

Mr. McCARTHY. Is my hon. friend speaking from the reprinted Bill or the original Bill?

Mr. BORDEN (Halifax). I am speaking from the original Bill, but I have a reprint here which does not show any change in that.

Mr. McCARTHY. We have taken the trouble to have it reprinted again, and section 6 of the original Bill was struck out by the committee.

Mr. BORDEN (Halifax). It would have been very much more convenient if the reprint had been distributed. I am not aware that I have received one.

Mr. McCARTHY. My hon. friend understands that the reprinting was done as a matter of courtesy. There are a number of copies in the distribution office.

Mr. BORDEN (Halifax). I do not regard it as a matter of courtesy at all. I think it is the right of every member of this House to have a copy of the Bill as reprinted.

Mr. McCARTHY. I mean that it was a matter of courtesy, because we were not ordered to reprint.

Mr. CLARKE. We have only copies of the Bill as originally printed. Surely we have a right to have copies of it as it was amended by the Railway Committee before we discuss it?

Mr. McCARTHY. There are any number of them in the distribution office.

Mr. CLARKE. I move that the committee rise, report progress and ask leave to sit again, for the purpose of having copies of this Bill as reprinted distributed among the members.

The MINISTER OF RAILWAYS AND CANALS. Will the hon. member look in his file and see if he has not got it? Everybody else has a copy.

Mr. CLARKE. I have only a copy of the original Bill.

Mr. BORDEN (Halifax). Before this clause is adopted, I would like to repeat what I have already said, except the refer-

ence to clause 6, which has apparently been struck out, although there was no information in my possession indicating that, at the time I rose.

Mr. McCARTHY. Was not the reprinted Bill on my hon. friend's file?

Mr. BORDEN (Halifax). No, I do not find it. In view of what my hon. friend from North Simcoe (Mr. McCarthy) has said, and looking at the Bill as it is reprinted, it appears that the capital stock of the company is placed at \$75,000,000; and section 13, formerly section 15, referring to the bond issue, remains, I think, in exactly the same terms as at first proposed. On the whole 3,500 miles of road the capitalization will be \$20,000 per mile and the bonding powers from \$20,000 to \$50,000 per mile. Therefore, the capitalization of this road varies from \$40,000 to \$70,000 per mile. The prairie section, which I presume is the cheapest portion in point of construction, has a capitalization of \$40,000 per mile. It would seem to me that this is an unusually high capitalization. I say that especially in view of the fact that we were told—if I may be permitted to refer to what took place a few days ago—that the cost of building the Canadian Northern Railway through the prairie country would not exceed, according to the estimates of the engineers of that railway, more than \$18,000 per mile, which included \$3,000 per mile for equipment, or a cost of construction of \$15,000 per mile. We have every right to assume that that estimate is sufficient, because it was not in the interest of the Canadian Northern Company to make it any less than the actual cost. The estimate given by the engineers of the government was, I think, one or two thousand dollars under the amount I have named.

The MINISTER OF RAILWAYS AND CANALS. Eighteen thousand two hundred dollars was one and \$18,800 the other.

Mr. BORDEN (Halifax). I did not think they were so nearly alike; and, as I am reminded by my hon. friend from West Toronto (Mr. Clarke), the cost of that particular portion of the road was said to be increased by reason of the fact that there were a number of very expensive