

bonds, and \$6,856,800 of stock, making a total capital stock and bond issue of over \$20,000,000. The next question is the value of the property. I have here figures which have been given to me as having been taken from the blue-book. I have not verified these figures. They show the total cost of the road to have been \$20,565,000 to which is to be added \$5,552,981.48, making a total cost, interest included of \$26,117,981.48. The details of cost are as follows :

Elevators and docks.. . . . .	\$ 837,000
Houses, hotels, schools and land at terminals.. . . . .	656,000
Côteau bridge.. . . . .	1,225,000
Equipment account . . . . .	3,059,000
Total.. . . . .	5,557,000

To this is to be added the cost of the construction of the railway, \$14,708,000, making the grand total of \$20,565,000 to which I have referred.

Mr. FOSTER. Did the hon. gentleman (Mr. Fitzpatrick) get that of his own good will ?

Mr. FITZPATRICK. I went out into the lobby to satisfy a legitimate curiosity and telephoned the solicitor of the company and got this information in ten minutes.

Mr. FOSTER. One practical man.

Mr. R. L. BORDEN. Can the minister give us the exact mileage ?

Mr. FITZPATRICK. I am afraid the information in this memorandum will hardly help us. It shows the expenditure distributed on the mileage, and would give a mileage of 14,000 miles, which, of course is absurd.

Mr. INGRAM. If I understand the case, the promoter of the Bill, (Mr. Macdonald) does not know the mileage of the road.

Mr. MACDONALD. It is four hundred odd miles.

Mr. INGRAM. That is a very general way to put it.

Mr. EMMERSON. With the branches, it is four hundred and sixty miles.

Mr. INGRAM. For the sake of getting it on 'Hansard,' I might as well give the information as it appears in the official report. I refer to sessional papers No. 20, the report of the Department of Railways and Canals for the year ending June 30th, 1904. At page 9 of the railway statistics I find that the Canada Atlantic Railway, including Ottawa, Arnprior and Parry Sound Railway quoted as follows : City of Ottawa to junction with Grand Trunk Railway at Lacolle and United States boundary. Crosses the St. Lawrence at Côteau by bridge. Connects with Grand Trunk Railway at Côteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron, near Parry Sound ; mileage 400-30.

Mr. FITZPATRICK.

Then at page 30 I find the following facts :

	Miles.
Canada Atlantic Railway, including Ottawa, Arnprior and Parry Sound.. . .	400-30
Leased lines—	
Central Counties.. . . . .	37-40
Pembroke Southern.. . . . .	20-90
Total mileage.. . . . .	458-00
Length of sidings.. . . . .	97-50
Steel rails, 56 to 75 pounds per yard.	
Nature of rail fastenings, angle bars, fish plates.	
Number of grain elevators, 2.	
Highway crossings at rail level, guarded 11, not guarded 197.	
Number of over-head bridges, 4.	
Height of overhead bridges over rail level, 22 feet.	
Number of highway crossings under railway, 6.	
Number of level crossings of others railways, 13.	
Number of junctions with other railways 10.	
Number of junctions with branch lines, 3.	
Radius of sharpest curve, 955 feet.	
Number of feet per mile of heaviest gradient, 66.	
Gauge of railway, 4 feet 8½ inches.	

Then again, at page 40 we find concerning this line that its train mileage was as follows :

	Mileage.
Passenger trains.. . . . .	454,967
Freight trains.. . . . .	717,717
Mixed trains.. . . . .	140,953

Total train mileage . . . . .	1,313,637
Engine mileage.. . . . .	1,741,073
Total number of passengers carried, 411,385.	
Tons of freight of 2,000 pounds handled, 1-324,913.	
Average rate of speed of passenger trains, 30 miles per hour.	
Average rate of speed of freight trains, 15 miles per hour.	
Average weight of passenger trains in motion, 275 tons.	
Average weight of freight trains in motion, 1,180 tons.	

Then again, at page 48 there is the following :

Now the amount of flour handled was 576,168 barrels, tons 57,617 ; grain, 14,556,432 bushels, tons 363,911 ; live stock, 75,939 head, tons 18,985 ; lumber of all kinds, feet board measure, 296,140,900, tons 407,193 ; coal and other fuel, tons 151,491 ; manufactured goods, tons 130,549 ; all other articles, tons 195,167 ; making a total of freight carried 1,324,913 tons. In Sessional Papers, page 56, the same mileage is given as I have quoted, but for passenger traffic the returns are \$339,458.83 ; freight traffic, \$1,318,130.15 ; mails and express freight, \$33,568.41 ; other sources, \$70,142.68 ; total gross earnings, \$1,761,300.07 ; total net earnings, \$423,611.47. Proportion of earnings to working expenses, 133 per cent ; earnings per train mile, \$1.34.