

Hon. Mr. HOWE: The more you ask about those particular boats the worse you will feel.

Mr. HANSON: They were built upon optimistic anticipations.

Mr. KINLEY: I do not know what is wrong with them.

Hon. Mr. HOWE: When they receive a load of fuel their carrying capacity is absolutely exhausted.

The ACTING CHAIRMAN: If there are no further questions to be asked with respect to the items appearing on page 23 and page 24 we will pass to page 25: Statement of Revenue Tonnage by Commodities for Years 1936-1935. That just sets out some facts.

Mr. DEACHMAN: With regard to the first classification of Agricultural Products, trucks would not constitute an important factor, would they?

Mr. HUNGERFORD: A very small factor.

Mr. DEACHMAN: What about the next classification, Animal Products, including horses, cattle and calves, sheep, hogs? They are being carried in trucks.

Mr. HUNGERFORD: Yes.

Mr. DEACHMAN: Are you not gaining somewhat on the trucks in that regard?

Mr. HUNGERFORD: It is impossible to say; I think we are gaining in places and perhaps not gaining in other places.

Mr. DEACHMAN: And with regard to the third classification of Mine Products, the truck would not be an important factor?

Mr. HUNGERFORD: No.

Mr. DEACHMAN: The truck becomes important in the case of the classification: Manufactures and Miscellaneous?

Mr. HUNGERFORD: Yes.

Mr. HOWDEN: And Perishable products.

The Acting CHAIRMAN: Are there any further questions to be asked with regard to the items appearing on page 26 under Forest Products and Manufactures and Miscellaneous? If not, we shall pass to page 27: Details of Railway Equipment. If there are no questions with regard to page 27 we shall pass to page 28: Statistics of Rail-Line Operation—Transportation Service. Are there any questions to be asked with regard to the items appearing on that page?

Mr. HUNGERFORD: That is the operating statement of locomotive miles and car miles.

The Acting CHAIRMAN: Yes. If there are no further questions with regard to pages 28 and 29 we shall pass to page 30: Employees and Their Compensation.

Mr. DEACHMAN: One moment, please. A point often in dispute is the freight rate as between the United States and Canada. Would it be correct to say that the freight rate in Canada is lower than it is in the United States, the ton mile rate?

Mr. HUNGERFORD: On the average there is not very much difference, but it is quite true that certain rates in Canada are lower than they are in the United States.

Mr. DEACHMAN: But taking your freight rate classifications into consideration, would there not be more bulk traffic in Canada in relation to the total traffic, more of the low classification?

Mr. HUNGERFORD: Relatively yes, I think.

Mr. DEACHMAN: So that if you were putting them on a comparable basis, in Canada you would get more for hauling freight than they do in the United