

Mr. KNOWLES: That is for both railways.

Mr. CHEVRIER: Can you tell us, Mr. Knowles, how much traffic, in dollars and cents, moves over the railways of Canada on class and commodity rates?

Mr. KNOWLES: In dollars?

Mr. CHEVRIER: Yes—and cents.

Mr. KNOWLES: If you are talking about normal traffic, the total, including the Canada Steamship Lines and one or two small water carriers whose rates are related to the railroads, the amount is \$348,300,000. 384.3 million dollars moves at the normal class and commodity rates.

Mr. CHEVRIER: Out of a total of one billion, and how much.

Mr. KNOWLES: I would say, roughly about a billion dollars.

Mr. CHEVRIER: That is all I have for the time being.

Mr. BELL (*Saint John-Albert*): Mr. Chairman, may I ask Mr. Knowles a question? Are you, in a position, or will you be in a position later, to provide any estimates at all on regional breakdowns of those figures?

Mr. KNOWLES: Yes, I can give you those figures by the three regions. On the western region—

Mr. HEES: Could you define the regions?

Mr. KNOWLES: The western region is west of Port Arthur through to Vancouver and Prince Rupert.

Mr. CHEVRIER: I am sorry, I did not hear that.

Mr. KNOWLES: The western region is west of Port Arthur, to and including the Pacific coast. Based on the board's waybill analysis of this normal traffic, 56.7 per cent moves on the western region. On the central region—that is Ontario and Quebec—it is 26.5 per cent. The maritime regions, 16.8 per cent.

Mr. BROWNE (*Vancouver-Kingsway*): Mr. Chairman, I wonder if I could ask a question with regard to these class rates? Are these the same rates that are referred to in the Turgeon report as "Standard mileage class rates"?

Mr. KNOWLES: No, they are not. The standard mileage rates have been wiped out. They only handled half of one per cent of the tonnage. They were ceiling rates that the railways could not go above, but they did not mean anything because there were so many lower rates. But as a result of the Turgeon commission report, the standard mileage rates and what we call the town tariff rates—towns that had special rates on their own because they had a large amount of business—all classes of class rates were all combined into one rate structure, which was made effective on March 1, 1955, and is uniform all over Canada west of the city of Levis.

The maritimes were exempted from that provision specifically by section 336 of the Railway Act.

Mr. BELL (*Saint John-Albert*): May I ask this question, Mr. Chairman? With regard to the regional figures that you just gave—the percentage of general freight traffic for the regions—do you have a breakdown of class and commodity rates?

Mr. KNOWLES: This is the breakdown of class and commodity rates. Perhaps I did not make that clear. This is not the breakdown of the total traffic; it is the breakdown of these rates with which we are dealing under this bill.

Mr. FISHER: Mr. Chairman, could Mr. Knowles explain the waybill analysis sample?

Mr. KNOWLES: Could I explain it?