

Mr. NICHOLSON: What is the cost of shipping by express as compared with l.c.l.?

Mr. WALTON: Express is a higher rate than l.c.l. freight.

Mr. VAUGHAN: I recall your having brought that matter up last year, Mr. Nicholson; and I know an investigation was made; and I recall that you brought to attention some specific instances of trains being held up because of the handling of heavy freight. We want to overcome that type of delay if we can. We will look into the matter again. That is just something which perhaps needs more supervision.

Mr. NICHOLSON: A speed of 23 or 24 miles an hour would not seem to be a very fast rate for one of your crack trains from Winnipeg to Calgary, for example, would it?

Mr. VAUGHAN: You mean that would be the overall speed taking into consideration all the stops?

Mr. NICHOLSON: Yes.

Mr. VAUGHAN: That train would probably have to run at a pretty high speed between stations.

Mr. NICHOLSON: Apparently they are working on a timetable which allows for very long stops at most stations.

Mr. VAUGHAN: That is right.

Mr. NICHOLSON: It seems to me that if you improve your schedule you would do a lot more business than you are doing at the moment; otherwise the buses will get more business.

Mr. WALTON: Bus competition has been quite a question with us, and this improved l.c.l. freight service was put on with a view to holding the business against the trucks.

Mr. JACKMAN: Has there been very much of an inroad on the l.c.l. shipments by the trucking companies? I have in mind particularly the trucks that collect l.c.l. shipments from the various shippers and deliver direct?

Mr. VAUGHAN: There has not been very much in the last year or two. We never in our history were handling so much l.c.l. traffic as at the present time. Our l.c.l. freight has showed a steady improvement.

Mr. HATFIELD: Isn't that on account of the short supply of goods?

Mr. VAUGHAN: That is one reason. The other reason is that probably the truck rates more nearly approach the railway rates at the present time, because trucks have had to increase their rates.

Mr. WALTON: Then, of course, the trucks can take what they like at their own figures. We have to take everything that is offered, including freight that takes up a lot of space and weighs very little.

Mr. JACKMAN: The trucks are not common carriers?

Mr. VAUGHAN: They are not common carriers.

Mr. JACKMAN: They are not required to take everything that is offered.

Mr. VAUGHAN: We as common carriers have to take everything that is offered, the trucks can pick and choose.

Mr. WALTON: And the fact that the truckman can charge whatever rate he likes makes it very unfair competition.

Mr. JACKMAN: In the last paragraph on page 6 you pointed out that the various passenger rates are frozen at their pre-war levels. Have there been any increases since 1940 in our rates in Canada?

Mr. VAUGHAN: There have been no increases in freight rates at all. I think there were one or two adjustments in passenger rates; not in the rates, but connected with such things as excursions and week-end rates. I am sorry I