

I do not know that I have answered the question. There are many aspects of the situation, and if anyone would like them explained, I would be glad to explain them as well as I can.

Mr. HANSON: Mr. Black, what are you doing in the different provinces?

Mr. BLACK: I am glad that question has come up, because the situation is not the same really in any two districts of Canada. We have one problem in British Columbia, where they will welcome a class of settlers that the Prairies do not want. Ontario also has another and different problem; and also they are different in New Brunswick and Nova Scotia.

In New Brunswick and Nova Scotia they determined that they would assist certain colonists from the British Isles and from Scandinavian countries. None has been coming from France. There is not exactly an order, but a statement has been issued by each of these provinces that they will take 150 families from selected European countries. There is also what is known as the New Brunswick family system, by which 150 British families may come there and be settled under a scheme which is very much the same as what is known as the Three Thousand British Family Scheme, which applied to all Canada three years ago.

New Brunswick and Nova Scotia, and also Prince Edward Island, are three of the provinces of Canada which have not been entirely in accord with the sentiment of the West, and for their own reasons; and in fact the immigration problem is about the same in the Maritime Provinces to-day as it was in other parts of Canada say five years ago; and these provinces are co-operating with the Federal Department of Immigration to promote immigration to the Maritime Provinces, so long as they can be sure it means more settlers on farms; and thus is confined to settlers on the land.

The CHAIRMAN: Now we go on with the analysis, Mr. Fairweather.

Mr. FAIRWEATHER: Labour, Materials and Miscellaneous—

Mr. HANSON: Before you proceed, Mr. Fairweather, on the preceding page, page 10, "Transportation Expenses. The expenses of conducting transportation in 1930 and 1929 were as follows." Just what is meant by conducting transportation?

Mr. FAIRWEATHER: The details will be found on page 21 of the Annual Report.

Sir HENRY THORNTON: That represents briefly such items as are incurred through the actual movement of the traffic.

Mr. HANSON: Outside of the running of the trains themselves?

Sir HENRY THORNTON: Oh, all that is in it, trainmen and train supplies, all outside of maintenance.

Mr. FAIRWEATHER (Reading):

	Decrease		Net
	Due to Change in rate per Man Hour or Price of Material	Due to increase in Quantity	
	\$	\$	\$
Labour.....	60,338 (Inc.)	7,238,383	7,178,045
Materials and Miscellaneous.....	1,258,542	3,491,491	4,750,033
Total.....	1,198,204	10,729,874	11,928,078

As indicative of the economies resulting from new equipment, the coal used in freight service per thousand gross ton miles was 118 pounds in 1930, as compared with 143 pounds in 1923. At the present price of coal, this economy represents a saving of approximately \$2,200,000 per annum in the fuel bill of the Railway. The 1930 ration of 118 pounds per thousand gross ton miles compares with 121 pounds for all Class 1, U.S. Roads. Additional savings in Passenger and switching services, etc., would approximate \$500,000, or a total of approximately \$2,700,000.