

Mr. FISHER: Yes. In other words, these are estimated figures, are they not, rather than actual figures?

Mr. KNOWLES: No, they are not estimated; they are actual; because we require the railways to send to the board one per cent of every waybill that is issued, and they have to specify on those waybills whether the traffic moves on a competitive rate, class rate, commodity rate, an agreed charge, or anything else. We take those and analyse them each year. They run from 20,000 to 25,000 waybills. That is a one per cent sample.

We segregate them by regions, we segregate them by commodities, we segregate them by length of haul, and every possible manner in which you could extract the information.

I have one copy of our waybill analysis here, if it is of any use to the committee. There is a copy, Mr. Fisher, if you wish to make use of it. I will bring some more to the next meeting, if you wish.

Mr. FISHER: The point I was interested in establishing was this. Your sample is one per cent, and you arrive at these conclusions, from a one per cent sample, which I imagine you project with statistical accuracy?

Mr. KNOWLES: Yes. We have done this now for about six or seven years, and the samples are remarkably consistent. There is no great variation in the traffic each year, except for certain classes which are slowly declining, particularly the class rates, because those are the highest rates.

Mr. FISHER: Could we take it that if the western region has 56 per cent of the class commodity rate income, at 56 per cent, it is \$348 million; and that breaks down to what—about \$170 million?

Mr. KNOWLES: I have not got the figures, Mr. Fisher. But by taking the percentages of this \$348 million you can easily ascertain what the percentages are.

Mr. CHEVRIER: How many samples of the waybill analysis did you take?

Mr. KNOWLES: We took one per cent.

Mr. CHEVRIER: What was it in numbers—was it 25,000, or 50,000?

Mr. KNOWLES: It runs from 20,000 to 25,000.

Mr. CHEVRIER: And in that manner you have been able to ascertain how traffic moves from one end of the country to the other.

Mr. KNOWLES: Yes. For the first time it gives us a real insight as to how the traffic was moving, where it originates, where it goes, how far it is hauled and the revenue on it. We work out the revenue per ton mile for all these commodities of the class rates. We are doing what the Interstate Commerce Commission does in the United States. They have a one per cent sample. It is subject to some infirmities in respect to this, that you might get a carload one day and not the next, or the next week.

Mr. CHEVRIER: This analysis was of great assistance to the board?

Mr. KNOWLES: Absolutely.

Mr. BELL (*Saint John-Albert*): Mr. Chairman, may I just ask one question? Are there any figures of traffic in and traffic out, separate from these, for the regions? The figures you have given are general traffic figures; but do you have any separate breakdown of the traffic in or the traffic out of a region?

Mr. KNOWLES: No, we do not keep it that way.

Mr. BELL (*Saint John-Albert*): It would not be possible?

Mr. KNOWLES: We do not keep it that way, nor do the railways. But I understand the D.B.S. have a carload statement which shows the traffic originating in one province and the other provinces that it went to. But I