

Sir HENRY DRAYTON: How much will we have to spend this year?

Mr. BROWN: I think it is around \$500,000.

Sir HENRY THORNTON: That is mostly for property purchase.

Sir HENRY DRAYTON: There was a scheme at one time in connection with that involving an expenditure of \$9,000,000. Has that been reduced?

Mr. BROWN: The total cost is less than that.

Sir HENRY DRAYTON: How much? Have you the total cost down to now?

Mr. BROWN: My remembrance it that it is about \$5,000,000.

Sir HENRY THORNTON: That is right.

Major BELL: And that is divided up; that is not the cost to the railway.

Sir HENRY DRAYTON: How much is the cost to the railway?

Major BELL: About \$2,500,000, I think, to the railway, spread over six years.

Mr. BROWN: \$3,000,000 is my remembrance.

Sir HENRY DRAYTON: What about the new bridge? Is that a big bridge you are building at the Fenton Road, Flint?

Mr. BROWN: No, that is a subway; only about a \$40,000 proposition.

Sir HENRY DRAYTON: There is another grade separation at South Bend?

Mr. BROWN: Yes.

Sir HENRY DRAYTON: How much is that one?

Mr. BROWN: All it is involving just now is the purchase of some property. The total cost of that grade separation is also line revision through the city of South Bend; it is about \$5,000,000.

Sir HENRY THORNTON: When will that have to be done?

Mr. BROWN: It is to be undertaken starting this year, in the acquisition of property.

Sir HENRY THORNTON: It is to be commenced within three years, I think, and finished within five years.

Sir HENRY DRAYTON: Is that an order of the Commission?

Sir HENRY THORNTON: No, that was an arrangement made with the city of South Bend. Are you familiar with the position there?

Sir HENRY DRAYTON: Not as familiar as I am with Detroit.

Sir HENRY THORNTON: Do you remember the situation of the New York Central at Syracuse?

Sir HENRY DRAYTON: Yes.

Sir HENRY THORNTON: It is very much like that, only South Bend is a smaller city. We run straight down the middle of one of the principal streets of South Bend, and the position has become almost intolerable. South Bend is a very large manufacturing city; the Studebaker automobile works, the Oliver Chilled Plow people and other agricultural implement manufacturers are there, as well as several other large manufacturing concerns. It originates a very large and lucrative character of traffic, and we have been suffering considerably in South Bend through our inability to secure what we feel to be our fair proportion of that business. In fact, due to our failure to take active steps to remedy the position, we were labouring under a great disability and had a very unfortunate reputation in the city. So there were two reasons for taking our tracks off the streets. First, because it was throttling the growth of the city and creating conditions of great danger, and operating difficulties, so from purely a railway point of view we had to get off.