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J. B. Daoust,
N. C. Wallace,
L. L. L. Desaulniers,
D. O. Bourbeau,
G. A. Gigault,
Wilfred Laurier,

D. MacInnes,
George Alexander,
J. B. Plumb,
C. H. Pozer,
P. B. Benoit,
John A. Kirk,
James Trow,

Archd. Harley,
John W. Bell,
S. J. Dawson,
Robert Hay,
D. Bergin,
Charles E. Hickey,
Alex. Robertson.

GOVERNMENT RAILWAYS IN OPERATION,
OFFICE OF THE CHIEF ENGINEER, OTTAWA, 20th March, 1883.

SIR,—The application of the Hon. Peter Mitchell, dated the 27th ult., under cover No. 30,760, for a subsidy for a line of railway from the Intercolonial Railway, near the crossing of the Miramichi River to Fredericton, N. B., a distance of about 100 miles, having been referred to me for report, I may state that the subsidies granted last Session of Parliament as I understand it, were voted for these several undertakings as forming a link in a great National highway system. If I am correct in this statement, the road in question would not stand in that position, as the Intercolonial Railway route was adopted running through the Miramichi district, giving an outlet to the West by the Metapedia Valley, Rivière du Loup &c., and connecting with the general railway system of Canada, and to a winter ocean port, by the said Intercolonial Railway: Whereas, Fredericton not having such facilities, a subsidy now granted for a road between Edmonton in New Brunswick, to some point on the Intercolonial Railway at Rivière du Loup or River Ouelle, a distance of about 75 miles, thus giving the country on each side of the great back-bone of New Brunswick a direct outlet both to the Great North West and commercial centres of the West, as well as Eastward to winter ocean port.

The road in question, was, I understand, surveyed some years ago, and a favorable location obtained. The country through which it passes is largely forest, but I have been informed some sections are well settled.

The principal local traffic, I think, would be products of the forests and merchandise to support and clothe the hewers of wood.

I scarcely think this road can be viewed as a feeder to the Intercolonial Railway.

I may say, however, with regard to the 60-mile branch Railway, from the Intercolonial Railway, near Miramichi, to Boiestown, that it would no doubt bring considerable traffic to the Intercolonial Railway, and be a valuable feeder.

I am, Sir, your obedient servant,

COLLINGWOOD SCHBIEBER, *Chief Eng. and Gen. Manager.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

HOUSE OF COMMONS, 2nd April, 1883.

SIR,—A communication was addressed to you by R. R. Call, Esq., President of the Miramichi Valley Railway, to which I beg to refer you, asking that a subsidy of \$3,000 per mile might be granted to the said Valley Railway to connect the capital of the Province, Fredericton, with the second port of the Province, Miramichi.

I infer from my interview with you, that you may find difficulties in the way in granting a subsidy for the whole distance of 102 miles, though, if it can be done it will be of immense service in increasing the railway traffic of the Intercolonial Railway, and would largely promote the developments and prosperity of that important section of the country which is the great seat of the lumber supply of that portion of New Brunswick, and there is no portion of the country that contains more desirable articles than our lumbering sections.

The cost of transportation of supplies by waggons and sleighs in many cases more than doubles the first cost of the provisions and supplies to the lumber regions, extends in very many cases for over one hundred miles, and in spring and fall the roads are almost impassable.