

Mr. FISHER: On the other hand, as you move towards the end of the year, if traffic slumps—

Mr. HEES: Then it will be more. We will pay out \$20 million in a twelve-months period.

Mr. FISHER: Those payments will start almost immediately the bill is passed; is that correct?

Mr. HEES: Yes.

Mr. FISHER: So by the end of the year the \$20 million will be exhausted?

Mr. HEES: It will.

Mr. FISHER: There is one other question, Mr. Chairman. We are providing here just for an interim period of one year?

Mr. HEES: That is right.

Mr. FISHER: Is it fair to ask you this question, Mr. Minister? If we do not have a new enunciation of policy by parliament with regard to freight rates at the end of that period, is it quite possible that this legislation may have to be extended?

Mr. HEES: If a report is not down within a year, or if it becomes obvious that it will not be down within a year, then the government will have to give very serious consideration to what course of action it will follow.

Mr. DRYSDALE: I am interested in this matter of order No. 96300 coming into effect on November 17, and this matter of there being a full 17 per cent.

Supposing that in the interval between November 17 and 1958 the first situation develops that the railways decide to reduce it to 10 per cent or 5 per cent. Is there anything prescribed which would make them raise it back to 17 per cent during that interval?

Secondly, with order No. 96300 being, as I understand it, permissive, if the railway did not add the 17 per cent on a particular item, can it now right up to the date of the coming into effect of this act, for example—hearing the good word—suddenly rush out and raise their rates to 17 per cent in order to come within the subsidy? And if not, why not?

Mr. KNOWLES: The answer to that is that the order of the board is permissive. If they have not taken the increase up to now, I see nothing to prevent their taking it.

Mr. DRYSDALE: And coming within the act?

Mr. KNOWLES: And coming within the act.

Mr. DRYSDALE: And that would apply to reducing one down to, say, 10 per cent and then raising it up to the 17 per cent?

Mr. KNOWLES: Yes. It might give the shippers some benefit—

Mr. DRYSDALE: But the only qualification is to get it up to the 17 per cent before the act is passed?

Mr. KNOWLES: Yes. I think they could do that. I may be wrong. Mr. Kerr is a lawyer, and he can tell you whether or not I am right on that.

Mr. DRYSDALE: You mentioned a master tariff. Being a relative novice of this committee, I am still interested in a definition of class, commodity and competitive rates. I wonder if the master tariff would at least be available for interested people such as myself to see?

Mr. KNOWLES: We can get a copy of the master tariff for you, if you wish it, and a copy of the connecting link supplement to one or two of the tariffs.

Mr. FISHER: When you talk about the “master tariff”, is that the railway association book with all the classes in it?