

have got to have, according to the prospects, from 20,000 to 22,000 cars on our western line to take care of that crop.

*By Hon. Mr. Bradbury:*

Q. You are speaking of the period when you are moving wheat?—A. I am speaking of the period when we are prepared for the moving of wheat. We start preparing for the movement of wheat on the 1st day of April.

Q. Is there any period when you have very little traffic, a great many of your cars lying idle for say two or three months of the year?—A. No, there is no period of that kind.

Q. This statement that you have filed, I understand, is for the whole 12 months?—A. It includes the whole 12 months.

Q. That would be a fair comparison with what the National propose to do, would it?—A. I don't know.

Q. I mean, if you were asked to give us a rate for the same period of time that the National did, wouldn't you change the figures a little?—A. I don't know that I would. I would not change my figures. Those are the figures that I have given to the President as cost.

Q. But you are figuring on the whole 12 months of the year?—A. I am figuring on the whole 12 months of the year. Now, there is not much variation between one month of the year or another month of the year, as far as cost of carriage is concerned. For instance, your maintenance expenses are very much greater in the summer months than in the winter months, simply because you are doing your repairs, and you are lifting your track, and ballasting, and everything of that kind. Naturally during that period of year the climate permits you to do that, and you cannot do very much of that kind of work in the winter, consequently your summer months are loaded up with maintenance, and consequently your maintenance of way expenses are higher. Then the climatic conditions enable you to carry the maximum on your cars, whereas in the winter months that average is reduced.

Q. How many cars do you move, on an average?—A. We move probably 35,000 cars.

Q. After the crop is moved, are there not a great many of those cars practically idle?—A. We had this year no idle cars on our western lines before the 15th of April.

Q. Couldn't you afford to put some of those in commission in order to move coal at a lower rate?—A. No, because the percentage of average number of empty cars, we had only on the 15th day of April 15 idle car days; on the 1st of May we had 15, and on the 15th of May we had 15.

Q. What happened in May, June and July?—A. That has not occurred yet; it is only the 15th of May, and I am no prophet. Undoubtedly there is a large number of idle cars after the 15th of May on our western lines; but can you take those cars on the 15th day of May and send them east and bring them back—4,000 miles? By that time they need more running repairs; can you bring them back for the crop, so that you have the requisite number of cars on your western lines by the 15th day of August? We could carry a certain percentage of them then, but if you carried those up to the 1st day of July I don't think you would have on your western lines the requisite number of cars to take the first rush that comes—and of course the first rush means marketing by the farmer at the period where he requires his money more than at any other period. I don't know whether Mr. Butler gave any evidence here or not?

The CHAIRMAN: No.

The WITNESS: But he compiled some quite impracticable statistics.

[Mr. W. B. Lanigan.]