser une question à M. Archer. Lorsque le Conseil des ports nationaux a écrit au gouvernement de Québec pour suggérer des changements de tarif, est-ce que l'on a indiqué dans la lettre les raisons pour lesquelles on voulait changer les tarifs et, en même temps, pourriez-vous me donner le résultat de l'étude faite pour appuyer la recommandation que l'on faisait au gouvernement de la province de Québec?

M. ARCHER: Oui, d'une façon générale, nous avons soumis un tableau, en expliquant les changements apportés au tarif.

M. BRASSARD (*Lapointe*): Est-ce que l'on a indiqué dans la lettre toutes les raisons qui pouvaient permettre une décision sans faire d'autres études des changements demandés?

(*Page 718*)

M. ARCHER: Nous donnions les raisons pour lesquelles nous voulions améliorer les conditions sur le pont et un résumé des changements proposés.

M. BRASSARD (*Lapointe*): De sorte que, avec tous les éléments contenus dans la lettre, le gouvernement de la province de Québec pouvait prendre une décision?

M. ASSELIN: J'en appelle encore au Règlement, monsieur le président.

* * *

M. ASSELIN: J'en appelle au Règlement. Si l'on parle de raisons invoquées dans une lettre, il faudrait tout de même la produire, cette lettre-là!

M. BRASSARD (*Lapointe*): Je serais des plus heureux si on la produisait.

M. ASSELIN: J'en appelle encore au Règlement. Mais, auparavant, avant de la produire, il faudrait avoir le consentement de la province.

(*Page 719*) * * *

M. BRASSARD (*Lapointe*): Je voudrais savoir s'il y avait suffisamment de faits et de raisons dans la lettre envoyée au gouvernement de la province de Québec pour lui permettre de prendre une décision sans de nouveau revenir devant le "Board" et demander des raisons supplémentaires pour approuver le nouveau tarif?

M. ASSELIN: J'en appelle encore au Règlement, monsieur le président.

* * *

M. ASSELIN: On ne peut pas demander à M. Archer de répondre à cette question-là, parce que M. Archer n'est pas en position de connaître l'étude ni les arguments qui ont motivé la province de Québec à donner son approbation ou son refus à tel tarif.

M. BRASSARD (*Lapointe*): Monsieur le président, j'ai une dernière question à poser. Mais pe voudrais vous dire d'abord que lorsque mes collègues posent une question je ne les interromps pas, je la leur laisse poser et ils obtiennent la réponse qu'ils veulent avoir. Je leur demanderais de ne pas m'interrompre inutilement avec leurs commentaires politiques quand je pose moi-même une question.

Ma dernière question est celle-ci. Est-ce que le gouvernement de la province de Québec a écrit au Conseil des ports nationaux entre le temps où il a signifié sa décision d'accepter le changement de tarif et le moment où il lui a signifié formellement son acceptation du tarif?

M. BEAUDET: Non.

(*Page 720*) * * *

M. PIGEON: Monsieur Beaudet ou monsieur Clément, depuis que vous êtes en fonction, avez-vous reçu des lettres anonymes ou des lettres signées ou des téléphones de personnes qui vous ont avisés qu'il y avait des vols commis par certains percepteurs?

M. BEAUDET: Depuis la fin de l'enquête, en 1958, oui. Et les lettres étaient anonymes et si elles étaient signées, nos policiers ou la police montée n'ont pas pu retracer les personnes qui les avaient signées.

* * *

M. PIGEON: Combien de cas ont été portés à votre attention?

M. BEAUDET: Dans le sens de combien de lettres ou de percepteurs?

M. PIGEON: Combien de percepteurs?

M. BEAUDET: Un.

M. PIGEON: Mais avant 1958, est-ce que vous avez été avisé de quelque manière, directement ou indirectement, qu'il y avait des vols ou quelque chose d'anormal?

M. BEAUDET: Par lettre, jamais. Quelques rumeurs non précises, oui.

(*Page 720*)

M. PIGEON: Par téléphone ou par conversation?

M. BEAUDET: Les rumeurs, par conversation.

M. PIGEON: Mais, est-ce que vous avez essayé de vérifier ces rumeurs?

M. BEAUDET: Certainement. C'étaient des cas où l'on demandait à des policiers de suivre toutes les indications qui nous étaient données.

M. PIGEON: Lors du changement de tarif, lorsque vous avez décidé du changement de tarif, en 1956, est-ce que vous avez soumis cette décision au ministre des Transports de l'époque?

M. BEAUDET: Non, je fais toujours rapport directement à mon Conseil et non pas au ministre.

M. PIGEON: Est-ce que vous ou le Conseil avez fait approuver cette décision par le ministre lui-même? Est-ce qu'il y a eu échange de correspondance?

M. BEAUDET: Voilà une question à laquelle mon Conseil pourrait répondre.

M. ARCHER: Mon prédécesseur au Conseil en a parlé au ministre d'alors. Je ne sais pas exactement ce qu'il lui a dit.

M. PIGEON: Vous n'avez aucune lettre?

M. ARCHER: C'est seulement un court mémoire, par mon prédécesseur au ministre, et qu'en revenant d'un voyage, il lui disait qu'il lui en reparlerait.

(*Page 723*) * * *

M. BRASSARD (*Lapointe*): C'est plutôt un rappel au Règlement que je formule. Je n'ai pas voulu interrompre M. Pigeon. J'ai entendu M. Pigeon, dans l'une de ses questions relatives au pont Jacques-Cartier, employer le mot "vol". A mon avis, c'est une preuve supplémentaire à celles qu'apporte l'avocat Ferland dans sa lettre au comité à l'effet que nous devrions suspendre les séances de ce comité. Il n'y a pas de raison qui empêcherait le comité de continuer son enquête après les procès.

(*Page 727*) * * *

M. ASSELIN: Je voudrais faire suite aux remarques faites par M. Campbell à l'endroit de M. Beaudet. Je dois dire également aussi que MM. Clément et Archer ont apporté la plus grande coopération dans la discussion des problèmes qui ont été soumis au comité.

LIST OF APPENDICES

Appendix	*Document No.*	
"A"	1	(Appendix A), Traffic Statistics, period 1st January, 1947 to 31st December, 1958.
"B"	2	(Appendix B), Graph showing comparison of yearly traffic volumes for the years 1947 to 1958.
"C"	3	(Appendix C), Graph showing traffic statistics for the years 1947 to 1958.
"D"	4	(Appendix D), Graph showing rate increase of population and registration of motor-vehicles in the Province of Quebec. NOTE: Documents Nos. 1, 2, 3 and 4 are produced in answer to Mr. Fisher, M.P.
"E"	5	(Appendix E), List of contractors who carried out major or minor projects on Jacques Cartier Bridge from 1954 to date. NOTE: Document No. 5, Appendix E, is produced in answer to Mr. Asselin, M.P.
"F"	6	Letters of recommendation from members of parliament or other important persons for period 1st January, 1945 to 20th August, 1954. NOTE: Document No. 6 is produced in answer to Mr. Campbell, M.P.
"G"	7	Letters of resignation from toll collectors for period 4th January, 1954 to date. NOTE: Document No. 7 is produced in answer to Mr. MacInnis, M.P. List of companies which were purchasing "sold en bloc" tickets.
"H"	8	NOTE: Document No. 8 is produced in answer to Mr. McPhillips, M.P.

