

that was non-competitive shipments in class or commodity and that they had to be on a schedule before November 17, as such, to be eligible for the subsidy. In other words, there is a small subsidy going into central Canada, or the central region of Ontario and Quebec because of the fact very little of the shipment within these provinces is non-competitive. Is that a correct assumption?

Mr. KNOWLES: Well, I gave the figures a while ago, that the central region would have 26½ per cent of this subsidy because there are a lot of normal rates in Ontario and Quebec and it is a mistake to assume that every rate in Ontario and Quebec is a competitive rate.

Mr. CREAGHAN: I do not assume it. I am suggesting the majority of the rates in Ontario and Quebec are not non-competitive; that means there are no competitive agreed charges or—

Mr. KNOWLES: There is still 26½ per cent of the traffic in Ontario and Quebec which takes the full 17 per cent increase.

Mr. CREAGHAN: I thought you were going to say "only 26½ per cent".

Mr. FISHER: I thought that 26½ per cent was the value.

Mr. CHEVRIER: It is the percentage of the total traffic, is it not?

Mr. KNOWLES: The percentage of the total normal traffic.

Mr. HEES: Of Canada.

Mr. CHEVRIER: May I follow up the last question asked by the member? How are the class and commodity rates divided between the three regions that you have mentioned, western, central and maritime? How are they divided?

Mr. KNOWLES: They are not divided at all.

Mr. CHEVRIER: How are they distributed?

Mr. KNOWLES: If a car passed from St. John's, Newfoundland, to Vancouver over the three regions, there is no division. There is no necessity for making it. This is for traffic that originates in these regions.

Mr. CHEVRIER: Well, if you cannot break it down, is it possible to say then how the rates are distributed other than the three percentages which you have given.

Mr. KNOWLES: I think one would offset the other—originating in one region and going into another. There is a lot of interchange between the three regions.

Mr. CHEVRIER: May I put it this way; it is not the length of the haul that determines the application of this subsidy?

Mr. KNOWLES: No, you can get a subsidy on a five-mile haul, if it was increased 17 per cent.

Mr. CHEVRIER: If that is the answer, this is the kind of rate that the shipper is using.

Mr. KNOWLES: Yes.

Mr. CHEVRIER: It is the kind of rate that the shipper is using that is going to determine the application of this subsidy to him.

Mr. KNOWLES: That is correct.

Mr. CHEVRIER: Now, you cannot tell me how that kind of rate is distributed?

Mr. KNOWLES: Only to the extent that I have done here in these percentages.

Mr. CHEVRIER: Well now, can you give us the percentage? I suppose we could work them out ourselves. Could you give us those percentages in dollars and cents?