

and there are two branch lines up to the north in Canada, one to Trail, and one to Vancouver. Can you give me those figures?—A. Starting at Pincher Creek Junction, the construction costs of the line, which we have called route "A", as shown on the sketch map, leaving out of account the grid system, is \$78,806,000.

Q. Leave out what, Mr. Dixon?—A. The grid system.

Q. Well, then, you said this morning that there were some additional costs to be added on, of which you gave as an example the contractor's profit, and I do not doubt that the contractor constructing this line is going to make a profit. Now, what is that additional figure that has to be added to the \$78 million for that.—A. I would say four or five per cent.

Q. Four or five per cent in each case?—A. Yes.

Q. And then are there any other figures to be added to arrive at a total cost from Pincher Creek to the end of the line? What other figures are there?—

A. There are the organization expenses and the chief expense is the interest during construction.

Q. Which?—A. The interest during construction.

Q. Interest on the money borrowed?—A. On the money. If it takes three years, which this line might take, that would run to twelve per cent.

Q. Twelve per cent. Can you not give us the total figure, that is the total cost from Pincher Creek to the end of the line?—A. That would be adding, well, approximately seventeen per cent to these costs. I cannot figure that out in my head.

Mr. HARKNESS: Seventeen per cent on the \$78 million?

The WITNESS: Yes, seventeen per cent on the \$78 million.

*By Mr. Green:*

Q. In other words, from Pincher Creek to the end of the line will cost \$78 million plus seventeen per cent.

*By Mr. Smith:*

Q. That includes contingencies on your costs; there are contingencies in this estimate of construction costs?—A. The interest during construction might be a little larger. It is a little difficult to figure whether we can do it in two or three years.

Q. Of that figure, how much would be spent in Canada and how much in the United States on route "A"?—A. In Canada \$56,712,000; in the United States \$22,094,000.

Q. And you have to add on to that, of course, the other charge of seventeen per cent?—A. Yes.

Q. What should be the length of pipe if that route were chosen which would be in Canadian territory entirely?—A. I have not got that figure with me. If my memory serves me it is about 1,012 miles.

Mr. SMITH: It is on our map here.

The WITNESS: Pardon me, is 1,011 miles.

*By Mr. Green:*

Q. That is not the figure I want because that figure includes quite a length that is in the United States?—A. I have not that figure with me.

Q. Could you get that figure for Canada?—A. Yes, I could get that for you for tonight.

Q. And then to come back to route "B", which is the route down to Spokane and so on to Vancouver and Washington. What are the figures for that route?—A. The corresponding figures are: in Canada, \$19,386,000; in the United States, \$42,476,000.