

do know that there was some charge made for buses down there because I understood they were using our facilities.

Mr. McLURE: Just recently?

Mr. VAUGHAN: And competing with us.

Mr. McLURE: It is a convenience to the travelling public, especially sections of the province where there are no railway lines and they are taking these passengers direct to the boat.

Mr. VAUGHAN: It seems to me that we can hardly be expected to facilitate the business of our competitors.

Mr. McLURE: I know you are not doing it in this case. The road is owned entirely by the Canadian National Railways; that is, the road where the buses go.

Mr. VAUGHAN: I am afraid I am not sufficiently familiar with the matter to give you an answer at the moment, but I will find out for you.

Mr. McLURE: It is a serious point with us; not that it amounts to much but it is most inconvenient.

Mr. VAUGHAN: I think there must be some good reason for it and I will find out what it is.

Mr. JACKMAN: Now, why is it that apparently this branch line into Lynn Lake would cost so much more than the average per mile suggested by you?

Mr. VAUGHAN: I would say with respect to this contract, Mr. Jackman, that it is not for the complete line. It covers largely the grading, the removal of rock and things of that kind. There is a lot more work to be done than that is covered by the contract.

Mr. JACKMAN: Then the \$26,000 average and the \$100,000 average are not comparable?

Mr. VAUGHAN: When I say \$100,000 per mile I am thinking of new rail, stations and equipment and everything that enters into the construction that would cost \$100,000 per mile.

Mr. WALTON: Also, sir, the aerial survey made showed a terrain which was particularly difficult.

Mr. VAUGHAN: Mr. Cooper draws my attention to the fact that the total cost of this line will probably be \$76,000 per mile.

Mr. BOURGET: Is that the general average cost for constructing a line of that kind?

Mr. WALTON: No, to-day you could not build a new line of that kind for anything less than \$100,000, but on this line we will not be using new steel, we will be using old steel taken up from another line which is being replaced with new steel.

Mr. JACKMAN: I suppose it is single track?

Mr. WALTON: Yes.

Mr. HAZEN: Do I understand you to say that it will cost between \$75,000 and \$100,000.

Mr. VAUGHAN: Yes, approximately \$75,000.

Mr. HAZEN: And the contract calls for an expenditure of \$36,000.

Mr. VAUGHAN: That is simply preparing the roadbed for laying the track. All the work in addition to that will be done by ourselves, we have to supply all materials, steel, ties, and things of that sort. The total cost by the time it is through will be approximately \$75,000 per mile.

Mr. HAZEN: And his contract is for—?

Mr. VAUGHAN: His is only for a portion of it.