

Mr. BEAUBIEN: Mr. Chairman, if we are through with the Montreal Terminal, may I ask a question in regard to Exhibit U, Western Region, that is the \$3,020,000; does that include the amount of money you are going to spend in the Western Region on the railway lines?

Sir HENRY THORNTON: Yes.

Mr. BEAUBIEN: I understand that the railways are making a survey for a so-called cut-off?

Mr. GZOWSKI: A survey has been made and a report was made to the Department.

Mr. BROWN: Surveys have been made.

Mr. BEAUBIEN: Will that report be a public document?

Hon. Mr. MANION: It will be a public document. I have not seen the report as yet. I asked them to make a report, but that was done for the Government and not for the railway itself. It was done at my request. The Deputy tells me he has the report, but I have not seen it. It is very recent.

Mr. HANSON: Have we finished with A, B, C and D?

Mr. HEAPS: Mr. Chairman, you suggested earlier in the afternoon that the committee take them up item by item. We have been jumping around, and I suggest that if we kept within the terms of your ruling we might make better headway.

The CHAIRMAN: If Mr. Fairweather will read out item by item, we will get back to where we should be.

Mr. HANBURY: Mr. Chairman, does the Montreal Terminal come among these items?

Hon. Mr. MANION: Yes, it is at the bottom, under statutory.

Sir HENRY THORNTON: Mr. Hanbury, at the bottom you will find under By Statute, the Montreal Terminals \$8,000,000.

Mr. HANBURY: In the year's estimates you provide for \$8,000,000. What is the total amount expended to date?

Hon. Mr. MANION: \$8,000,000 last year, I think, is the figure to the end of 1930.

Sir HENRY THORNTON: \$8,614,497.31.

Mr. HANBURY: How long will it take to complete the work?

Sir HENRY THORNTON: That depends upon our speed. Originally we had hoped to get it finished in four years. My recollection is that the estimate was five years, but we hoped to beat that by a year. Now, with conditions as they are and with the situation which confronts us, how fast we will proceed must necessarily depend upon the financial position of the railway and the government. That is about the only answer I can give you.

Mr. HANBURY: Can you tell us what proportion of the dollar expenditure so far has been for labour?

Sir HENRY THORNTON: Necessarily, for the first year, the largest expenditure would be for real estate, and that is represented by \$6,500,000. Now there is grading and bridges, elevated structure and track laying, surfacing and so on, all of which represent a large amount of labour; as to how much is labour, I do not know. How many men, Mr. Brown, do you suppose to-day are employed on the Montreal Terminals?

Mr. BROWN: I think in the neighbourhood of 1,200.

Mr. MCGIBBON: Are you doing it by day's work?

Mr. BROWN: No, practically all the work is being done by contract.