

Mr. McKINNON: You lowered the fares for sleeping cars and also the dining car rates?

Mr. HUNGERFORD: Not the dining cars.

Mr. McKINNON: I mean the meals.

Mr. HUNGERFORD: The rates on dining cars are adjusted from time to time.

Mr. ARMSTRONG: Coming back to the question of traffic expenses I find that on the Canadian National for 1936 the rate is 2·54 per cent. On the larger roads in the United States it was 2·47 per cent of operating revenues and on the C.P.R. it was 5·17 per cent. The explanation with regard to the C.P.R., as we understand it, is that it includes some steamship traffic expenses.

Mr. DEACHMAN: How does your transportation ratio compare with the other road?

Mr. ARMSTRONG: Ours was 43·4 per cent of 1936 operating revenues—the corresponding figure for the C.P.R. was 35·83 per cent.

Mr. DEACHMAN: The difference there would be due to density of traffic?

Mr. ARMSTRONG: Yes, that is one of the large factors.

Mr. DEACHMAN: What other factor is there?

Mr. ARMSTRONG: Accounting differences in setting up the expenses.

Mr. DEACHMAN: The main thing would be the traffic density?

Mr. ARMSTRONG: Yes.

Mr. DEACHMAN: What is the relative traffic density between the two Canadian lines?

Mr. ARMSTRONG: I have not got it for this year, but in some years it would run up to 15 or 16 per cent. Last year it was 7½ per cent.

Mr. DEACHMAN: The difference between the two?

Mr. ARMSTRONG: Yes. The C.P.R. was greater in freight traffic density by 7½ per cent. These are 1935 figures. In passenger traffic density they were 20 to 40 per cent greater than the C.N.R. For average haul they are greater than the C.N.R. by 12 per cent to 30 per cent. Moreover the C.P.R. have a much better average haul than the C.N.R.

Mr. DEACHMAN: On account of the light traffic?

Mr. HANSON: And on account of their connection with steamships.

Mr. ARMSTRONG: That may have an effect. There are many factors involved.

Mr. KINLEY: I travel between here and Montreal frequently and on some mornings I am the only man in the parlour car and have two porters waiting on me.

Mr. HUNGERFORD: The demand for parlour car service varies from day to day.

Mr. HOWDEN: I was going to address a question along that line to our President: The chief complaint of those who are constantly attacking our railroads generally is the duplication that still exists between the two roads, and I have heard there is a movement on foot to reduce to some extent at all events this duplication. May I ask the President if that matter is being considered?

Mr. HUNGERFORD: To what duplication do you refer?

Mr. HOWDEN: Between here and Montreal. Probably they have eliminated duplication between those points now, but in western Canada two trains will leave their depots at the same time and run parallel to each other and arrive at their respective destinations at the same time.

Mr. HUNGERFORD: In nearly all cases these trains that leave common termini, serve intermediate points that are widely separated. That is true between here and Montreal. Our principal route, or the only one we have at the