APPENDIX "A"

(Document No. 1)

NATIONAL HARBOURS BOARD

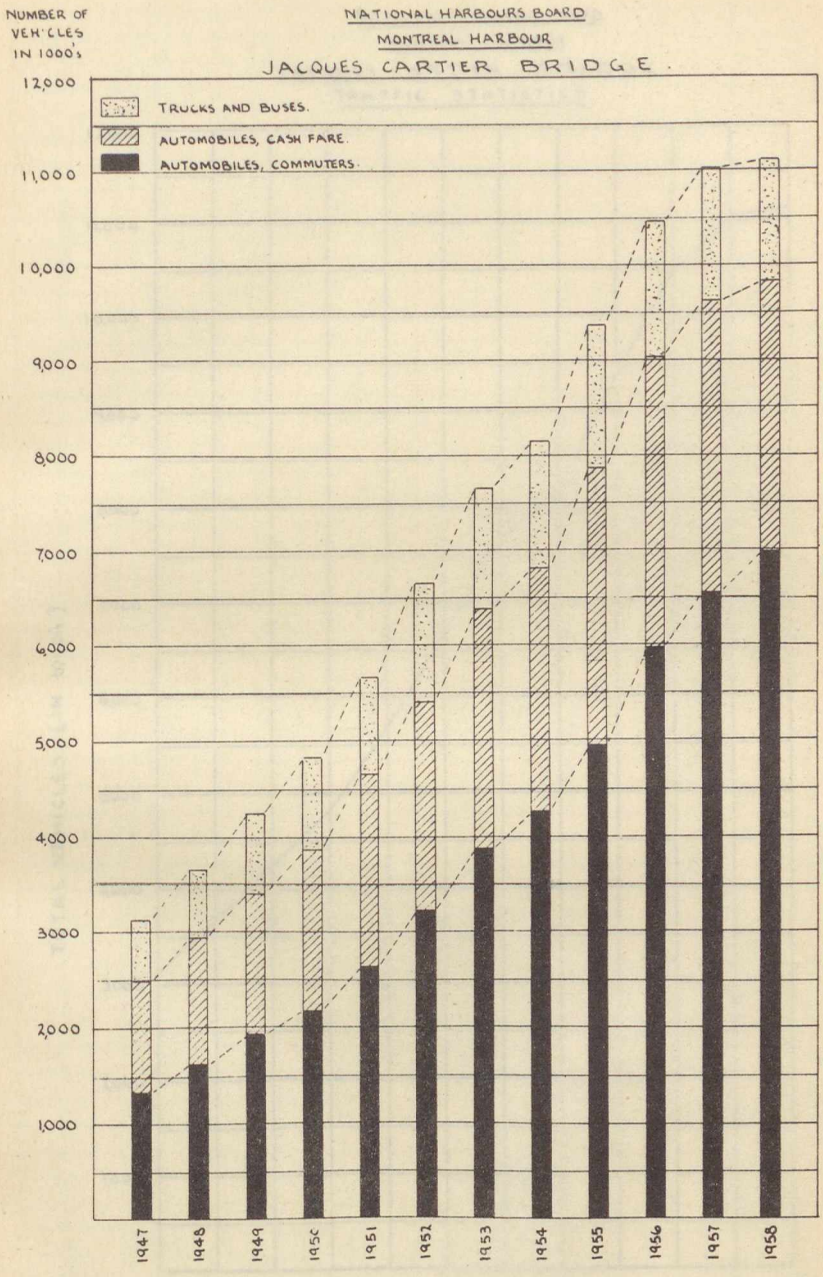
MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

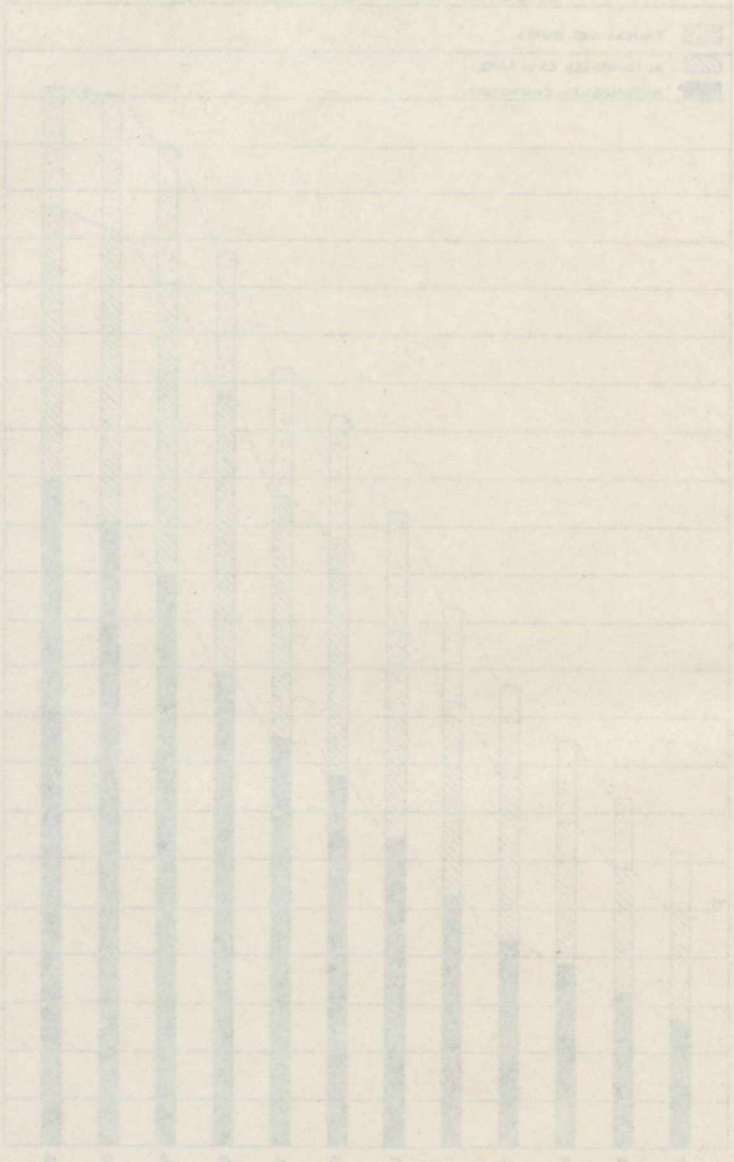
Traffic Statistics—Period 1 January 1947 to 1958

Year	Automobiles & Motorcycles Cash Fare	Automobiles Commuted Rate	Trucks and Buses	Total
1947	1,158,535	1,338,290	617,223	3,114,048
1948	1,340,352	1,620,370	709,323	3,670,045
1949	1,517,754	1,923,560	819,721	4,261,035
1950	1,702,592	2,181,850	938,020	4,822,462
1951	1,929,287	2,640,040	1,106,655	5,675,982
1952	2,186,609	3,215,210	1,258,729	6,660,548
1953	2,505,904	3,889,000	1,281,642	7,676,546
1954	2,528,963	4,283,800	1,345,602	8,158,365
1955	2,909,195	4,964,930	1,512,866	9,386,991
1956	3,051,333	5,987,580	1,438,072	10,476,985
1957	3,066,594	6,547,550	1,412,750	11,026,894
1958	2,843,337	6,986,600	1,282,721	11,112,658
	26,740,455	45,578,780	13,723,324	86,042,559

Montreal, April 13th, 1960.



