

Mr. MAGEE: We are trying to show the freight rates picture as it actually confronts us.

Mr. HORNER (*Jasper-Edson*): It does not give us the true picture, because you are taking a statutory rate which is level and using that as an average, or using it to figure out your mean rate.

Mr. FISHER: I cannot understand Mr. Horner's point. I wonder if he would elaborate on it a little more?

Mr. HORNER (*Jasper-Edson*): If you have, say, class and commodity rates and include charges and competitor rates and the statutory rates, you have five different rates. You have one rate which stays level and you figure your average on it which gives a false impression of this.

Mr. FISHER: Chart 6 indicates—

Mr. HORNER (*Jasper-Edson*): I am not referring to the charts. I am referring to the percentage increase for rates in western Canada.

Mr. DRYSDALE: Where?

Mr. MAGEE: Well, Mr. Chairman, we think the Crowsnest pass grain rates are part of the freight rate picture and should be included in the freight rates. We have been quite frank that they are included. We have not attempted to distort the picture. It is said right in the brief they are there. This is the way we will present the matter to the royal commission, and I think that is the proper way.

Mr. BELL (*Saint John-Albert*): Mr. Chairman—

Mr. MAGEE: There are a few other questions.

Mr. BELL (*Saint John-Albert*): Then perhaps you had better answer them because I am going to take you to the east coast.

Mr. MAGEE: Secondly, in respect of the number of agricultural products which you mentioned as receiving minor haulage by trucks, that is a field in which we are engaging more and more. In the dominion bureau of statistics motor transport traffic statistics, national estimates for 1957, they give some figures of selected statistics by commodity groups by for-hire trucking. This sample shows a revenue of \$71,958,000 in revenue for the for-hire trucking industry. The total gross revenue for the trucking industry in 1959 according to the bureau was \$380,759,000. They give in table 3 on page 27 the total net ton miles for agricultural products hauled by for-hire trucks. They define agricultural products on page 30 as follows, and this refers to movement by trucks: flour, fruit, grain, grain products, sugar beets, vegetables and other agricultural products. They show in 1957 our net ton miles in that category were 108,848,000, and that the average distance per ton—that is the average distance for each ton of agricultural products—was 598.1 miles. So I think we are getting very well into the market of agricultural products and it is a growing one.

In respect of the question of our revenue per ton mile figures, we say those figures are accurate and not only are they accurate but they must be because the officials of the board of transport commissioners are present.

Mr. HORNER (*Jasper-Edson*): I am not for a moment questioning the accuracy. It is the usage.

Mr. MAGEE: You do not think they should be used?

Mr. HORNER (*Jasper-Edson*): I do not think they give a good comparison because of the geographical structure of Canada. It is obvious railway costs in the prairie provinces or in the mountains are different than through northern Quebec.

Mr. MAGEE: Mr. Montague has done a great deal of work on this particular type of analysis. He made a study of the way-bill analysis.