

States. Mind you, I think you are entitled to it. It is amazing now to think they come in on an equal basis. They do not, when you take into consideration the bonus.

Mr. BOTHWELL: It is often stated that we have the lowest freight rates in Canada as compared with any other place in the world. Is there any justification for that statement, or what is the true situation?

Hon. Mr. HOWE: We have the lowest freight rates for bulk export commodities.

Mr. DEACHMAN: I think that would take in only the average ton mile rate, but having regard to the classifications of both countries our rates are lower than those on the other side of the line?

Mr. HUNGERFORD: The ratio changes from time to time.

Mr. HANSON: Do you mean the rate is lower per ton per mile?

Mr. DEACHMAN: Yes, it would be lower per ton mile.

Mr. McLAREN: That is the average ton mile.

Mr. DEACHMAN: Yes. There was a small difference of .3 or so between the two countries last year.

Mr. McLAREN: Yes, but if you made an analysis of the commodities moving in both countries you would find the rates in Canada on bulk commodities are much lower than in the United States.

Mr. DEACHMAN: Would it be true that the large proportion of low classifications is an apparent cause of the low ton mile rate?

Mr. ARMSTRONG: That includes grain.

Mr. DEACHMAN: And lumber, coal and minerals.

Mr. BARBER: Last year a question came up—I do not know whether it was under this heading or not—as to our employing persons who had been let out during the depression. Has there been an effort made all along the line to take those men back as conditions improve?

Mr. HUNGERFORD: We do take them back.

Mr. BARBER: I have brought one instance to the attention of the authorities on several occasions, the signal man at the Masga signal tower. At one time there were three men employed there each working eight hours, but four years ago the number was reduced to one man. The two men who were let out were returned men who had about ten years service. The one man to whom I have referred is carrying on the work alone and is being paid considerable overtime. I think he operates from eight o'clock to four o'clock, and after four o'clock if he is called again he gets overtime, and also overtime on Sundays. I thought it was only fair that at least one of these two men who were let out should be given an opportunity to do a little work there. One man is getting a small pension. The man who is employed now returns to his house and they telephone him when the train is coming and he goes over and gets overtime for it. I took it up with the president of the company about a year or two ago.

Mr. HUNGERFORD: It is a question of cost.

Mr. BARBER: Perhaps one man would be satisfied with the amount paid in overtime.

Mr. HUNGERFORD: I know there has been a great deal of argument about that particular case, but the position taken by the local officials appears to be well founded. After all, we have to measure these things by what we can get along with, and if we can reduce the cost in any way I feel it is incumbent on us to do so.

[Mr. J. B. MacLaren.]