

Mr. CHEVRIER: Yes.

Mr. L. J. KNOWLES (*Commissioner, Board of Transport Commissioners*): Approximately \$1 billion.

Mr. CHEVRIER: How much for the Canadian National and how much for the Canadian Pacific?

Mr. KNOWLES: I would say about 55 per cent Canadian National and about 45 per cent Canadian Pacific. Within a percentage or two that is about the way it runs.

Mr. CHEVRIER: How much of this is covered by exceptions to the judgment of the board of November 18 and, incidentally, to the bill we now have before us?

Mr. KNOWLES: That is shown in the board's judgment of November 17. I can quote you the figures. They were the estimated revenues for the year 1959 made by the Canadian National and Canadian Pacific.

Mr. CHEVRIER: What page?

Mr. KNOWLES: At page 29 of the boards judgment under Canadian National Railways, Canadian lines. I do not know whether or not you have a copy of it with you.

Mr. CHEVRIER: Yes, I have.

Mr. KNOWLES: Under column (c) you will find the total freight traffic revenue was \$495 million and—

Mr. CHEVRIER: You were going to finish your answer.

Mr. KNOWLES: Underneath that, there is an amount of \$3.1 million, which is usually dealt with under the freight rate increase. It covers switching movements, which are not usually shown but are on separate tickets. It also covers milk traffic handled on passenger cars. The first line shows the amount of money earned on Crowsnest pass rates. The amount is \$32.5 million. Now, the international, overhead, import-export and other related traffic amounts to \$137.2 million. Coal and coke is \$20 million; the amount for competitive rates is \$73.8 million, and for agreed charges, \$56.4 million. All other freight traffic is \$175.1 million. The "all other freight traffic" is what the railways consider to be normal traffic after deducting the other items.

Mr. CHEVRIER: How much of this traffic moves on class and commodity rates?

Mr. KNOWLES: On class rates, about 10 per cent.

Mr. FISHER: That is 10 per cent of value?

Mr. KNOWLES: Yes, by value; not by tons.

Mr. CHEVRIER: That is 10 per cent of the \$495 million you mentioned earlier, for the C.N.R.?

Mr. KNOWLES: That is right. You have not got the figures for the C.P.R. yet. I was going to quote them from the next section.

Mr. CHEVRIER: Am I correct in my assumption with regard to the question asked by Mr. Fisher, that the traffic moving on class rates is 10 per cent of \$495 million for the C.N.R.?

Mr. KNOWLES: That is right. The percentage has been going down. It has gone down from 19.6 per cent in 1949 to 9.3 per cent—or roughly about 10 per cent—for the last figures that I have for 1957. It is not shown in the board's—

Mr. CHEVRIER: How much is it for commodity rates?

Mr. KNOWLES: Commodity rates, 41.3 per cent is the last figure I have.

Mr. CHEVRIER: That is for both railways?