

Sir HENRY DRAYTON: I have been given the information regarding the two items I was speaking about, so I have nothing more.

The CHAIRMAN: Does any member wish to take up anything else besides the estimates?

Mr. STEWART: That is satisfactory to me. I think I have asked all the questions I wish to ask regarding the report.

The CHAIRMAN: Shall we consider the examination of the report tentatively completed?

Mr. STEWART: With the exception of some items which are still in the hands of the officials.

The Committee adjourned.

COMMITTEE ROOM 231,

HOUSE OF COMMONS,

MONDAY, June 30, 1924.

The Select Standing Committee on National Railways and Shipping met at 11:00 o'clock a.m., Mr. W. D. Euler, M.P., Chairman, presiding.

The CHAIRMAN: Gentlemen, we have a quorum. Before going on with the estimates I think we have a few reports which were to be brought in. What were those?

Sir HENRY DRAYTON: Advertising and Capital Account. I might say that the capital account I have already done and I can save time there.

The CHAIRMAN: You have that?

Sir HENRY DRAYTON: Yes. I asked for information as to new construction.

The CHAIRMAN: You have been supplied with that?

Sir HENRY DRAYTON: Yes, and I will give it to the Committee. Just follow these figures, Mr. Henry, and see if they are correct. The first is the Long lac cut off. The mileage there is 30; the expenditures during the year 1923 were \$2,160,241.67. There had been spent on that work prior to the year 1923 \$16,866.65, and since then, in the year 1924, the expenditures have amounted to \$194,925.39, making a total expenditure on the Long lac cut-off of \$2,372,033.71. That is the total cost. Of course, what we are really interested in are the expenditures for the year 1923, but I think it is useful to know the total cost which was, as I have already stated, for the year 1923, \$2,160,241.67. Have you followed those figures, Mr. Henry?

Mr. HENRY: Yes.

Sir HENRY DRAYTON: Are they right?

Mr. HENRY: Yes.

Sir HENRY DRAYTON: I might point out that gives us some idea of the cost of railroading, Mr. Chairman. We spent that amount through territory where right of way is not very expensive. The only charge for land for transportation being \$2,689.80. The cost of bridges, trestles and culverts not being very heavy, amounting to \$182,284.63, and it works out to a cost of about \$79,000 per mile, including, of course, the necessary yardage.

The CHAIRMAN: How much a mile?

Sir HENRY DRAYTON: \$79,000 per mile. We have included the yards at either end, so that the cut-off could be used.

Sir HENRY THORNTON: Still that would not distort the general figure, because in the general railroad construction work you have to include something for yards, so that might be regarded as a fair idea of mileage costs.

[Mr. Henry.]