

Mr. KNOWLES: I compiled a few figures, Mr. Chevrier; I hope I have them here.

Mr. BELL (*Saint John-Albert*): At the same time could we have some definition of a short haul and a long haul?

Mr. CHEVRIER: I was going to ask that; I have that noted under my list of questions here.

Mr. DRYSDALE: It would also be appreciated, Mr. Chairman, if a definition could be given for class rates, commodity rates and competitive rates as used in this particular order.

Mr. KNOWLES: We have a document which explains that very briefly. Although I do not have it with me, we could file it later on.

Mr. CHEVRIER: I am willing to leave it at that. I could go on with a few other questions.

Mr. KNOWLES: I was speaking to this gentleman, Mr. Chevrier.

Mr. CHEVRIER: I beg your pardon.

Mr. KNOWLES: I had the waybill study for 1957. I had the cards run off through the calculating machine for the purpose of telling me how much traffic moved at different mileages. I think this will perhaps give you the figures you wish. Up to 500 miles there was \$1,234,000 moved out of a rough total of \$3 million. From 500 miles to 1,000 miles it was \$732,000; from 1,000 to 1,500 miles it was \$456,000; from 1,500 to 2,000 miles it was \$194,000; from 2,000 to 2,500 miles it was \$266,000; 2,500 miles to 3,000 miles, \$75,000; and over 3,000 miles it was \$8,000. Now, a percentage could be worked out from that.

Mr. CHEVRIER: Well, in the mileage block, from 0 to 249, how were the class and commodity rates distributed?

Mr. KNOWLES: I do not get your point, Mr. Chevrier.

Mr. CHEVRIER: I understand there are ten blocks, and you have proceeded to give me some figures for some of them; but I would like to get them all for the ten blocks or the nine blocks.

Mr. KNOWLES: I have not the figures here. I just had it in 500-mile blocks.

Mr. CHEVRIER: Would you get them for me, as you have given them for five or six blocks? Would you get the figures for the nine blocks, that is 0-249, 250-499, 500-749, 750-999, 1000-1499, 1500-1999, 2000-2499, and right down to 4000 or 4500, whatever is the last block. Could you get the amount of class and commodity rates that move to those various blocks?

Mr. KNOWLES: It would take quite a while to get that information. I would say it would take a few days. We can get it by running these cards through again and setting the machines to take off the totals at each mileage block. I suppose the class rate mileage blocks would suit you.

Mr. CHEVRIER: Yes. I am trying to find out how much of this benefit or subsidy is going to go to the long haul as opposed to the short haul provinces, and I think the best thing is to divide them up into the nine blocks.

Mr. KNOWLES: It all depends what you would call long haul and what you would call short haul.

Mr. CHEVRIER: That brings us to the question: what is the definition of a long haul?

Mr. KNOWLES: I could not tell you; it all depends on the provinces and the territory. If we are talking about Canada, I would say a short haul is 500 or even 1,000 miles; and it goes up to 4,250 miles, which is the distance from St. John's, Newfoundland to Prince Rupert.