

Mr. BYRNE: Have you any figures showing the comparable rates in the United States for hauling grain?

Mr. GORDON: Yes, we could get those figures. I do not have them here but they are available and I will be glad to get those figures and put them on the record if you would like. I think we could get them in short order.

Mr. BYRNE: Yes, thank you.

Mr. HAHN: Mr. Chairman, the other questions I have are with respect to the hauling of freight in British Columbia itself. I understand in the past year there have been some considerable changes in the freight rates that were charged, let us say, on the Canadian National Railways to Vancouver from Burns Lake and Terrace area, from the Prince George region.

Mr. GORDON: Are you speaking about the lumber rates?

Mr. HAHN: No, I am speaking of all freight rates, pretty well as a general thing.

Mr. GORDON: Well, I was just wondering exactly what you were asking.

Mr. HAHN: I was just wondering how the rates compared. We have, for instance, as I understand it, a rate from Prince George which is less than that is from Kamloops to Vancouver. How do you work these things out anyhow?

Mr. GORDON: I either have not understood your question or else your question is wrong, I do not know which.

Mr. HAHN: Well the information I have is that in the Prince George region freight carried on the C.N.R., from Terrace or Burns Lake carried by C.N.R. to Vancouver, for instance, is less than the rate that is charged from Kamloops to Vancouver.

Mr. GORDON: I do not think you can make a generalization of that kind. In order for me to answer you intelligently I would have to know the specific matter to which you refer. There may be different types of traffic—the composition of the traffic, where there are competitive rate conditions. There may be a rate quoted from Prince George coming into the eastern market as against a rate that is going the other way or it could be a specific agreed charge.

Now the agreed charge procedure which we have been enlarging a good deal, means that we do make special rates for specific commodities against the undertaking of the shipper to give us a percentage of his traffic by rail. I am just taking figures out of the air but, supposing an individual will guarantee that he will move say 80 per cent of all his traffic by rail, then we will give him a special rate under the agreed charge procedure, and that agreed charge is a contract that can be applicable to all railways not only the C.N.R. and other shippers, as well. It is a tariff which is filed under the agreed charge procedure. Now that applies not only in British Columbia but in the maritimes and in Ontario and there could be cases of that kind where a specific agreement has been entered into which will bring the traffic to the railways that otherwise would not be there.

Mr. HAHN: Well possibly the reason for the question lies in the fact that there have been certain charges made in my province that this change in the freight structure in fact took place—the freight structure I should say actually took place following the completion of the P.G. Railway which took traffic from the Prince George area into Vancouver, direct.

Mr. GORDON: No, that generalization is not true; there has been no general change in the freight rates because of the P.G.E. There may have been specific freight rate adjustments arising out of competitive condition.