COMPARISON OF YEARLY TRAFFIC VOLUMES FOR THE YEARS 1947 TO 1958

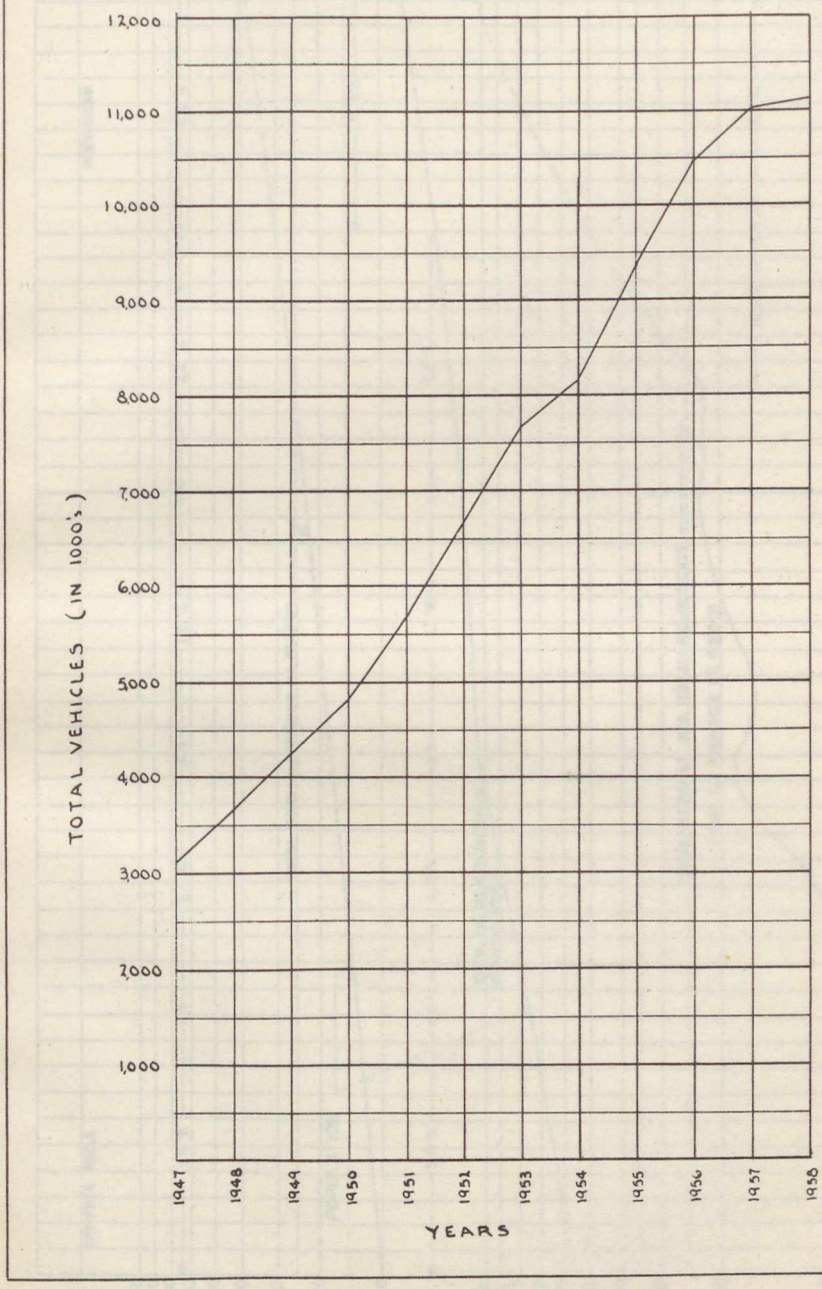


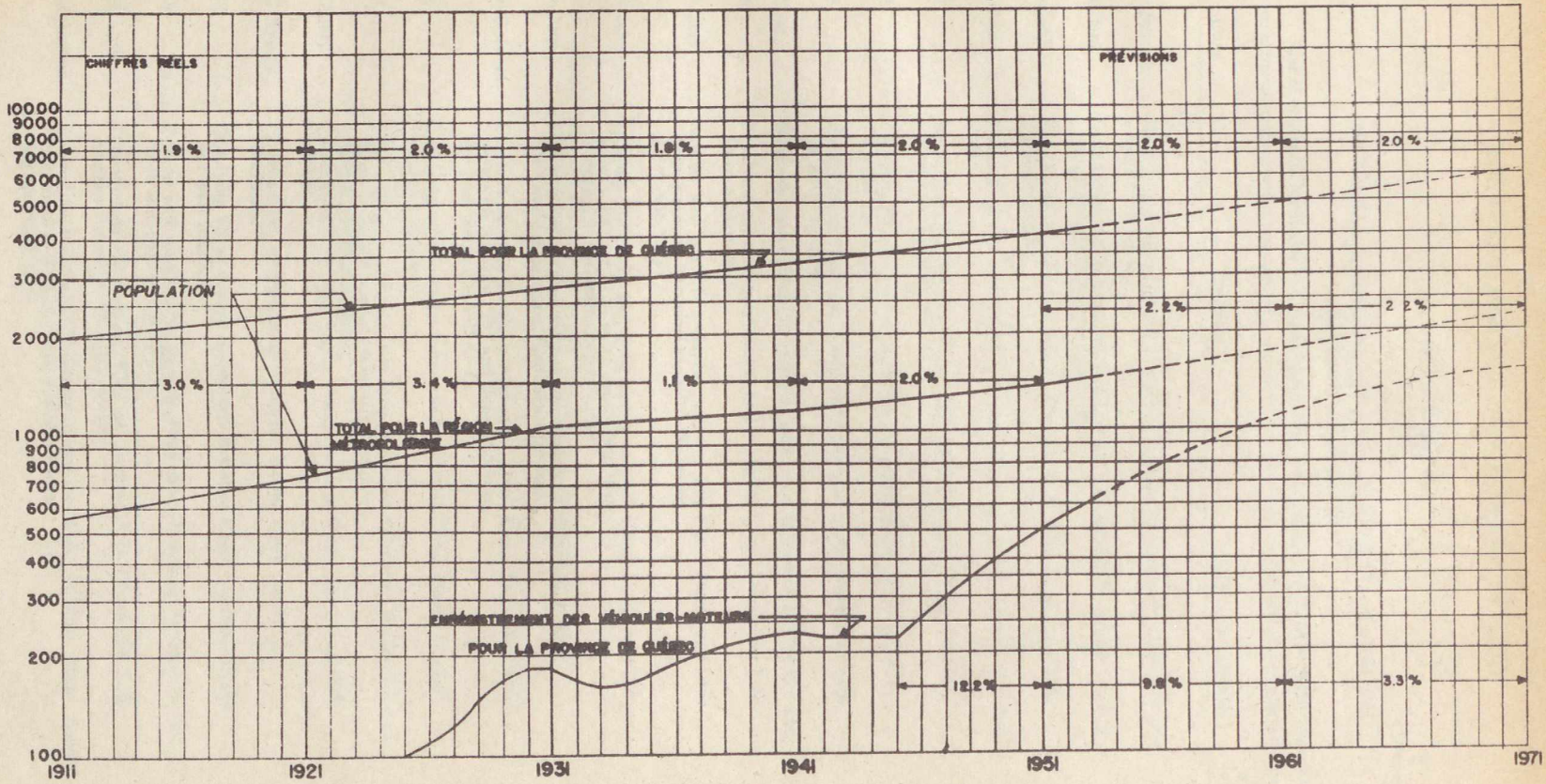
NATIONAL HARBOURS BOARD

MONTREAL HARBOUR

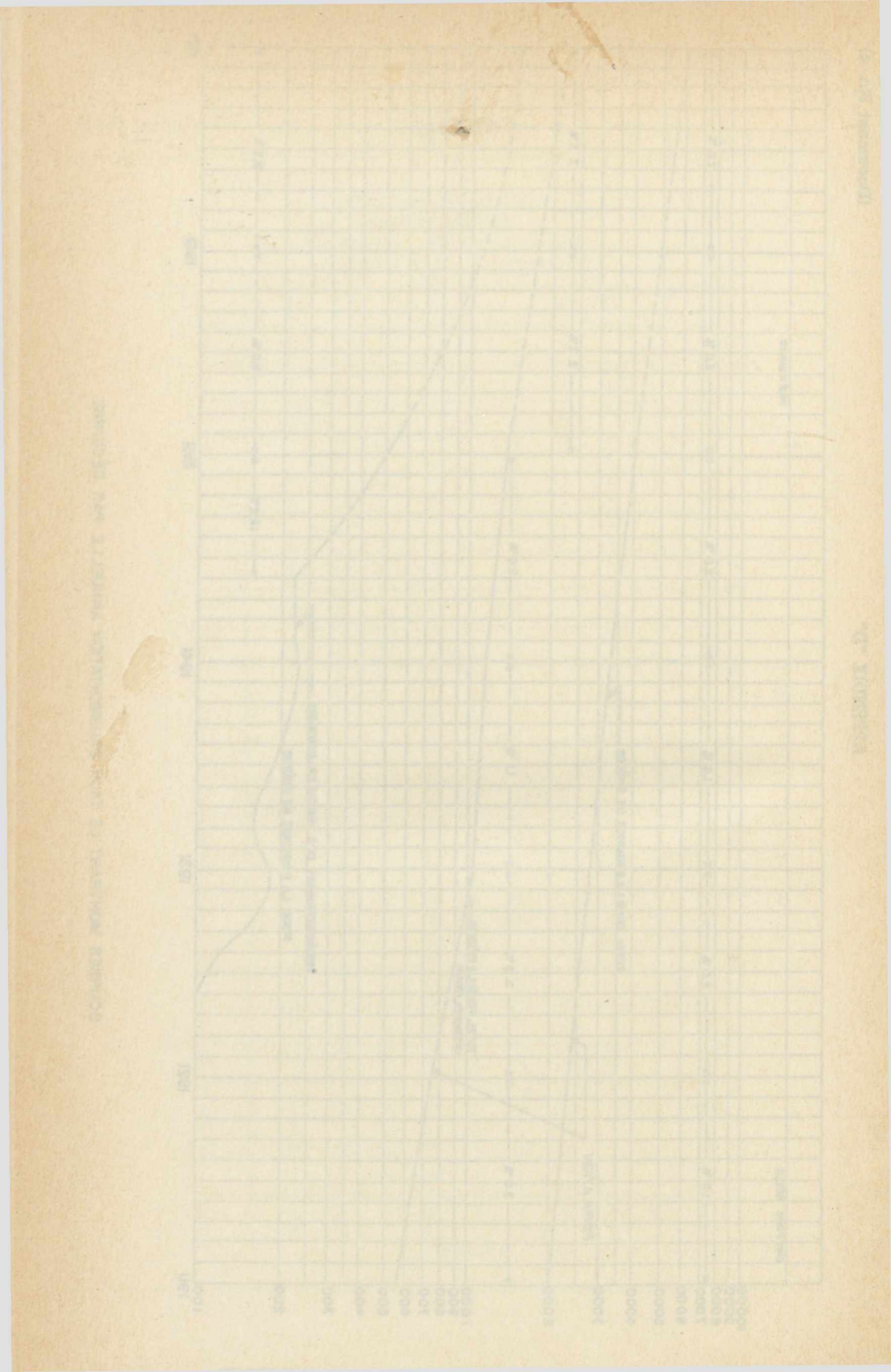
JACQUES CARTIER BRIDGE

TRAFFIC STATISTICS





COURBES MONTRANT LE TAUX D'AUGMENTATION ANNUELLE PAR DÉCENNIE



APPENDIX "E"

(*Document No. 5*)

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

List of contracts for major and minor projects period January 1st, 1954 to April 14th, 1960

Date	Project	Name of Contractor	Total Cost of Project
			$
1954 January....	Repairs to expansion joints on deck of Jacques Cartier Bridge.	Creaghan & Archibald Ltd..	52,833.80
1954 June.....	Installation of ladders and platforms for access to walkway at expansion joint.	Dominion Bridge Co. Ltd...	4,797.52
1954 July.....	Repairs to concrete roadway slab between Piers 9 and 10.	Chas. Duranceau Ltée.....	12,136.00
1954 July.....	Damage to end floor beam south cantilever arm.	Dominion Bridge Co. Ltd...	6,760.18
1954.....	Supplying all necessary labour and material to repair roadway.	Chas. Duranceau Ltée.....	1,954.80
1955.....	Supplying all necessary labour and material to repair roadway.	Miron & Frères Ltée.....	1,755.00
1955.....	Supplying all necessary labour and material to repair roadway.	Chas. Duranceau Ltée.....	1,575.60
1955 July.....	Widening roadway on downstream side.....	Dominion Bridge Co. Ltd...	662,813.98
1956.....	Supplying all necessary labour and material to repair roadway.	Chas. Duranceau Ltée.....	15,203.01
