

Mr. GORDON: I did not have that particular thing in mind in that paragraph, no. I was talking more in terms of the cost control statistics that arise out of production methods, and by-products of that kind. But, I am afraid that I may have got this a little confused. I want to try to clarify this question because, as you said, it is a very important one. I am nervous right now that the press of this country, listening in here, will get a distorted account of what has been said here.

First of all, I want to make it clear that I am not making any statement at all in respect of the Canadian Pacific Railways position, I am not qualified to do that.

Mr. JOHNSTON (*Bow River*): I think that is understood.

Mr. GORDON: They are much more competent to do that than I.

Secondly; I want to say to you that in regard to the Crowsnest pass rates, the C.N.R.'s position has always been that there is a statute governing those rates, and we are obeying that statute.

Thirdly; if there is any investigation, or reason for an investigation in regard to the adequacy or otherwise of the Crowsnest pass rates, and we are asked to give our opinions, we will give our opinions, and we will be in a position to provide the necessary information. We can produce those costs, and we can put them before any proper board that may be set up for that purpose.

Mr. JOHNSTON (*Bow River*): But you do not have them at the moment?

Mr. GORDON: It depends on your date. What is true today may not be true six months from now, and may not be true a year from now. But, if there is an analysis requested from us on any particular date, we will be there, and we will give the figures factually. But, I do not want to be drawn into a position to give guesses or estimates in response to what might be called a casual question on the subject. It should be handled on the basis of an authorized investigation.

I have mentioned to two previous committees the same general thing that I am saying now.

Mr. KNIGHT: This 37 per cent looks like a startling increase. Of course, that is due to certain unusual conditions the year before, but I would just like to ask this: I know that it is not covered by the report, but is it continuing to be progressive—in other words, in this year, 1957?

Mr. GORDON: That will depend entirely on sales.

Mr. KNIGHT: And up to the moment?

Mr. GORDON: You cannot talk much of the moment, because we are not moving grain right now. As a matter of fact, from our point of view, there is a wheat shortage in the country right now, because we have got box cars, and would be willing and anxious to move wheat, but cannot get it. So, from our point of view, there is a wheat shortage. That may be startling. Next August, or September, when you are talking about a box car shortage, Mr. Knight, I would like you to remember that as of February there was a wheat shortage.

Mr. KNIGHT: I meant that you have the box cars.

The CHAIRMAN: I think Mr. Hahn has a question.

Mr. HAHN: Yes. On this Crowsnest Pass agreement, I was just wondering if possibly we could have the figures for the grain hauled during each of the years 1952 to 1956—there should be some relationship and then the over-all tonnage haul as well—including the grain hauled during the past five years.

Mr. GORDON: Well that would merely be a matter of getting the tables taken from one of our annual reports. Is that what you had in mind?

Mr. HAHN: Yes. We do not have them here in a comparable way.