

the Canadian National Railways, the Canadian Pacific Railway Company and its leased lines, and a number of smaller railway companies which are member lines of the railways association of Canada"—

I would be interested in having the names of those companies, and I am particularly interested, coming from British Columbia in knowing whether or not the P.G.E. is within that list.

Mr. KNOWLES: The Pacific Great Eastern did not apply to the board for permission to increase its rates, because they are not under the jurisdiction of the board.

Mr. DRYSDALE: I appreciate the jurisdiction problem, but they are a member of the Railway Association of Canada, are they not?

Mr. KNOWLES: That is right. But the Railway Association specified the carriers that it was acting for, and this is a copy of the application. If you like, I will read them off.

Mr. DRYSDALE: I should like to have a list.

Mr. KNOWLES: The Algoma Central and Hudson Bay Railway, Canadian National, Canadian Pacific and its leased line, (which consist of the Dominion-Atlantic Railway, Quebec Central Railway, Esquimalt and Nanaimo Railway) the Midland Railway Company of Manitoba, the Northern Alberta Railway, the Ontario Northland Railway.

I want to say there, that is only the line from Swastika to Rouyn which is under the jurisdiction of the board. All the rest is not under the jurisdiction of the board; it is a provincially chartered line. Then there is the Toronto, Hamilton and Buffalo Railway.

There are several United States railways which operate in Canada and which joined in the application. They are the Great Northern Railway Company, the Michigan Central Railroad, the New York Central System, the Chesapeake and Ohio Railway Company (northern region) and the Wabash Railroad Company.

Then there are two small lines which join, the Canada and Gulf Terminal Railway and the Napierville Junction Railway. There are three or four small lines omitted from there which did not join in this application. The Sydney and Louisburg Railway is one; the Pacific Great Eastern is another. I think there are one or two more, but I cannot recall them at the moment.

Mr. DRYSDALE: I realized the jurisdictional problem before I raised the question; but is it not possible for a railway such as the Pacific Great Eastern to come under, shall we say, the benefits and detriments of the Board of Transport Commissioners? In other words, the P.G.E. is conforming with the other railways as far as the rate increases are concerned. As far as the 17 per cent is concerned, does that mean they do not get any benefit under this act?

In other words, they are left up at the 17 per cent, whereas the C.N.R. and C.P.R. are entitled to get this 17 per cent, also, and some of the smaller lines.

Mr. KNOWLES: That was a government decision, to apply that reduction only to those railways who applied for the increase and had received the increase of 17 per cent.

Mr. DRYSDALE: Could the P.G.E. on a future occasion apply and come under the jurisdiction of the board?

Mr. KNOWLES: No, not unless parliament passes a bill. Not until they say it is to the general advantage of Canada, which would automatically bring it under the jurisdiction of the board.

Mr. CHEVRIER: Who fixes the rates for the P.G.E. now?

Mr. KNOWLES: They fix them themselves.