1956 May.....	Labour and materials—laying, placing and rolling approx. 50 tons of asphalt—Widening Upstream Side.	Chas. Duranceau Ltée.....	705.37
1956 June.....	Labour, material and equipment—laying, approx. 155 sq. yds of 12" macadam and 3" asphalt—Widening upstream side.	Chas. Duranceau Ltée.....	750.00
1956 July.....	Construction of three subway abutments for the Grade Separation, Southern Approach.	Grant-Mills Ltd.....	163,578.67
1956 October...	Grade Separation Southern Approach. Abutments for Subway "D" and Superstructure for Four Subways A-B-C-D.	Chas. Duranceau Ltée.....	319,186.00
1957.....	Supplying all necessary labour and material to repair roadway.	Chas. Duranceau Ltée.....	5,197.50
1957.....	Fabricating, supplying and erecting structural steel to support one test panel of intrusion—Widening upstream side.	Dominion Bridge Co. Ltd...	2,313.00
1957 July.....	Construction of roadways, Southern Approach.	Chas. Duranceau Ltée.....	666,522.93
1957 August.....	Construction of garage at Jacques Cartier Barracks.	Louis Corbeil Inc.....	33,975.00
1958.....	Supplying all necessary labour and material to repair roadways.	Chas. Duranceau Ltée.....	5,310.50
1958.....	Labour and material to open roadway sidewalk slab-gaps at Pier No. 3.	Dominion Bridge Co. Ltd....	421.74
1958 April.....	Construction of a Mess Hall at Jacques Cartier Barracks, Montreal South.	J. G. Fitzpatrick Ltd.....	142,000.00
1958 August.....	Labour, material and equipment to saw section out of an 8" thick concrete slab—Widening upstream side.	Falt Drilling Mine Supply Ltd.	600.00

