

Mr. HORNER (*Jasper-Edson*): I agree that this has been a very good brief, but I have questioned some of the bases used in the computations, particularly with respect to certain parts of it. I cannot find any breakdown of the relations in percentage increase in respect of various rates, and various sections of rates, between class, commodity and agreed charges; and I would like to know whether the classes are included in figuring these percentage increases.

The basic fault I find with the figures is the fact that you are using the ton-mile ratio or basis, and I think that that discriminates against us in western Canada, particularly in the prairie provinces—and perhaps, indeed, in all of Canada—because nobody can say that you can take a country like Canada and compare the various regions on a ton-mile basis. I do not think you can; it is not a reasonable thing to do.

Mr. MAGEE: In respect of revenue per ton mile, that is what the railways get for hauling one ton of freight for one mile; that is what it is?

Mr. HORNER (*Jasper-Edson*): I do not think that is a fair ratio, when you have to haul it so many more miles in the prairie provinces. In other words, your statistics show a more favourable condition for western Canada in regard to freight rates. I disagree with that entirely, on the revenue per ton-mile basis, because we have a lot of mileage. We have longer mileage and, of course, the longer the train, the cheaper you should be able to haul the produce per mile. That is exactly what has happened.

But that still discriminates against us, because we have many miles to go, to travel across our country.

Mr. MAGEE: So do we, in the trucking industry.

Mr. HORNER (*Jasper-Edson*): Yes; but your brief is based on figures that are produced on revenue per ton mile, and my contention is that these figures are not accurate and do not give a reasonable picture of the situation in western Canada. I would go further than that—because your figures are based on the long haul of agricultural products—more than just grain alone. They are based on the long haul of agricultural products; and the long haul of agricultural products, so far as the trucking industry is concerned, is a very minor part of its goods and services.

Therefore the area in western Canada which is being discriminated against particularly, and which your brief does not show at all, is the agricultural economy of western Canada.

Mr. MAGEE: You have asked several questions, and I shall endeavour to answer some of them. First of all, you asked if we included the Crowsnest Pass rates, the statutory grain rates, in our figuring.

Mr. HORNER (*Jasper-Edson*): In the particular figures for the percentage increases. On page 23 you take the Crowsnest rate. You give them both ways. I am not particularly worried about that. What I am worried about is, in your original percentage increases are the statutory Crowsnest rates included?

Mr. MAGEE: Except where it is specifically stated that they are not. In the one chart we show an exclusion of the Crowsnest Pass rates. Otherwise they are there, and frankly in our opinion that is just where they should be.

Mr. HORNER (*Jasper-Edson*): Not in my opinion, because you say that the freight rates have only increased so much. But in your average you use a statutory rate that is not increased at all, and cannot increase and, so far as I am concerned, will never increase.

Mr. BELL (*Saint John-Albert*): Mr. Fisher wants them to.

Mr. FISHER: Do not put that on the record.