

## Questions

Hon. Mr. LAPOINTE:

1. The services of three of the crew—which consisted of four persons—were discontinued at the end of December last. The services of the fourth member of the crew were discontinued on February 28th. The boat was laid up at the end of December and not commissioned again until the opening of the present season, about April 1st. Consequently the services of a crew were not required.

2. H. B. Kelly, captain; Manning Mitchell, engineer; Harry Calder, cook; Wilfrid Alexander, deckhand.

Authority for their employment when boat commissioned given on March 23, 1922. Minister of Marine and Fisheries.

3 and 4. One returned soldier was appointed. The remaining three were appointed before further applications from returned soldiers were received.

CARAQUET AND GULF SHORE RAILWAY

Mr. HANSON:

1. What was the price agreed to be paid by the Government for the Caraquet and Gulf Shore Railway?

2. Has any portion of the purchase price been paid?

3. If so, how much, and when was part payment made?

4. What claims, if any, have been filed with the Railway Department or any other Department of the Government against the purchase price of said railway?

5. Has any claim been filed by the Hon. P. J. Veniot, or any person on his behalf, with any Department of the Government against or to any portion of the said purchase price?

6. If so, what is the amount of said claim, and what is the nature thereof?

7. What are the causes of the delay in completing the purchase of said railway?

Hon. Mr. COPP:

1. \$200,000 and cancellation of \$87,705.39 due Canadian Government Railways.

2. Yes.

3. \$150,000 on January 13, 1921.

4. July 10, 1911, W. S. Loggie Co., no particulars given, no amount stated. Dec. 4, 1919, Estate P. H. Melvin, for services as superintendent, amount, \$6,500. June 30, 1920, G. & H. Duguay, for parcel of land at Caraquet, no amount stated. August 8, 1921, W. G. Pugsley, for legal services, amount, \$4,971.54.

5. No claim filed by or for Hon. P. J. Veniot with Department of Railways and Canals.

6. Answered by No. 5.

7. The railway company is unable to offer an acceptable title until the Lieutenant Governor in Council of New Brunswick passes a vesting order, which he agreed to pass but withholds.

CANADIAN NORTHERN RAILWAY—GRANTS

Mr. RINFRET:

1. What different grants were made to the Canadian Northern Railway by the federal Government before 1911?

2. On what dates were these amounts paid and for what amounts?

3. What grants were made to the said company by the federal Government from 1911 to the time of the acquisition of the road by the Dominion Government?

Hon. Mr. KENNEDY:

1. Following cash subsidies were paid by the Dominion Government to Canadian Northern Railway Companies during the years in question. The statement shows payments made prior to 1911, and also between 1911 and the date of the acquisition of the railway by the government:

PERIOD TO 1911

	Canadian Northern Quebec Railway	Canadian Northern Ontario Railway	Canadian Northern Railway Company	Halifax and South- Western Railway	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1883-1905.....			1,909,132 00	525,053 00	2,434,185 00
1905.....		651,264 00		226,815 80	878,079 80
1906.....		420,608 00		295,774 40	716,382 40
1907.....	256,870 40	244,224 00	91,200 00	316,567 73	908,862 13
1908.....	55,449 60	556,864 00			612,313 60
1909.....	164,172 29	250,982 40			415,154 69
1910.....	144,608 51	116,889 60			261,498 11
	621,100 80	2,240,832 00	2,000,332 00	1,364,210 93	6,226,475 73