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR—*Continued*

Date	Project	Name of Contractor	Total Cost of Project
			$
1958.....	Labour and material to install chain link fence, North side.	Dominion Steel & Coal Corp.	404.17
1958 September.	Construction of Foundations of Administration Building and Toll Plaza at South Shore End.	Chas. Duranceau Ltée.....	194,255.51
1958 September.	Repairing damage caused by concrete growth on approach span.	Dominion Bridge Co. Ltd....	19,147.59
1958 October...	Supplying and installing 6 ducts, 3½" to 3" reducers, at Administration Building.	Northeastern Development Ltd.	450.00
1958 October...	Fabricating and supplying 5" I-Beam-Lok, South Approach.	Dominion Bridge Co. Ltd....	17,325.00
1958 November.	Widening Roadway on the Upstream Side..	Dominion Bridge Co. Ltd....	621,080.25
1958 December.	Electrical Installation for Toll Plaza.....	Canadian Comstock Co. Ltd.	49,281.00
1958 December.	Supplying and installing chain link fence—Northern Approach.	The Steel Co. of Canada.....	652.38
1959 January....	Construction of Catwalks and Access Catwalks along Downstream Cable Route under Bridge Roadway.	Canadian Bridge Division of Dominion Steel & Coal Corpn. Ltd.	59,659.00
1959 January....	Construction of Superstructure of Administration Building and Toll Plaza at South Shore End.	J. P. Cartier Ltd.....	197,873.46
1959 January....	Supplying and installing 10-3½" ducts at Administration Building.	Northeastern Development Ltd.	1,068.15
1959 April.....	Supply and installation of power cables and ducts—South Approach.	Canadian Comstock Co. Ltd.	8,376.00
1959 May.....	Fabrication and supply of traffic signs—South Approach.	J. M. Poirier Inc.....	26,103.97
1959 May.....	Labour and material to repair paving on ramp leading from Bridge to St. Helen's Island.	Chas. Duranceau Ltée.....	282.10
1959 May.....	Supply and installation of complete Lighting System—South Approach.	Bedard-Girard Ltd.....	88,154.00
1959 June.....	Fabricating, supplying and erecting traffic sign supports—South Approach.	Dominion Bridge Co. Ltd....	10,975.00
1959 June.....	Labour and material to repair paving—Upstream side.	Chas. Duranceau Ltd.....	293.80
1959 August.....	Supply and install 10 aluminum signs—South Approach.	Brouillette Signs Ltd.....	1,998.00
1959 August.....	Relocation of chain link fence at Jacques Cartier Barracks, Montreal South.	Frost Steel & Wire Co. (Quebec) Ltd.	5,954.06
1959 September.	Fabricating, supplying and erecting overhead traffic sign supports—South Approach.	Dominion Bridge Co. Ltd....	11,740.00
1959 September.	Supply and install one set of 15" cast aluminum letters.	Claude Neon General Advertising Ltd.	425.72
1959 September.	Landscaping Administration Building Toll Plaza.	St. Michel Paysagiste Enr'g.	1,469.00
1959 September.	Fabricating, supplying and erecting Small Traffic Sign Supports—South Approach.	Dominion Bridge Co. Ltd....	—— (not completed)
1959 September.	Supplying and laying asphalt downstream lane.	Chas. Duranceau Ltée.....	7,742.40
1959 September.	Laying curing membrane over 10,225 square yards of roadway slabs.	Chas. Duranceau Ltée.....	1,022.50
1959 December.	Supply and erection of Traffic Sign Supports.	Industrial Maintenance Ltd..	17,189.00
1959.....	Supplying all necessary labour and material to repair roadway.	Chas. Duranceau Ltée.....	10,197.85

Port Engineer's Office,
Montreal, April 14th, 1960.

APPENDIX "F"

NATIONAL HARBOURS BOARD
MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

Letters of Recommendation from Members of Parliament or Other Important Persons for Period 1st January, 1945 to 20th August, 1954.

All applications for position of toll collectors received prior to 1st January, 1951 have been destroyed, except those of candidates selected for the position. Letters of recommendation from Members of Parliament received prior to 1st January, 1951 for applicants which have not been selected for employment have also been destroyed.

The letters of recommendation attached, if dated prior to 1st January, 1951, concern toll collectors which have been employed.

April 14th, 1960.

CHAMBRE DES COMMUNES
CANADA

Montreal 21st Nov., 1946

Mr. Alexander Ferguson,
General Manager,
Mtl. Harbour

Dear Sir:

It is with great pride that I am recommending to you Mr. Alex. Maher, 7174 St-Hubert, a returned airman with three years of loyal service to his country.

He is seeking employment as toll collector.

If you could favor him you would render me a personal favor.

Yours truly,
Azellus Denis, M.P.

HOUSE OF COMMONS
CANADA

1489 Wellington Street,
Montreal, January 5th, 1948.

Mr. A. G. Murphy,
Port Manager,
National Harbour Board, Montreal,
Montreal, P.Q.

Dear Mr. Murphy:

I am taking the liberty of writing you regarding a Mr. Gilbert Henry of 1685 Church Avenue, Cote St. Paul, Montreal, who is a Veteran of World War II having served four years Overseas.

I have been informed by him that there will be a vacancy on the Jacques Cartier Bridge as a Spare Toll Collector and he is anxious to make application for said position and I am pleased to recommend him.

He speaks French and English fluently and I would appreciate any courtesy extended his name.

Thanking you in advance and extending you the Compliments of the Season.

Yours very truly,

T. P. Healy, M. P.
St. Ann's Division.

Mr. Poole—To note and return—
6/1/48
For report please. A.G.M.
Please note my report
of 10/1/48—A. P.

HOUSE OF COMMONS
CANADA

1489 Wellington Street,
Montreal August 30th., 1948.

Mr. A. G. Murphy,
Port Manager,
Montreal Harbour,
National Harbours Board,
Montreal 1, P.Q.

Dear Mr. Murphy:

Acknowledging receipt of your letter of August 27th regarding Mr. R. Milligan who made application for a Toll Collector.

I am pleased to recommend this person to your Department and appreciate your kindness to him upon his visit to your office.

Yours very truly,

T. P. Healy, M.P.
St. Ann's Division.

CHAMBRE DES COMMUNES
CANADA

Montreal Sept. the 12th, 1948.

National Harbour Board,
c/o Mr. Brown,
357 Commons.

Dear Sir.

I am told that there is a vacancy. as toll collector on Jacques Cartier Bridge.

