

Mr. COOPER: It will be the same thing. Out of the total of \$769,000, \$701,000 was charged to operating expenses. The remainder would be charged to investment account and to miscellaneous. We have no hotels on the Grand Trunk Western.

Mr. JACKMAN: I see here, expenditures, \$1,708 per equated track mile; what do you mean by an equated track mile?

Mr. ARMSTRONG: That refers to the way in which we arrive at an equation for measuring costs relating to main line, duplicate track, sidings and yard trackage. First there is the main track, each mile of which is counted as 1.0. Any second main track, that is, where there is a duplicate or a triplicate track, the additional track would be counted or 80 per cent of a mile, or .8. All the yard tracks and sidings are considered to be equivalent to one-half, or .5, of a main track mile. It is really an equated total used with respect to the maintenance of track mileage on the whole system. All these other tracks are equated to the equivalent of main line miles.

Mr. JACKMAN: It is a technical term anyway, I suppose.

Mr. ROSS: I note particularly the last sentence in paragraph 2 under operating expenses: "Some difficulty in obtaining materials for repairs and renewals was beginning to make itself felt towards the close of the year"; what is the situation now?

Mr. VAUGHAN: The situation is that it is difficult to get anything in the steel line at all, whether it be rails, tracks, track fastenings, steel plates, steel sheets, it is a matter of obtaining priorities at Washington or Ottawa, and it is very difficult.

Mr. ROSS: It has not affected the efficiency of the railway so far?

Mr. VAUGHAN: Not so far. I may say that we have a man in Washington and another at Ottawa following up our request and insisting on priorities all the time on these materials.

Mr. ROSS: Now, if I might interject just a little human touch here; we have been listening to a bunch of figures so far, but I think the C.N.—and I would say the C.P.R. as well—have been doing a wonderful job since the war started in connection with the movement of troops and equipment and munitions of war, over this period of months with very little or no loss, but we have heard very little about it. The one great difficulty I find with both these roads is that they do not blow their own horns enough. People in general have a great interest in the railways. They feel that the railways are just as much a part of the army as any other branch of the service; and we know that they are working in the very closest cooperation with the active defence forces; both army, navy and air force. In connection with giving this road more publicity, with your permission, because it is fairly short, I would like to read to the committee a report of what has been done on the railways in the United States in connection with work of this kind. While it is possibly not directly relevant to the matter under discussion at the moment I am sure it would be of interest to the members if I were to read it.

(Article on American railroads war effort read off the record.)

I have looked quite often through the Canadian National Magazine for interesting things like that. I am sure the press of the country would be glad to seize upon interesting facts like that, and I am equally sure the whole of the people across Canada would be glad to have access to them. I am sure we have them in this country. I am perfectly satisfied that the public of Canada would enjoy from time to time little interesting stories like that telling of the great achievements of the Canadian National Railways.

Mr. VAUGHAN: I am sure you have not seen all our magazines.

Mr. ROSS: I follow them pretty closely.