

up; perhaps it is finished already. We will get rid of all that in a few minutes. I am not going to ask anything else, except perhaps I note a question on the order paper as to expenses of advertisement and publicity. Perhaps we could get a statement there, which would show if they are spending too much money on this line. Those are the only two items I am interested in.

The CHAIRMAN: What is the wish of the Committee in regard to that? I might say that we have made pretty good progress with the exception of that part of the report which is mainly statistical.

Sir HENRY DRAYTON: These particular statistics could be taken without question.

The CHAIRMAN: Of the actual report, we have covered that pretty well; the only thing left is the capital expenditures.

Mr. HARRIS: There are two or three main questions with regard to which we have not had a chance to review at all.

The CHAIRMAN: Something left over from previous sittings?

Mr. HARRIS: Yes. At the last sitting a very pertinent question was asked regarding the coal consumed, and if the railway could file a statement covering all that, of course it might condense the discussion very considerably, but not having that statement and with the sparse information we have, it is difficult to cover the ground.

The CHAIRMAN: Did we ask them to file that statement?

Mr. HENRY: Yes, I can file that right now.

Mr. HARRIS: I wanted to get another statement covering item 451, "Salaries and expenses of general offices". I do not want the salary of any individual officer to embarrass the management of the railroad, but I would like some sort of general statement. I do not want any names or any particular office, but I would like as full a statement as the company feels disposed to give, without in any way embarrassing their position with regard to any competing lines.

The CHAIRMAN: There would be no objection to that?

Sir HENRY THORNTON: None whatever. Just precisely what does Mr. Harris want?

Mr. HARRIS: It is all on record.

Sir HENRY THORNTON: I have no doubt we can furnish you with what you want.

Mr. HARRIS: There is one other point. I would like an approximate of the capital cost per mile of the railways owned at the present time, exclusive of other services such as steamship services, exclusive of other assets such as acreage of land and all other buildings that do not have to do with the running of the railroad itself. If possible, I would like a comparison of that with the C.P.R., so that I could crystallize in my own mind as to how much the capital of the Canadian National Railways will have to be reduced in order that it will be put on a basis at the earliest possible moment which will permit the citizens to compare its operations with the operations of other railroads in the country.

The CHAIRMAN: Are you asking for the cost or the value?

Mr. HARRIS: The capital per mile, what the capital cost per mile should be, how it should show in the assets.

Sir HENRY THORNTON: What you would like to know is the cost per mile of the system?

Mr. HARRIS: I want to know how much the capital should be reduced. That is the point I am getting at; what should be the capital cost per mile. We know it is away in excess of what it should be.