May I recommand to your best attention a friend of mine Albert Belisle, 6606 St. Denis, a young returned soldier; he is serious, honest, and reliable.

I hope that you will be in a position to help him.

I am yours truly,

Azellus Denis, M.P.

HOUSE OF COMMONS
CANADA

1489 Wellington Street.
Montreal, Sept. 17, 1948.

Mr. G. Murphy,
Port Manager,
Harbour Commission of Montreal,
Commissioners Street.
Montreal.

Dear Mr. Murphy,

I am taking the liberty of introducing Mr. Archie Pearson of 283 Colborne Street Montreal.

He is anxious to make application for a position as a ticket Collector on the Harbour Bridge. It is with pleasure that I recommend this Veteran to you as a good reliable trustworthy man, any courtsey extended his application will be greatly appreciated.

Yours very truly,

T. P. Healy, M.P.
St. Ann's.

HOUSE OF COMMONS
CANADA

1489 Wellington Street,
Montreal January 22, 1949.

Mr. Gordon Murphy,
Port Manager
National Harbour Commission,
Montreal, P.Q.

Dear Mr. Murphy:

I am taking the liberty of introducing to you Alfred Beauchamp of 1057 Ottawa Street who is anxious to make application for work with your Department.

I am pleased to recommend this person as a good, reliable and trustworthy man and any courtesy extended his application will be appreciated.

Yours very truly,
T. P. Healy, M.P.
St. Ann's Division.

Mr. Beauchamp was given two tests. The first he was unable to complete as he did not understand the meaning of the word "division". Came back a couple of days later and took another test.

CHAMBRE DES COMMUNES
CANADA

Montréal 9 juin 1949

M. Guy Beaudet, I.C.
Port de Montréal.

Cher monsieur,

Si vous pouviez offrir un emploi de percepteur de billets sur le Pont J.-C. à M. Eugène Phaneuf, 431, de la Salle, Vétéran, j'en serais heureux et obligé.

Sincèrement à vous,
Sarto Fournier

HOUSE OF COMMONS
CANADA

♯1489 Wellington Street,
Montreal, September 10, 1949

Mr. Gordon Murphy,
Port Manager Harbour Commission,
Commissioner Street,
Montreal.

Dear Mr. Murphy:

I am taking the liberty of introducing Mr. Gerald Flynn of ♯267 Colbourne Street, who is a veteran of World War ♯2, and he is anxious to make an application for a position as Toll Collector.

I am pleased to recommend this young man as a good reliable, trustworthy citizen.

I would appreciate any courtesy extended his application.

Yours truly,
T. P. Healy, M.P.
St. Ann's Division.

HOUSE OF COMMONS
CANADA

Ottawa, April 28, 1950.

Mr. Murphy, Superintendent,
Montreal Harbour Board,
Montreal, P. Que.

RE: Armand Curodeau,
6993 Royer St, Montreal.

Dear Sir:

It is with great pleasure that I am recommending to you the name above mentioned, who wishes to be reinstalled? (x) as "toll collector" at the Jacques-Cartier bridge. I am told that Mr. Pool and Mr. Jack who are in charge of this branch will be glad to have Mr. Curodeau to be engaged as same.

This man has some experience in that kind of work and as he has no more work to do as Transport Verificator his transfer will be well received by all.

Hoping to get a favourable answer, I am

Yours truly,

Azellus Denis
Member for St. Denis.

Mr. Beaudet—For attention please. 29/4/50.
(x) This man has not yet worked as toll collector.

CHAMBRE DES COMMUNES
CANADA

Ottawa, le 7 mars 1951.

Cher monsieur Brown,

J'ai reçu, à mon bureau, la visite de monsieur Omer Messier, de Montréal-Sud, qui désirerait obtenir un emploi comme percepteur de billets sur le pont Jacques-Cartier.

Je serais très heureux s'il vous était possible d'accorder une entrevue à monsieur Messier, afin de vous rendre compte de ses qualifications pour le poste qu'il convoite. Monsieur Messier m'est recommandé comme étant honnête, travailleur et en excellente santé.

J'apprécierais recevoir des nouvelles à ce sujet et vous prie de me croire,

Sincèrement à vous,

Roch Pinard, député,
(Chambly-Rouville)

Monsieur P. G. Brown,
Gérant,
Conseil des Ports nationaux,
Montréal, P.Q.

HOUSE OF COMMONS
CANADA

Ottawa, March 12th, 1951.

Dear Mr. Brown:

One of your officers has interviewed Mr. Leonard Normoyle, 883 Vercheres Street, Ville Jacques-Cartier, who has made application for a position as toll collector on the Jacques-Cartier bridge. Mr. Normoyle informs me that he has passed the necessary examination.

I would appreciate it if you would let me know what his chances are to obtain this position.

Sincerely yours,

Roch Pinard, M.P.
(Chambly-Rouville)

Mr. P. G. Brown,
Manager,
National Harbours Board,
Montreal, Que.

See application dated: 29 Dec. 1950

CHAMBRE DES COMMUNES
CANADA

Ottawa, le 9 mai 1951.

Cher monsieur Brown,

Il me fait plaisir de vous recommander monsieur Jean-Paul Therrien domicilié à 11873, rue L'Archevêque, Montréal-nord, qui désirerait obtenir un emploi comme collecteur de billets au Pont Jacques-Cartier.

Vous remerciant à l'avance pour la bonne attention que vous apporterez à cette lettre, je demeure,

Votre tout dévoué,

Marcel Monette,
Député de Mercier.

CHAMBRE DES COMMUNES
CANADA

Pte-aux-Tbles, 10 sept. 1951.

A qui de droit,

Pourriez-vous prendre en considération, la demande de M. Guillaume Paradis, domicilié à 6270, 2e avenue, Rosemont, Montréal, qui désire obtenir la position de "toll collector" (percepteur de pont).

M. Paradis a travaillé pour les bijoutiers Pelletier & Fils, 179 Craig ouest, il est honnête, sobre, travaillant, pouvant donner un bon rendement dans son travail.

Espérant qu'il recevra de vous une réponse favorable, je demeure,

Votre tout dévoué,

Marcel Monette, m.p.,
Comté-Mercier.

HOUSE OF COMMONS
CANADA

1489 Wellington Street,
Montreal, Quebec,
September 15, 1951

Mr. Alfred Poole,
Superintendent of Harbour Bridge.

Dear Mr. Poole:

I am taking the liberty of writing you introducing Mr. Edward Joseph Tremblay of 859 Ottawa Street, Montreal.

He is anxious to make application as a Toll Collector on the Harbour Bridge.

It is with pleasure that I recommend this veteran as a good, reliable, trustworthy married man and any courtesy extended his application will be greatly appreciated.

Yours truly,

T. P. Healy, M.P.
St. Ann's

(Advised Mr. Healy over the telephone that Mr. Tremblay was far too weak in arithmetic to be considered as a toll collector.)

Sept. 27/51.

CHAMBRES DES COMMUNES
CANADA

April 1952.

Mr. Pool,
N.H.B.

If you could offer a job as toll Collector to Mr. Claude Quinn, 7541, 20th Ave. North, I would be very glad and much obliged.

Sincerely yours,
Sarto Fournier.

HOUSE OF COMMONS
CANADA

Ottawa,
February 18th, 1953.

