

Sir HENRY DRAYTON: You have practically no bridge work there. I should think about \$60,000.

Sir HENRY THORNTON: You would probably have less grading to do, and a better foundation. I should think \$75,000 would be excessive.

Mr. BROWN: And the construction of structures and yard branches is less in the West; we use lighter rails.

Sir HENRY THORNTON (to Mr. Brown): Perhaps you can answer this in a general way. What do you think prairie construction would average?

Mr. BROWN: Probably \$40,000 to \$50,000 per mile.

Sir HENRY DRAYTON: We had it as cheap as \$15,000 in the old days. I think a fair indication of that would be the Grand Trunk Pacific. My recollection is that was \$60,000 per mile. (To Major Bell) Is that right, Major Bell?

Major BELL: It will go over that with interest.

Sir HENRY DRAYTON: That I think is a good example of what an expensive line used to be in the olden days. Just tracing money into it, I think it was \$60,000 per mile; without the interest; with interest it would run up a great deal more.

Mr. BROWN: That was low-grade main-line construction.

Sir HENRY DRAYTON: If you take that as a basis it would be very heavy for all work, but at that time their branches, I think, Major, were \$28,000.

Major BELL: \$28,000, yes.

Sir HENRY DRAYTON: For the Grand Trunk Pacific branch lines?

Major BELL: Yes.

Sir HENRY DRAYTON: That is the only construction through that line.

Mr. HENRY: Yes.

The CHAIRMAN: Is that all on that line? What was the other? Advertising?

Sir HENRY THORNTON: In advertising last year—or I will put it this way: the advertising account for last year represents the sum of \$1,063,784.75. Of that amount, however, \$275,122.94 was paid for in transportation, so that the actual cash outlay for advertising last year was represented by \$789,000. With respect to the item of \$275,000 which was payment in transportation for advertising: That ought not to be regarded as costing the company actually anything, or substantially anything. For this reason. We are almost certain that a newspaper man or proprietor who travelled on that transportation did not add anything to the cost of the company. That is to say, we did not have to put on any extra cars, or did not have to run an extra train, or anything of that sort. When a passenger train is running it makes no difference in the cost to the company whether there are ten people or two hundred in it; it only begins to cost the company more money when the train becomes so crowded that you have to turn away business, or run a second section—

Sir HENRY DRAYTON: Or put on an extra car? I think there is a difference between ten people and two hundred people, Sir Henry (Thornton). I don't think you want to leave it there.

Sir HENRY THORNTON: If we had to put on an extra car there would be some additional cost, but anyway, in so far as that particular item is concerned, I do not believe it added very appreciably—perhaps, to some extent, but certainly not appreciably—to the expenses of the company. It is probably fair to say that individuals who travelled on that character of transportation would not have travelled had they not been travelling free. In some cases they might have, but probably seventy-five per cent represents travel which would not have occurred unless the individual was in a position to travel free, so it must