

Mr. GORDON: They are included in this over-all, and I think we can give you something later to indicate the improvement or otherwise of traffic carried in the United States in 1951. However, I do not think I can answer your question completely because, I take it, you would like to know the amount of improvement in revenue that comes from an over-all increase in export traffic to the United States. We will have to look at that and see what we can do.

The CHAIRMAN: I wonder, Mr. Gordon, if a breakdown of that \$41 million figure of increased volume of traffic would not give Mr. Macdonnell his answer?

Mr. GORDON: If you turn to page 45 you will see our revenue tonnage there by commodities. Pretty generally you will know what it is. Take wheat, for instance, you will see an extraordinary tonnage of wheat in 1951 as compared with 1950. You know that as a general thing wheat does not go to the United States.

Mr. MACDONNELL: How much of that would go through Portland?

Mr. GORDON: I forget, but relatively not very much. You will see that the table of breakdown of revenue tonnage bears out what I have stated in a general way in the report—that we have handled a very large amount of low rated traffic so our earnings per ton are lower than they were in 1950.

Mr. MACDONNELL: When you are giving figures as to the comparative operating statement, I take it you might be able to indicate something of the effect that your low grade traffic has—as compared with some other forms.

Mr. GORDON: Yes, we can do that.

The CHAIRMAN: Are there any further questions?

Mr. GILLIS: Would I be in order to ask Mr. Gordon about the \$381,654,000 set out as the total wage bill?

Mr. GORDON: Yes.

Mr. GILLIS: You said that included salaries and administrative costs.

Mr. GORDON: You would like to know the labour cost by itself?

Mr. GILLIS: Yes, the percentage of that figure—

Mr. GORDON: Charged to operating? I do not know if that quite answers your question. We have a breakdown here. This total I have before me here is a breakdown showing labour costs as distinct from our material costs in our operating expenses. Labour cost in 1951 was \$350,713,000.

Mr. GILLIS: That includes administrative expenses, salaries?

Mr. GORDON: No, labour only. I do not want to mislead you and I think I am.

Mr. GILLIS: I think you are.

Mr. GORDON: Yes, and I do not intend to. At least I think that what you want to know is what might be called manual labour as distinct from other forms of administration, is that it?

Mr. GILLIS: Yes.

Mr. GORDON: Well, that figure I gave you is certainly not that.

Mr. GILLIS: No, I did not think it was.

Mr. GORDON: We could get that for you.

Mr. GILLIS: I would like to get it.

Mr. GORDON: There is a problem as to where you break down the total. For example, a section man is labour; but a road master, is he "labour" or "supervision"?

Mr. GILLIS: I would say he is labour.

Mr. GORDON: Assistant superintendents, telegraph operators?