Dear Sir:

Mr. Omer Messier, 9240 St. Hubert Street, Montreal, P.Q., is very anxious to obtain a situation as ticket collector on the Jacques Cartier bridge.

I have known Mr. Messier for a number of years and would appreciate if he was given the job he is asking for.

Sincerely yours,

Romuald Bourque, M.P.,
(Outremont-St. Jean).

P. G. Brown, Esq.,
Manager,
National Harbours Board,
Montreal, Que.

CHAMBRES DES COMMUNES
CANADA

Ottawa, ce 7 mai 1953.

Monsieur G. Murphy,
Gérant du port de Montréal,
Conseil des ports nationaux,
357 de la Commune,
Montréal.

Cher monsieur,

Permettez-moi de recommander à votre bienveillante attention M. Roland Leblanc, 5818, rue Laurendeau, à Montréal, qui sollicite l'emploi de percepteur au pont Jacques-Cartier.

M. Leblanc est un vétéran, un citoyen honorable et digne de confiance.

Je vous remercie de la considération que vous accorderaf à cette demande et vous prie de croire à mes meilleurs sentiments.

J. A. Bonnier,
député de Montréal-St-Henri.

Tel. HE-6164
Leblanc

HOUSE OF COMMONS
CANADA

1489 Wellington Street
Montreal 22, Quebec
July 31, 1953.

Mr. Gordon Murphy
Port Manager
National Harbour Board
Montreal, Quebec.

Dear Mr. Murphy:

I am writing you regarding a Mr. Alfred Shank of 293 Duke Street, Montreal. He is a veteran of both wars, fifty-six years of age and has a family of five.

He is very anxious to make application for a position as toll colector with the National Harbour Bridge.

He is perfectly bilingual and I am pleased to recommend him highly.

Anything you do in this regard will be greatly appreciated.

Very truly yours,

Tom Healy
St. Ann's

TPH/SH
Asst. Port Manager—To note and return—3/8/53
For attention, please.
AGM
(Letter to Mr. Healy submitted herewith.)—??? 3/8

CHAMBRE DES COMMUNES
CANADA

507 Place d'Armes
Montréal
Le 24 septembre 1953

Mon cher monsieur Beaudet,

Il me fait plaisir de vous recommander Monsieur Roger Guilmette de Ville Jacques-Cartier pour la situation de percepteur au pont Jacques-Cartier.

Le médecin de M. Guilmette lui a recommander de travailler au grand air et je vous serais très reconnaissant s'il vous était possible de considérer favorablement la demande de M. Guilmette.

Votre tout dévoué,

Auguste Vincent, député
(Longueuil)

Monsieur Gérard Beaudet
Gérant-adjoint du port
Conseil des Ports Nationaux
635 Powell
Montréal

TÉL: PLATEAU 1864*

J.-P. DESCHATELETS M.P.
AVOCAT-ADVOCATE

IMMEUBLE VERSAILLES
60 OUEST, RUE ST-JACQUES
Montréal, le 23 octobre, 1953.

Conseil des Ports Nationaux,
357, de la Commune,
Montréal.

Attention Major G. Beaudet.

Cher monsieur Beaudet,

RE: Simon Langlois,
515, Viau, Montréal,

J'ai recommandé M. Simon Langlois pour un poste de percepteur de péage au Pont Jacques-Cartier, à l'Honorable Ministre des Transports.

L'Honorable Ministre me demande de vous référer le cas, et c'est ce que je fais avec plaisir.

S'il y avait possibilité de donner un tel emploi au requérant, M. Langlois, je vous en serais bien obligé.

Votre tout dévoué,

J.-P. Deschatelets,
Député Maisonneuve-Rosemont
à la Chambre des Communes.

JPD/ET

JEAN-PAUL DESCHATELETS

Le 5 novembre, 1953.

Major G. Beaudet,
Gérant adjoint du Port,
Conseil des Ports nationaux,
357, rue de la Commune,
Montréal.

Cher monsieur Beaudet,

Me permettrez-vous de recommander M. Frank Roy, 4550, est, rue Notre-Dame, pour un poste de percepteur de billets au Pont Jacques-Cartier?

Il s'agit d'un homme de 36 ans et père de famille.

S'il y avait possibilité de lui confier un tel emploi, je vous en serais bien obligé.

Votre tout dévoué,

JPD/ET J.-P. Deschatelets

HOUSE OF COMMONS
CANADA

1489 Wellington Street,
Montreal, Quebec,
April 8, 1954.

Mr. Gordon Murphy,
Port Manager,
Harbour Commission,
Commissioner Street,
Montreal, Quebec.

Dear Mr. Murphy,

This will introduce to you Peter Buchkowsky of 3719 Cornet Road, who is a veteran of World War II and is anxious to make application for a position as a Toll Collector.

It is with pleasure that I recommend him as a good, reliable, trustworthy young married man and any courtesy extended his application will be greatly appreciated.

Yours truly,

T. P. Healy, M.P.,

To see Mr. Poole 12/4/54 at 2.00 p.m. St. Ann's

N.L.

CHAMBRE DES COMMUNES
CANADA

Montréal, le 5 mai 1954.

Major J. Beaudette,
Gérant Adjoint du Port de Montréal.
Commission des Ports Nationaux,
rue des Communes,
Montréal.

Cher Monsieur,

Pour donner suite à notre conversation, il me fait plaisir de recommander tout particulièrement, M. Jean Paiement, 1905, rue Papineau, qui convoite un emploi, comme percepteur au pont Jacques-Cartier.

Je suis informé qu'il a passé ses examens avec succès, et je puis vous assurer que vous trouveriez en lui, en employé, honnête, laborieux et ponctuel, qui saurait exécuter son travail à la satisfaction de ses supérieurs.

Je désire ajouter que mon protégé est un vétéran de la dernière guerre, et qu'il est marié.

Avec l'espoir qu'il pourra être donné suite à la présente, dans un avenir rapproché, veuillez accepter mes remerciements anticipés, et me croire,

Votre tout dévoué,

Hector Dupuis, M.P.
Montréal-Ste-Marie.

HOUSE OF COMMONS
CANADA

Ottawa, June 21st, 1954

National Harbour Board,
357 Common Street,
Montreal, P.Q.
c/o Mr. Murphy

Dear Mr. Murphy,—

Mr. Robert Dawson, residing at 981 Rolland Avenue, Verdun, informs me that he has made an application in view of becoming a constable at the Montreal Harbour, or *toll taker* on either the Jacques-Cartier or the Victoria Bridge.

I have been attorney for the Police Department of the City of Verdun for several years now, and I have had the opportunity of knowing Mr. Dawson very well in his work as a constable. He is also a veteran with a long service overseas.

Therefore, I am glad to introduce him to you with my best recommendation.

Anything you could do to help Mr. Dawson would be greatly appreciated.

Yours very truly,

Yves Leduc,
M.P. for Verdun

Chief of Police—To note and return—23/6/54
No record on file of an application form having been completed by Mr. Dawson. Please interview him and let me have a report.

A. G. Murphy

2/7/54
Port Manager:

Mr. R. Dawson has already made out his application for bridge *toll collector*. He told me that he does not wish to enter our Police Department.

