

central region—which you said is 26.5 per cent to be applied on a total class rate and the Canadian percentage commodity was \$348 million. I work that out to be \$5,300,000.

What I would like to ask you is this: I would like to know where the incidence of this benefit is going to be. You told me this morning that you were going to have these blocks brought down at a later date, but I understand it is from the waybill analysis of the board of transport commissioners. That is, additional information in so far as the incidence of this 26.5 per cent to the central region is concerned. I would appreciate it if you could give this to me.

Mr. KNOWLES: First of all, Mr. Chevrier, I would like to correct the total figures. You quoted \$348 million and just before the noon recess I corrected that to \$282.1 million because of the 19 per cent attribution which came about because of these increases. I want to get this corrected.

Mr. CHEVRIER: I see, the 348 now reads 282?

Mr. KNOWLES: It reads \$282.1 million.

Mr. CHEVRIER: Thank you.

Mr. KNOWLES: I think if you apply the percentages I have given you, that you will get a correct figure of the distribution of the subsidy.

You asked me if there was any calculation which I could give you—I think you said in 10 or 20 mile blocks.

Mr. CHEVRIER: Could I put that again? That is what I said this morning, but could I amend my question and put it this way; is there not some evidence arising out of waybill analysis of the board of transport commissioners which would indicate the number of cars, dollars of revenue, the movement of traffic, non-competitive commodity rates and class rates within the province of Ontario, for the year 1957?

Mr. KNOWLES: Yes. I understand that Mr. Frawley of the province of Alberta requested that such a statement be compiled. I was unaware of that when I gave my evidence this morning, but I have a copy of the basic statement from which that information for Mr. Frawley was compiled. I would be glad to hand you a copy of it, Mr. Chevrier, and you can have that segregated any way you like. It shows shipments from each province to every other provinces of every article of class rate traffic.

Mr. CHEVRIER: Thank you. Could I go a step further and ask you to look at this statement which covers class rates and non-competitive commodity rates for Ontario on the basis of the number of cars, dollars of revenue and average haul? I wonder if you could tell me whether that statement is an accurate statement, arising out of waybill analysis made by the board of transport commissioners?

Mr. KNOWLES: I would not know without making a detailed check of this statement and without the basic material in hand. I know it would take me some hours to do it. If Mr. Frawley prepared this information for you, I have no doubt it is correct.

Mr. CHEVRIER: Would you be good enough to do that for a subsequent meeting?

Mr. KNOWLES: I will make an attempt to do it, sir.

Mr. CHEVRIER: May I go a step further and ask another question? Could I have a similar statement to the one you have there, indicating the movement from Quebec to Ontario and from Ontario to Quebec, and within the province of Quebec covering, as it is stated there, the number of cars, the dollars of revenue and the average haul for each category of movement?

Mr. KNOWLES: I do not know what labour is involved in compiling this information, Mr. Chevrier. I can certainly do it for you with that basic information, if you will pass the statement back to me so I can take it to the office.