

5. No lands have been granted to the Manitoba and Southeastern Railway Company on account of land grant in the province of Manitoba.

There has been patented to the Canadian Northern Railway Company, as the legal successor of the Winnipeg Great Northern Railway Company and the Lake Manitoba Railway and Canal Company, on account of land grants earned by construction by these railway companies, a total area of 53,888.12 acres in the province of Manitoba.

6. Under the 'Act respecting certain aid for the extension of the Canadian Northern Railway,' passed in the session of 1903, the government of Canada guarantees the first mortgage bonds debenture or other securities of the Canadian Northern Railway Company to the extent of \$13,000 per mile of its line from Grand View to Edmonton, a distance of about 620 miles, and of that portion of what is known as the Prince Albert branch, which extends from a point 100 miles east of Prince Albert to Prince Albert.

INTERCOLONIAL RAILWAY—DENNING'S SIDING AT PUGWASH, N.S.

Mr. BARKER—by Mr. Taylor—asked :

1. What did Denning's siding at Pugwash, on the Oxford and New Glasgow Railway cost ?

2. How much business has been done at that siding ?

3. Did the station master at Pugwash report against the necessity for the said siding ?

4. What have been the total receipts in respect of business at this siding since its construction, and what period of time is covered by these receipts ?

5. What was the nature of the report or recommendation upon which the construction of the siding was directed, and by whom was such report made ?

6. When was the construction of the siding commenced, and when completed ?

Hon. H. R. EMMERSON (Minister of Railways and Canals) :

1. \$450.

2. 444 tons of freight.

3. No such report has been received by the department.

4. \$314.47. From the fall of 1904 till the 20th April, 1906.

5. The department is unable to learn that any report was made ; doubtless, the siding was put in on the verbal recommendation of the superintendent.

6. The siding was put in in the fall of 1904.

INTERCOLONIAL RAILWAY—LANGILLE'S PLATFORM ON PUGWASH BRANCH.

Mr. BARKER—by Mr. Taylor—asked :

1. What did Langille's platform cost, on the Pugwash branch of the Oxford and New Glasgow Railway ?

2. How far from Pugwash is the platform ?

3. How many people does the platform accommodate ?

4. When was the platform built ?

5. Do express trains stop thereat ?

6. What have been the receipts from passenger and freight traffic at this way station or platform since its construction, and what period of time does this cover ?

Hon. H. R. EMMERSON (Minister of Railways and Canals) :

1. \$74.92.

2. About two and a half miles.

3. From the most reliable information to be had, an average of one hundred passengers a year.

4. In September, 1904.

5. Yes, when there are passengers to take up or set down.

6. Passenger receipts, \$16.74 ; freight receipts, \$9.93. From September, 1904, to April 20, 1906.

GREAT NORTHERN RAILWAY.

Mr. BOYCE asked :

1. Did the Great Northern Railway, or any one on its behalf apply to the government for subsidies ? If so, on what dates, through what persons or firms, and for what amounts ?

2. Were any subsidies ever granted to the railway ? If so, when, what amount, and upon what terms and conditions ?

3. To whom were such subsidies, if any, paid ?

Hon. H. R. EMMERSON (Minister of Railways and Canals). I would say to my hon. friend (Mr. Boyce) that the information is too voluminous to give in the form of an answer to a question. If my hon. friend will make a motion for a return there will be no delay in furnishing the information. I have it here.

VALUE OF FARM AND GARDEN PRODUCE ENTERED AT SAULT STE-MARIE, FISCAL YEAR, 1905.

Mr. BOYCE asked :

1. What quantity of hay, potatoes and other farm and garden produce was entered for duty at the port of Sault Ste. Marie, Ontario, from the United States of America during the fiscal year ending June 30, 1905 ?

2. What was the value of such imports, respectively, and the amount of duty paid thereon ?