

These are some of the figures I find in the blue-book in connection with this statement. But while I give the figures here, the promoters of the Bill do not give us the information as to what the receipts were when the road was offered for \$12,000,000. The hon. gentleman does not give us a comparison of the receipts in those days and the present time; therefore we are not in a position to judge whether the company are justified in asking for the difference between \$14,000,000 and \$16,000,000. If they are simply asking for this for the purpose of making money out of the people by charging higher rates for running powers over their road, then we ought to know it.

Mr. HAGGART. The minister has a report in his department, I suppose, from the chairman of the Commission on Transportation to whom this question was referred, and I believe they dealt specifically with this question of the acquisition of the Canada Atlantic road. They took evidence with regard to it, because I was myself examined before the commission. But there is no reference whatever to this subject.

Mr. EMMERSON. They have only made two preliminary reports, one with respect to the harbour facilities at St. John, and another with respect to the Port Colborne situation. They were interim reports, but they have not reported beyond that.

Mr. R. L. BORDEN. What was the object of their investigation into the particular one to which my hon. friend from South Lanark (Mr. Haggart) has just referred?

Mr. EMMERSON. I presume it was within the scope of their inquiry. I am not the keeper of their consciences at all.

Mr. R. L. BORDEN. I mean that if my hon. friend from South Lanark is correct in stating that there was an investigation into the desirability of acquiring this road—

Mr. HAGGART. I do not know whether it specially referred to that, but I was questioned before the commission in reference to government ownership of the road from Montreal to Georgian bay.

Mr. EMMERSON. I never heard of that.

Mr. HAGGART. It strikes me also that I have seen in the newspapers a summary of an interim report upon the subject.

Mr. EMMERSON. If they have reported to the newspapers they have certainly not reported to the government.

Mr. INGRAM. I overlooked to give some figures more important still than those I have already quoted. I find in a summary statement of capital for the year ending June 30, 1904, these figures: Ordinary share capital, authorized, \$9,200,000; subscribed, \$6,200,000. I think the hon. gen-

tleman told us that it was something like \$7,000,000, with paid up capital, \$6,199,100. That is something short of what the hon. gentleman told us, he said it was \$7,000,000.

Mr. E. M. MACDONALD. \$1,000,000 of that is preference stock, and only \$6,200,000 common stock.

Mr. INGRAM. I find that of preference share capital, \$1,000,000 is authorized, \$1,000,000 is subscribed and \$1,000,000 is paid up. Of bonded debt, \$14,000,000 is authorized, \$14,000,000 is issued and \$14,000,000 is sold. Now let us see how much this road has received in bonuses. From the Dominion government it has received \$282,355.20, \$779,712, and \$152,800. There was paid up, \$1,214,864.20. As regards the provinces, Ontario paid \$847,326.06 and Quebec, \$200,000; Ontario and Quebec together paid therefore, \$1,047,326.60. Of municipal aid it received a bonus of \$152,900; subscriptions to shares or bonds \$32,000; paid up, \$184,900. Total capital subscribed, \$23,647,093.26; total cost of rail way and rolling stock, \$20,565,616.66. Now there are some figures in connection with remarks here 'Canada Atlantic system, see pages 73 to 85 for particulars of bonuses.'

Mr. R. L. BORDEN. Might I ask the Minister of Railways when he would expect to get any report from the Transportation Commission on this subject? If it has been investigated by the commission they might well have made a report or my hon. friend might have asked them to do so. I think that before the House can deal, either by this Bill or the Bill which the minister has introduced, with the future of the Canada Atlantic Railway Company, we should have such a report. That commission is being carried on at great expense to the country and we have not had from it very much practical assistance to parliament up to the present time. It has been carrying on its operations now for nearly two years, since its appointment in the summer of 1903. Are we going to determine everything before we get this report?

Mr. FITZPATRICK. On what point?

Mr. R. L. BORDEN. With regard to all the transportation questions of the country? It was designed, as I remember, to give us aid in connection with matters exactly like this; I would gather that was the scope of the commission. If the commission has investigated this question would it not have been a very desirable thing that parliament should have the benefit of their investigation.

Sir WILFRID LAURIER. This is a side issue with regard to section 1, because we have settled our policy on this; we do not desire to have the railway. We desire to have running powers. The commission I must say has not been very lucky in many