

Of course, I realize that you have to get your money somewhere, and I realize that the western region last year had to make up the deficits in all the other regions.—A. The Central Region—?

Q. —had to make it up for the others. What was it, \$16,000,000 or \$18,000,000?—A. About that; that is close enough.

Q. To my recollection that is what it was.—A. \$16,000,000.

Q. Then besides that we also had a surplus on the Chicago end?—A. That includes Chicago.

Q. Then that \$16,000,000 had to carry the deficits for the rest of the country. I realize that possibly we will have to go on carrying these deficits to some extent, but when our traffic in central Canada is subject to such a grave disproportion, in regard to the system as a whole, we should at least find how we stand in connection with the competitive lines to the south.—A. Let me see if I understand your question. You want to know—and I suppose you will have to put it on a ton-mile basis, so that it would compare—how freight rates in the central territory in the United States compare with the rates that we are charging in the central regions?

Q. In Ontario, yes. For example, take the packing house products originating in Chicago, which move at a commodity rate; then take packing house products originating in Toronto or Hamilton. Or take a steel product which also moves at a commodity rate originating in the western States; what is the percentage? We had at one time a practical equality of treatment in some of the classes; in some of them we never could approach their rates at all.—A. Yes, that is true.

Q. We had no reductions in Quebec and Ontario except those very slight ones which we got out of the remnant that was left to the general public as the result of the Crowsnest rates case of over two years ago. I think there was a reduction which might average six; it was supposed to be seven, but when you applied it all over it would make about six and a fraction.—A. We made a reduction in milling and transit rates.

Q. There was an order of the Board on that, an order of the Railway Board which compelled the milling in transit privilege to be put in in eastern Canada as well as in western Canada?—A. Yes, that was in effect, May 22nd, 1923.

Q. I do not know whether that was really a good thing to do or not, and I would not say it was. There are arguments for and against it. We used to figure on the percentage of traffic, and this would apply particularly in the Maritimes, where they produce chiefly articles which move on commodity rates. With the exception of one thing, I think almost all the products of the Maritimes move on commodity rates. I would like to know what the percentage is of commodity rates. I know what it used to be.—A. You would like the percentage of freight in the Maritime Provinces that moves on commodity rates, and the percentage that moves on class rates?

Q. Yes. Then I think it would also be a good thing if we could have something to show what a grain train costs.—A. That we can give you.

Q. What it costs to run a train; put it any way you like.—A. I think that will probably develop as we go farther. Perhaps you might wait and see if that information does not emerge; if it does not we will provide it.

Q. If you have it ready it would be easy to take it now.—A. Do you want it now?

Q. No.

By Mr. Stewart:

Q. Have you the figures there which would show us the total amount of grain that took the all-rail route to the seaboard last year, as compared with the year before?—A. No, we have not that.