

party which had the courage to build the Canadian Pacific Railway in the face of opposition of hon gentlemen opposite, will shrink from extending the Intercolonial Railway to the shores of Georgian Bay.

That may be done either in the mode mentioned by the honorable the ex-Minister of Railways and Canals, or by some other way. The hon. gentleman (Hon. Mr. Blair) spoke of, and the public press of this country have discussed the question of acquiring the Canada Atlantic Railway. I have no doubt that that railway is a very valuable line. I have made some inquiries with regard to it and I may give to the House and to the country some information as to what it has accomplished in the way of solving transportation problems in this country during the past six or seven years. The Canada Atlantic Railway extends from Depot Harbor on the Georgian Bay to Coteau Junction, a distance of 342 miles. In addition to this they have a line 57 miles in length between Coteau Junction and Alburgh Junction in the state of Vermont, making in all about 400 miles.

In order to obtain access to Montreal a line would have to be built from Coteau Junction to Jacques Cartier Junction, or or similar point, to connect with the Intercolonial railway.

During the last year for which we have a report, over 19,000,000 bushels of grain were carried over this road, over one-half a million barrels of flour, 12,700 tons of live stock, over 500,000 tons of lumber and wood and about 500,000 tons of manufactured goods and other articles. The total tonnage amounted to 1,545,000 tons.

Running east from Depot Harbour to Madawaska, a distance of 133 miles, the grades are about one per cent., but from Madawaska to Coteau Junction in no place do they exceed one-quarter of one per cent. At the present time their engines are hauling from twenty to twenty-five cars of wheat from Depot Harbor to Mad-

awaska and from Madawaska to Coteau Junction they haul from sixty to seventy cars of wheat.

At Depot Harbour the Canada Atlantic Railway has an elevator capacity of 1,250,000 bushels. They have two warehouses 700 feet long by 90 feet wide, and the docks form an aggregate length of 3,000 feet and are built in 22 feet of water.

The harbour is about half a mile in width and the water is of sufficient depth to accommodate the largest lake going steamer and perfectly safe in all winds and weathers.

In connection with the Canada Atlantic Railway, there is a steamer service known as the Canada Atlantic Transit Company. They have several very large steel steamers of 4,000 to 7,000 tons burden each which have a capacity from 180,000 to 275,000 bushels of grain, equal to 175 to 275 carloads. These steamers make trips between Fort William and Depot Harbour. They also run to Chicago, Milwaukee and Duluth, where they obtain a large amount of freight to and from. During the past season they carried 19,000,000 bushels of grain, there being generally two or three million bushels in transit.

Large quantities of package freight are shipped every season between New England towns and places in Manitoba and the west over the Canada Atlantic Railway.

The gross earnings of the Canada Atlantic Railway last year were \$1,816,946 and the net earnings were \$569,000 or a little over \$4,000 per mile. Their net earnings last year were sufficient to pay five per cent. on their capitalization.

They have forty-five passenger cars, about 1,000 box cars, over 500 platform and coal cars, besides the ordinary snow ploughs and other equipment, and sixty engines.

The steamers are not owned by the Canada Atlantic Railway Company, but by the Canada Atlantic Transit Company, and while there may be some difficulty about the crown owning steamers which ply for commercial purposes to foreign countries, I should suppose, though I did not consider the question very carefully, that a difficulty of that kind could be overcome by maintaining the present organ-