

Q. Plus, in each case, the seventeen per cent?—A. Yes. Pardon me, no. In this case, I would only add, as I think it can be done, constructed, in two years, the interest during construction would be four per cent less, so it would be thirteen per cent in this case.

Q. Well, there is a difference then in the amount spent in Canada on these two routes of about, what was it, about \$40 million?—A. Less than that. About \$20 million, something like that.

Q. What was the figure for route "A" again?—A. As I figure the difference, the total cost, you are asking—

Q. No, no, the difference between the amount spent in Canada on the two routes. To go by the all Canadian route, I think the amount spent in Canada is to be \$56 million.—A. \$56,712,000.

Q. And if you go the other way, it was to be \$19 million?—A. \$19,386,000.

Q. That is a difference of about?—A. \$35,424,000.

Q. Then, have you got the similar figures for your other three routes?—A. I have not got them here, no. They are intermediate figures between these two extremes. I have not got them worked out.

Q. You have not got the costs, either, for those?—A. I have not got that divided. I have the total cost but not the figures for the division.

Q. You have given figures on your sketches?—A. Yes.

Q. But you have not got the division as between the amount to be spent in Canada and the United States?—A. No, I haven't got them, no.

Q. Could you get them?—A. I do not know whether I can pick them out or not it is quite a piece of computation,

Q. By the way, in arriving at your figures for the amount spent in Canada, in the case of the United States route, do you charge the whole of the branch line up to Trail as a Canada expenditure?—A. Only the part in Canada.

Q. And the same for the branch at the coast, at Vancouver?—A. Yes.

Q. Will you also get the cost of the mileage in Canada for the United States first route?—A. I have not got that.

Q. You can get that, can you?—A. Yes.

Q. Now, if the line goes over the border is it the situation that the equipment for building the line in the United States will have to be American equipment?—A. Largely.

Q. That will include pipe?—A. Yes.

Q. You do not suggest that Canadian pipe will be used in the United States?—A. The Dominion Bridge has given me a price for pipe that will be laid down in Alberta. Of course, we could use some of that in the United States unless the customs duties, which I do not know now, are too high. Part of that might be used in the United States, but the determining factor is the cost of the freight and the custom duties.

Q. Did you get from the Dominion Bridge their figure for pipe through the United States on your "B" route?—A. It would be the same cost.

Q. No,—did you get figures from the Dominion Bridge for your pipe on the United States portion of your "B" route?—A. No. It would be the same figure plus the freight plus any duty. Their cost is so nearly competitive that it might be cheaper to buy it from them than it would be from others.

Q. I asked that for this reason, Mr. Dixon, because this morning you said, or it was said in a letter from the Dominion Bridge Company, that you only asked for the price on the four hundred miles in Canada and you are not able to tell us what the cost would be for the pipe the rest of the way, if an all Canadian route was followed, and now this afternoon, you say you have discussed with them the supply of pipe for the American route?—A. I think you are wrong with your statement.

Q. You think I was wrong?—A. Yes.