

Hon. Mr. SCOTT—I have a few figures relating to the construction of the road, and to its reputed value and the subsidies it has received. I hope before another stage to have some further information. The length of the road with bridges is 136½ miles. The road and the rolling stock together cost \$2,098,412; cost per mile, \$15,429.29 with the rolling stock. The cash cost, however, is put down at \$13,000 per mile, in the opinion of Mr. Schreiber, and the total cash cost is estimated at \$1,768,000.

Hon. Mr. FORGET—What is meant by the first cost?

Hon. Mr. SCOTT—I presume that included commissions and discounts and rolling stock.

Hon. Mr. FORGET—That is to say, they paid in cash \$1,768,000, and they valued it at \$2,098,000.

Hon. Mr. SCOTT—The subsidies the road received were, first, from New Brunswick, \$400,000. The province waives all right to any consideration, owing to the road being taken over by the government of Canada. The Dominion have given a subsidy of \$350,400, and they received old rails from the Intercolonial Railway from time to time equal to \$24,439, making a contribution from the Dominion and from the provinces of \$774,839. The road was commenced about 1875, and nine and one-half miles was built then. In 1884 and 1885 the line was built from Chatham Junction to Gibson, 108 miles. In 1886 eight and one-half miles was built to Indiantown, and in 1894 five and three-quarters, and four and three-quarters were built to Nelson on the Miramichi. That makes 136½ miles. In addition to that there are sidings of eight and one-quarter miles. As to the rails, the report handed to me places the weight 65 pounds, 58 pounds and 60 pounds. I have not the proportionate quantity for each mile. There are rails on the line of those various weights.

Hon. Sir MACKENZIE BOWELL—I suppose the 56-pound rails are the old rails worn out on the Intercolonial Railway when given to them?

Hon. Mr. DOMVILLE—No, they were new rails. The rails on the sidings would be old rails.

Hon. Sir MACKENZIE BOWELL.

Hon. Mr. SCOTT—Mr. Schreiber estimates it will cost about \$1,000 per mile to put the road in good repair. It is now in good condition, as appears by the report of several engineers.

Hon. Mr. LANDRY—Not counting the renewal of rails?

Hon. Mr. McMULLEN—They do not intend to put on new rails at that price.

Hon. Mr. SCOTT—Clearly not. As to the reasons for buying the road, it has been urged by the members from the province of New Brunswick, and the Minister of Railways, that if it were acquired by the Canadian Pacific Railway valuable territory, a natural feeder for the Intercolonial Railway, would be lost, and that if the road is put in good condition and close connections made with the Intercolonial Railway its value will be very much enhanced.

Hon. Sir MACKENZIE BOWELL—Will the hon. gentleman tell me where it will connect with the Intercolonial Railway?

Hon. Mr. DOMVILLE—On the Miramichi. It comes across from there—starts from Chatham junction.

Hon. Mr. SCOTT—It was urged that the traffic of a very large section of New Brunswick would go to the Canadian Pacific Railway rather than to the Intercolonial Railway, and that the trade was certain to increase in the future. I hope that the prophecy will be fulfilled.

Hon. Mr. FORGET—I should like to know about the old rails. Were the second-hand rails from the Intercolonial Railway used?

Hon. Mr. SCOTT—I think not.

Hon. Mr. FORGET—Were the new rails bought by the government?

Hon. Mr. SCOTT—As they are put down as Barrow steel rails, I presume they were new rails.

Hon. Mr. FORGET—New rails that the government had no use for?

Hon. Mr. SCOTT—I could not tell anything about the history of them.

Hon. Mr. FORGET—The hon. gentleman says the government bought it because they do not want to see it go into the hands of the Canadian Pacific Railway?