

2. What is the present estimated total cost per mile of the New Brunswick section of said railway?

Mr. GRAHAM :

1. The general standard of the National Transcontinental railway through the province of New Brunswick comprises a single track railway with necessary sidings of the standard gauge of 4 feet 8½ inches on a roadbed constructed and ballasted in accordance with the general specifications for the construction of the said railway, upon which is the superstructure consisting of steel rails weighing eighty pounds to the lineal yard with steel fastenings and laid on first-class cross-ties. The substructures for bridges are either of concrete or stone, and the superstructure being of steel built in accordance with the provisions of the general specifications for railway bridges issued by the Department of Railways and Canals, 1908 edition. The said railway being constructed with grades not in general exceeding 0.4 per hundred adverse to east bound and 0.6 adverse to the westbound and with curves of a minimum radius of 955 feet. Near Tobique river where same was rendered necessary by the physical features of the country a grade of 1.1 is allowed.

2. The present estimated total cost per mile by construction contract divisions is as follows :

Contract No. 1, extending from the city of Moncton westerly for a distance of about 50 miles is estimated to cost \$49,190 per mile.

Contract No. 2, from the west end of contract No. 1 to Chipman, a distance of about 8 miles is estimated to cost \$89,710 per mile.

Contract No. 3, from Chipman westerly to crossing of the Intercolonial railway, a distance of about 39.7 miles is estimated to cost \$35,333 per mile.

Contract No. 4, from the Intercolonial railway crossing westerly to Tobique river, a distance of about 67 miles is estimated to cost \$46,920 per mile.

Contract No. 5 from the Tobique river westerly to about 2½ miles west of Grand Falls, a distance of about 31.5 miles is estimated to cost \$133,518 per mile.

Contract No. 6, from 2½ miles west of Grand Falls to boundary between New Brunswick and Quebec, a distance of about 67 miles is estimated to cost \$46,484 per mile.

This covers the contract grading items including clearing, excavation, culverts, substructures of bridges, tracklaying, ballasting, ties, signals, interlocking, appliances, telegraph lines, fencing, water supply, track scales, temporary trestles and extra work—also pumps and pump-houses, rails and fastenings, including frogs, switches and diamond crossings, and the

Mr. CROCKET.

steel superstructure and flooring of bridges.

The cost per mile of contract No. 2 is high on account of heavy grading work. At the east end of the contract there is a cut about 2 miles long and 18 feet deep at the highest point. There is also a very heavy fill at the crossing of the Salmon river at mile 57, and a viaduct 1,200 feet long.

The cost per mile on contract No. 5 is high on account of the grading being unusually heavy and there is a steel viaduct nearly 4,000 feet long, and with a maximum height of 250 feet across the Little Salmon river.

MARINE AND FISHERIES COMMITTEE.

Mr. FRASER. Before the orders of the day are called, I wish to inquire of the Prime Minister (Sir Wilfrid Laurier) if it is the intention of the government to call a meeting of the Marine and Fisheries Committee of this House. No meeting of that committee has been held since the Christmas holidays, and I have some matters to place before it. I have spoken to the chairman, but cannot get a meeting of the committee. Will the government order a meeting of this committee?

Sir WILFRID LAURIER. Hear, hear.

ATLANTIC, QUEBEC AND WESTERN RAILWAY.

Hon. GEORGE P. GRAHAM (Minister of Railways and Canals). I desire to give an explanation with regard to some figures placed before the House the other day as to the expenditure on the Atlantic, Quebec and Western railway. Under the Act governing the granting of subsidies, the usual subsidy given is \$3,200 a mile, if the road in question costs \$15,000 per mile. After that amount has been reached, subsidies increase by 50 per cent of the additional cost of the road till a maximum subsidy is reached of \$6,400 on a total cost of \$21,400 a mile. The figures given the other day are those estimated for subsidy purposes and are not necessarily the actual cost of the road. The department always wishes to be sure that the road has cost a sufficient amount to warrant it in paying the subsidy, and, for that purpose, the estimates are made, and the figures given to the House the other day were the figures so obtained. They might be misleading as to the actual money spent on that line or on any other. As the Atlantic, Quebec and Western railway has been discussed to a certain extent, I have asked the head of the Audit Branch of the Railway Department to proceed at once to the offices of the Atlantic, Quebec and Western railway and make a complete audit of the money spent on the line, so that there may be no misunderstanding on the matter. Also, I have asked the chief engineer to send