

The CHAIRMAN: Put that in the form of a question so that the information can be gotten ready. I do not want to be led away from what we are at now.

Sir HENRY THORNTON: We have all of the information with respect to the point that has been raised and can discuss it at any time that suits the convenience of the committee and yourself.

Mr. HANBURY: Before you proceed, I would like some explanation for my own information of that item in connection with the C.V. railway working capital.

Sir HENRY THORNTON: Central Vermont. That means this, Mr. Hanbury, that the Vermont railway has that sum available. That is really the short answer and I think the answer you want.

Mr. FRASER: That is your estimate for 1931.

Sir HENRY THORNTON: No, no. We have got that money.

Mr. HANBURY: It does not need to be provided again.

Sir HENRY THORNTON: That money is in the bank.

Mr. DUFF: Mr. Chairman, I wonder if I could ask something with regard to Exhibit U?

Sir HENRY THORNTON: That is a statement showing the proposed expenditures for the year 1931 on lines included in the 1929-32 branch line construction program as passed by Parliament.

Mr. DUFF: In that exhibit there is \$1,000,000 for the Sunnybrae-Guysborough Railway. I would like an explanation as to the present position of that railway and what this \$1,000,000 is intended for.

Sir HENRY THORNTON: Mr. Gzowski, I think you can answer that question. Mr. Gzowski, I may explain, is engineer of the construction act of the Canadian National and can answer the question Mr. Duff has put.

Mr. GZOWSKI: The present position of the railway is that a little over 90 per cent of the grading is now completed, about 70 per cent of the culverts and the same percentage of the sub-structures of the bridges are now complete; twenty-two miles of track are now laid; one superstructure of one bridge is complete. There are about five and a half miles of fencing and ten miles of telegraph lines complete. The \$1,000,000 will complete the grading, culverts, road diversions and sub-structures of the bridges and twenty-two miles of telegraph lines will be built. That will be the position about the 15th of August or end of August.

Mr. DUFF: Then is it the intention to proceed with the grading and the building of bridges or culverts immediately?

Mr. GZOWSKI: Well, the grading is being proceeded with now. There are about 550 men working on the line now, and there has been about that force during the year, and that will continue until about the end of July when the forces will be gradually reduced as the various pieces of grade are completed.

Mr. HACKETT: Do you estimate that 85 per cent of the work is all done?

Mr. GZOWSKI: I said 90 per cent of the grading is done and 87 per cent of the culverts and sub-structures of the bridges are done. Twenty-two miles of track are already laid and five and a half miles of fencing was complete and ten miles of telegraph line.

Mr. DUFF: Is it the intention to finish the grading of the whole line this year?

Mr. GZOWSKI: Yes, sir.

Mr. DUFF: And where is this 22 miles of grade laid?

Mr. GZOWSKI: From Sunnybrae 22 miles.

Mr. DUFF: East?