

would not help you very much, because there is a great deal of duplication in it. That is because a car that leaves Ontario is shown as leaving Ontario and it is shown as being received in British Columbia, or wherever it went to, and there are no figures of the weights or the charges or anything else in those figures.

It is extremely difficult to get anything like that. We have never found any necessity for doing it.

Mr. FISHER: Mr. Chairman, has Mr. Knowles any figures on the lake and rail traffic west?

Mr. KNOWLES: We have them, Mr. Fisher, but we recently had a case dealing with the lake and rail rates. We investigated them thoroughly, and there is a report of the board in connection with it. The figures of the steamship lines are not ordinarily available. There has been no requirement for them to file their statements with the board. But we did get a certain amount of confidential information as to the amount of earnings of the steamship lines, and that is only part of the revenue.

We have not the total revenue from origin to destination. We have simply the revenue that they earned on this traffic. I do not know just what information you want in connection with it. I will give it to you in one Amount—

Mr. FISHER: I want an explanation, and I do not know whether it is relevant to this particular legislation; but it may be, and I should like to know. There is a differential between the all-rail traffic to the west and the rail-lake traffic?

Mr. KNOWLES: That is right.

Mr. FISHER: Am I correct in assuming that the differential is on the basis of water traffic being slower than all-rail traffic, and therefore the differential makes the water rates lower than the rail rates?

Mr. KNOWLES: It was based on two factors originally. It was based on the slowness in transit and, secondly, the lower cost of water transportation very many years ago. But you will probably be surprised to know that the cost of water transportation for package freight is just as high, or higher, than if it were carried by rail.

Mr. FISHER: This, to me, is going to be a key point in so far as this subsidy is going to apply. It is one of the important points that I want to find out about in this investigation. If this subsidy is not going to apply to differential rates existing between all-rail traffic and water traffic, the package traffic we have on the lakes is going to be in an invidious position?

Mr. KNOWLES: No. The bill as drawn provides for a subsidy for the lake and rail rates between eastern and western Canada.

Mr. DRYSDALE: I am interested, Mr. Knowles, in knowing what companies other than the C.N.R. and C.P.R. are covered by bill C.38 and are entitled to the increase.

Mr. KNOWLES: The Northwest Steamships, which operate from the western part of Ontario around Windsor to the head of the lakes—

Mr. DRYSDALE: I am interested in knowing the railway companies.

Mr. KNOWLES: You want to know the steamship lines that operate in connection with these lake and rail routes?

Mr. DRYSDALE: No; I just want to know what companies are covered by this increase. At page 2207 of *Hansard* the minister stated, when he gave his initial review of the bill, "The companies that are subject to order No. 96300, and thereby come within the scope of this legislation, are principally