

The MINISTER OF FINANCE. In this case the engineers of the department made the valuation. In special cases valuator's are appointed from time to time. There is no one person whose special duty it is to value.

Mr. FOWLER. Judging from the number of officials appointed lately on the Intercolonial Railway, I cannot understand why valuator's have not been appointed.

Mr. BLAIN. Last session when this item was going through, the minister made a statement which I will read. He said :

We intend to put up a two-story building for the accommodation of the engine men, register rooms and foremen's office, master mechanics office, train engineer's lunch room and oil room, which will cost \$6,500; heating offices and building, \$1,000; new electric lighting plant, \$2,000; office furniture, \$1,000; building for storing wrecking car, \$1,500; tracks and laying tracks, \$5,000, which makes a total of \$17,000.

The minister now states that most of the money was expended for yard room. Will the hon. Minister of Finance say whether this money was applied in the way the minister said it was intended to apply it last year?

The MINISTER OF FINANCE. Certainly, the items which the hon. member has read do not correspond with the information which I have given. I will look into the matter and see what the explanation is, and bring it down at a later stage.

Mr. BLAIN. Is the estimate of \$16,000 to complete the station?

The MINISTER OF FINANCE. Yes.

Mr. BLAIN. Does that include heating and fitting?

The MINISTER OF FINANCE. There is no special item for heating, and therefore this covers everything.

Mr. BLAIN. Is the work done by contract.

The MINISTER OF FINANCE. Yes.

Mr. BLAIN. This must be an important point, because I believe there has been more than \$150,000 expended there. Last session the hon. member for South Lanark (Hon. Mr. Haggart) asked: 'What is the total amount expended at Stellarton?' The answer was \$116,000, then \$17,000 was voted last year and now the committee is asked for \$32,000 more. When is this to stop?

Hon. Mr. HAGGART. When the hon. member is asking for a sum of money to be voted, he should be able to state the total amount expended at the place in question.

The MINISTER OF FINANCE. I will promise when later estimates come on to have the information.

Intercolonial Railway—new superstructure for Restigouche bridge, \$123,000.

Mr. FOWLER.

The MINISTER OF FINANCE. \$42,000 of this is a revote. The estimated cost of the steel superstructure is \$163,000; for flooring, \$6,000; for handling and storing, \$5,000; for painting, \$2,500; for inspection, \$500; for engineering and other expenses, \$6,000; in all, making the total cost of this work \$183,000.

Hon. Mr. HAGGART. Do you charge the taking down of the old bridge and the putting up of the new one to capital account?

The MINISTER OF FINANCE. Yes.

Mr. BARKER. How long had the old bridge been in use?

The MINISTER OF FINANCE. Since 1876.

Mr. BARKER. That is twenty-seven years, and there has been nothing charged to maintenance for that worn-out bridge?

The MINISTER OF FINANCE. The question of what credit, if any, is to be given on account of the old bridge has yet to be considered. Because no determination has yet been reached as to what is to be done with it.

Mr. MARCIL (Bonaventure). In the closing days of last session I had the opportunity of calling the attention of the members of the government to certain petitions which had been sent here from Restigouche county and Bonaventure county. You are aware that the Restigouche river forms the boundary between the province of Quebec and the province of New Brunswick, and when it became known that the government were going to put up a new superstructure, inquiries were made by the hon. member for Restigouche and myself as to what was to be done with the old superstructure. We have since ascertained that it cannot be put to any use on either the Intercolonial or the Prince Edward Island Railway, and if this superstructure is removed, probably the only opportunity which that district will have of having an interprovincial bridge will be gone.

Restigouche river is very shallow in the summer, but in the spring it carries large quantities of ice, and up to the present the district has not been able to put a bridge across that river. Farmers coming down the Matapedia valley have to go to Cross Point, a distance of twenty miles in order to cross the river to Campbellton, or to Dee Side, eight miles above the bridge, to wade across the river. Petitions have been presented to the government asking the government to allow us to use the old iron structure as a highway bridge. The piers are wide enough for two bridges. The hon. gentleman for Restigouche (Mr. Reid) and myself expect, if the Dominion will allow us to use the old bridge, to get sufficient assistance from the provinces of New Bruns-