J. R. Taylor

APPENDIX "G" (*Document No. 7*)

Montreal April 23rd 1957

Mr. Beaudet
Port Manager
National Harbour Board
Montreal P.Q.

Dear Sir;

I beg to enter a protest against my transfer from the position of Toll Collector on the Jacques Cartier Bridge to that of a grain elevator employee helper,

I therefore beg to offer my resignation as a National Harbour Board employee.

Trusting you will give this matter your good attention.

I Remain
Yours truly
(Sgd.) G. Henry
Gilbert Henry

I certify that the above is a true copy of the original
J. A. CLEMENT,
Superintendent of Bridges

Montreal, 23rd April, 1957

Mr. Beaudet
Port Manager
National Harbour Board
Montreal P.Q.

Dear Sir:

I beg to offer my resignation as an employee of the National Harbour Board.

My motive in doing so is due to my transfer from the position of Toll Collector on Jacques Cartier Bridge to that of a grain elevator employee helper.

I Remain
Yours truly
(Sgd.) A. Maher
Alexander Maher

I certify that the above is a true copy of the original
J. A. CLEMENT,
Superintendent of Bridges

Oct. 8-58

Mr. Poole

Sir:

Please accept my Resignation as of to-day as toll collector Reason Health

Sincerely
(Sgd.) R. C. Law (23)

I certify that the above is a true copy of the original
J. A. CLEMENT,
Superintendent of Bridges

April 10/59

Mr. A. Poole
Sup. of toll Collectors.

This letters is to inform you that I wish to resign my position of toll collector for personel Reasons.

(Sgd.) R. Bolduc
No. 16

I certify that the above is a true copy of the original.
J. A. Clément
Superintendent of Bridges

11 Juin 1959

Mr. A. Poole
Surt. des Percepteurs

Je R. Houle No. 9409 vous remet ma résignation comme percepteur au Pont Jacques Cartier.

Ayant consulter mon médecin il est de son avis que mon travail est trop fatiguant pour que je puisse reprandre ma santé.

Bien à vous
(Sgd.) Roland Houle

I certify that the above is a true copy of the original
J. A. Clément
Superintendent of Bridges

19 juin 1959

A qui de droit
c/o M. Pool

Par la presente je vous informe que je vous donne ma démission comme persepteur et que ma derniere journee de travail sera le 27 juin 1959.

Votre obligé
(Sgd.) Jean Marc Laplante

I certify that the above is a true copy of the original
J. A. Clément
Superintendent of Bridges

25-6-59

Mr. Clement

Je, sousigné Hercule Fournier. Je suis dans l'obligation de donné ma démission après avoir eu une entrevue avec vous ce matin. J'ai eu une autre entrevue avec le Dr. Chevrier qui a ma femme sur c'est soin et il m'a recommander encore de changer de position pour la sécurité de ma femme et mes enfants.

Je vous remercie,
(Sgd.) Hercule Fournier

P.S. Ci-Joint un certificat du Dr. Chevrier.

I certify that the above is a true copy of the original
J. A. Clément
Superintendent of Bridges

20/10/59

To whom it may concern.

Affective as of to this date 20th of October 1959 the undersigned resign from my position as Toll Officer for reason of health. As I am sure you will understand that lately, on account of the weather I lose a lot of time. So by doing so will give you a change to get somebody to replace my position.

Your's Truly
(Sgd.) R. Auclair

I certify that the above is a true copy of the original

J. A. Clement
Superintendent of Bridges

Répentigny 21 October 1959

Sir:

I would like to inform you, that due to working conditions, and being medically infit, thus unable to satisfy my employers, I see no other alternative than to give you my résignation

Yours
(Sgd.) Mr. Gaston Roy
21 Plateau Vincent
Répentigny

I certify that the above is a true copy of the original

J. A. Clement
Superintendent of Bridges

9201 12th Avenue,
Ville St. Michel, Que.
October 24, 1959

Dear Sir,

I have decided against obtaining future employment with the National Harbours Board. I would appreciate a refund of my contributions to the Public Service Superannuation Fund.

Yours truly,
(Sgd.)
Alfred Beauchamp

I certify that the above is a true copy of the original

J. A. Clement
Superintendent of Bridges

Oct. 26th 1959
807 Bld. Demers
Chambly Que.

Mr. G. Beaudet
Port Manager

Sir:

I acknowledge receipt of you letter dated Oct. 23rd. As it is impossible for me to meet these requirements, I wish that you will consider this letter as a formal resignation.

Any pay that I may have coming may be forwarded to my home. Also I wish to make inquiry as to receipt of my pension fund.

Thanking you once again for you understanding.

Respectively yours
(Sgd.) Eugene Benoit

I certify that the above is a true copy of the original

(Sgd.) J. A. Clement
Superintendent of Bridges

Montréal, Le 2/11/1959

GÉRANT DU PORT,
Montréal.

Je remets, par la présente, ma démission comme employé du Port laquelle prendra effet à compter du 2/11/59 et à la même occasion je demande le retour de mes contributions au Fonds de Retraite.

(Sgd.) J. P. Trudel
Témoin

(Sgd.) M. Lanteigne
Signature

I certify that the above is a true copy of the original

J. A. Clement
Superintendent of Bridges

APPENDIX "H"

(Document No. 8)

NATIONAL HARBOURS BOARD—MONTREAL HARBOUR

JACQUES CARTIER BRIDGE

List of Companies Which Were Purchasing "Sold en Bloc" Tickets.

Canadian Oil Companies Ltd.
White Rose
Supertest Petroleum Corpn. Ltd.
Shell Oil Co. of Canada Ltd.
Imperial Oil Ltd.
Sun Oil Co. Ltd.
Mongeau & Robert Cie Ltée.
McNamara (Que) Ltd.
United Auto Parts Ltd.
Lewis Bros. Ltd.
Ball Bros. Transport Ltd.
Drummond Welding & Steel Works Ltd.
Miron & Freres Ltée
Mount Royal Paving & Supplies Ltd.
Weston Bakeries Ltd.
Hudon & Orsali Ltée
Wonder Bakeries Ltd.
Desourdy Construction Ltée
Laprairie Brick & Tile Inc. (The)
Hydro-Quebec
Steinberg's Limited
Beaudry & Fils
Kingsway Transport Ltd.
Direct Motor Express Ltd.
Canada Packers Ltd.
Hygrade Containers Ltd.
Sheet Metal Workers Intntl. Assn.
International Electric Co. Ltd.
Belanger Transport Cie Ltée
Cooperative de Granby
Laurentide Chemical & Supplies
Bathurst Power & Paper Co. Ltd.
Soulanges Cartage & Equipment Co. Ltd.
Canada Flooring Co. Ltd.
Westmount Moving & Warehousing Ltd.
Maislin Bros. Transport
Smith Transport Ltd.
Ernest Carriere Inc.
Legrade Inc.
United Stores Equipment Inc.
Cartons Ltd. Paper Boxes
Montreal Dual Mixed Concrete Ltd.
Warden King Ltd.
Adley Express Co.
Shop & Save (1957) Ltd. I.G.A.
Richelieu Paving
Dominion Building Materials Ltd.
Canadian National Railways

Superintendent of Bridges

April 14th, 1960.

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