

Mr. ROBERTS: No, I would not say that. For example, lumber from British Columbia to eastern Canada did not get the 17 per cent, because it moved on a competitive rate along with Saskatchewan lumber.

Mr. FISHER: Yes, I know the whole story.

Mr. DRYSDALE: Is the Canadian Pacific Railway going to raise all these various rates and take advantage of the opportunity to bring them all back to 17?

Mr. ROBERTS: That is something to which consideration has not been given.

Mr. CHEVRIER: With respect to these rates which were discussed, could you give us the proportion as to those which remain at 17, and those which came down? Could you divide the traffic?

Mr. ROBERTS: No, I am sorry I could not.

Mr. CHEVRIER: Would you say that ten per cent were reduced, and 90 per cent were left at the same rate?

Mr. ROBERTS: There are so many rates that I would not venture an opinion. I would be deceiving you if I tried.

Mr. BELL (*Saint John-Albert*): Have any commodity rates been transferred to competitive rates?

Mr. ROBERTS: I would say that automatically if we did apply the 17 per cent increase to a rate on December 1, and subsequently took all or part of it off, it would be due to the force of competition, and it would move over into the competitive category.

Mr. BELL (*Saint John-Albert*): This reduction might have taken effect right away.

Mr. ROBERTS: We moved as fast as we could.

Mr. FISHER: Is it possible that in shipping into some point where you have both the Canadian National Railways and the Canadian Pacific Railway, that one railway would reduce the 17 per cent while the other would not?

Mr. ROBERTS: No sir. We do not like to see the Canadian National Railways get the business. If they took the 17 per cent off, and we did not they would get the business.

Mr. FISHER: If I showed you an example where the Canadian National Railways knocked off the 17 per cent on a shipment of lumber from British Columbia to Armstrong, into the eastern territory of the Canadian National Railways, into the lakehead, and that the rate had been reduced, would you say that this happened normally, or that it would just be due to an accident?

Mr. ROBERTS: No, that would depend on conditions. I do not know the circumstances. We would have to look at it.

Mr. CHEVRIER: Are you not bound by a statute to cooperate under the Canadian National-Canadian Pacific Act which requires a certain amount of cooperation?

Mr. ROBERTS: Yes, we are, otherwise there would be chaos.

Mr. DRYSDALE: Mr. Guest suggested this very equitable basis of tapering the rates. The suggestion was that apparently it should be initiated by a study made by the railroads. Speaking for the Canadian Pacific Railway, would you have any objection to suggesting such a study in order to make the rates more equitable across Canada?

Mr. ROBERTS: We tried that one in the 17 per cent case, and we had some difficulty in deciding upon the types of commodities to apply what you might call a flat increase to. The provinces contended that we should do away with