

Sir HENRY THORNTON: I just wanted to assure you that those figures do not include any excessive profit for the contractor, because it is doubtful if he did very well with it.

Sir HENRY DRAYTON: There is another matter of new construction about which I confess I do not know. There is a line being built from Hardwood Ridge to Minto Mines. The construction there is 4.9 miles. The amount expended in the year 1923 was \$111,629.33; in the year 1924 the work was finished at a cost of \$49,886.68, or a total cost of \$161,516.01. That works out on a much lower basis, but there was nothing to be done at either end. I will also file this statement.

(Whereupon the said statement was offered and admitted, ordered made a part of this record, and is in words and figures as follows, to wit:)

HARDWOOD RIDGE TO MINTO MINES  
*Expenditures, Year 1923*

| Account                                | Amount       |
|----------------------------------------|--------------|
| 1. Engineering.....                    | \$ 7,628 72  |
| 2. Land.....                           | 1,828 92     |
| 3. Grading.....                        | 35,333 83    |
| 6. Bridges, Trestles and Culverts..... | 18,089 63    |
| 8. Ties.....                           | 7,737 28     |
| 9. Rails.....                          | 8,898 73     |
| 10. Other Track Material.....          | 8,886 48     |
| 11. Ballast.....                       | 5,425 03     |
| 12. Track Laying.....                  | 14,030 01    |
| 13. Fences.....                        | 3,771 20     |
|                                        | \$111,629 33 |
| Expended 1924.....                     | 49,886 68    |
|                                        | \$161,516 01 |

Sir HENRY THORNTON: There is another obvious reason there, too; that is merely a siding to reach certain coal mines, and was, therefore, constructed in a much cheaper fashion and on a much lower standard than would be possible for main-line construction.

Sir HENRY DRAYTON: Yes, and there is only \$1,800 for right of way. The land was very cheap. The bridges and trestles were also very low, some \$18,000. That works out at \$32,942 per mile. I do not think, however, that could be looked upon as fair cost of construction.

Mr. STEWART: Where is that?

Sir HENRY DRAYTON: The Minto Mines in Nova Scotia—

Mr. KYTE: No, New Brunswick.

Sir HENRY THORNTON: You can see that the cost of railway construction is trebling; you, at one time, could build pretty well for \$25,000 a mile, whereas now it costs about \$75,000 a mile, and in some cases you are lucky to get off with that.

Mr. MILNE: Would this be a fair basis for prairie construction?

Sir HENRY THORNTON: This last one?

The CHAIRMAN: The \$75,000.

Mr. MILNE: The \$75,000.

Sir HENRY THORNTON: I think that should be about right.