

rate is; the basing arbitrary for the distance from Fort William to Montreal; and then for the distance east of Montreal, what is known as the maritime arbitrary.

Now, the maritimes are very keen on this arbitrary with some reason, for it is a very low arbitrary.

Whatever you may say about arbitraries they are part of our structure and industry generally has relied on them and continues to rely on them. I am afraid that this legislation, by requiring a single uniform class rate scale, may do away with those arbitraries. That is only my view. I am sure your minds will be on it and I am sure you will be anxious to preserve those arbitraries. When we were asked to make proposals for equalization to the Board of Transport Commissioners this summer, we had not any definite proposals to make at that time but we put to the Board two studies we had made—without taking responsibility for them.

The first of them was based on the assumption this legislation would be passed and we would have a single uniform scale. The second was a modification of that scale introducing the idea of arbitraries.

What I want to say to you is this: in my view, for what it is worth, if you tie the hands of the Board to a single uniform scale you may find more disturbance with these arbitraries than if you permitted the Board as it now may do to adopt more than one scale. I make that submission in all sincerity as my considered view—that it is desirable to leave it to the Board and not tie the Board to a single uniform scale.

Hon. Mr. CHEVRIER: Well, you will have four classifications of freight rates instead of three, will you not under this legislation?

Mr. EVANS: Yes, you have.

Hon. Mr. CHEVRIER: So it is uniform to that extent.

Mr. EVANS: Perhaps I have not made my point clear, sir.

If we are talking in terms of the class rates, your commodity rates come in exactly the same category—I do not want to get into details of those rates but this subsection (2) says:

(a) to establish a uniform scale of mileage class rate;

Then, if you go into (b) you establish for each article or group of articles for which mileage commodity rates are specified a uniform scale. Now, my point is, if you are going to have a uniform scale you may be tying the hands of the Board who may find the only way possible to preserve this principle of arbitraries is to have them adopt a scale in the west and a scale in the east. I am not asking you to decide that. All I am asking you to do is to let the Board decide whether it should be one or more; and that is my suggestion with regard to that.

Mr. BROOKS: You spoke about arbitraries for the maritimes, did you mean the Maritime Freight Rates Act?

Mr. EVANS: No, sir. The Maritime Freight Rates Act—do you mind if I digress for a moment?

Mr. BROOKS: Let him go ahead, Mr. Chairman.

The CHAIRMAN: All right.

Mr. EVANS: I would like to answer these questions.

The CHAIRMAN: Go ahead.

Mr. EVANS: The Maritime Freight Rates Act is a very different thing. The Maritime Freight Rates Act—now, I don't want to get into any argument about it—as to movements on whatever the rates would normally be—these movements within the maritimes and westbound under the Maritime Freight Rates Act get a 20 per cent reduction. Now then, the maritime arbitrary