

Mr. E. M. MACDONALD. My hon. friend is directing his remarks to the question involved in the preamble, which we have just adopted, and not to this section.

Mr. DEPUTY SPEAKER. The point is well taken. We are now on section one of the Bill, and anything not pertinent to that section is out of order.

Mr. INGRAM. Does the hon. gentleman who is promoting the Bill pretend to say that the filling up of trestles, making solid the roadbed, and matters of that kind, which increase the value of the railway, are not subjects pertinent to this Bill.

Mr. FITZPATRICK. What we are objecting to is discussing on section one the question of government ownership.

Mr. INGRAM. I understood that my hon. friend from Renfrew (Mr. A. A. Wright) was discussing the filling up of the trestles, which would naturally increase the value of the railway. We are asked to give the Grand Trunk Railway power to increase the bonding privileges, and that application is based on the increased value of the railway. If that be the case, I would like to know how many of these trestle bridges have been filled up and how many iron bridges have been built? No information of that kind has been given.

Mr. DANIEL. I did not understand you, Mr. Chairman, to say that I was entirely out of order. We are now discussing the disposal of the Canada Atlantic.

Sir WILLIAM MULOCK. No, we are discussing section one.

Mr. DANIEL. That is the section to which I am referring and it deals with the transfer of the Canada Atlantic to the Grand Trunk Railway. What I was arguing was that it would be much more advisable for the government to own the road itself.

Sir WILFRID LAURIER. Order.

Mr. DEPUTY SPEAKER. I do not think the hon. gentleman is at liberty to discuss the question of government ownership under this clause.

Mr. R. L. BORDEN. I would think it a perfectly good reason why this clause should not be adopted that the government should own the road, and the remarks of my hon. friend from St. John are exactly in order.

Mr. DEPUTY SPEAKER. The question of policy was decided when we adopted the preamble and any discussion now must be pertinent to section one.

Mr. DANIEL. It would be more advisable for the government to be in a position to give running rights to some other railway than be subject to the supreme authority of another company.

Mr. R. L. BORDEN. I would like the hon. gentleman to give the information we

always are given when Bills of this kind come before parliament. What is the total capitalization of the road both in capital stock and bonds? That information has always been submitted when asked for, yet here we have been spending an hour and a half over this Bill and have not yet been able to get it.

Mr. FITZPATRICK. Since this discussion started, I have obtained the information asked for. In 1899 there was an amalgamation of the Ottawa and Arnprior and Canada Atlantic. At that time a schedule was furnished giving the capital stock of the two companies and that schedule is attached to the Act of amalgamation.

Mr. R. L. BORDEN. Does that represent the capital stock at present?

Mr. FITZPATRICK. Yes. That would appear to be for the Ottawa and Arnprior and Parry Sound 42,000 shares, par value \$4,200,000.

Mr. FOSTER. Of which \$3,800,000 were in issue.

Mr. FITZPATRICK. I shall give information as to that. The Canada Atlantic Railway has a share capital of 20,000 shares on which there has been paid \$3,000,000. The amalgamation was of two companies. The Ottawa, Arnprior and Parry Sound had a capitalization in which \$3,856,800 had been paid up and the Canada Atlantic \$3,000,000 so that the total amount now of the capital stock paid up would be \$6,856,800. Of that capital stock, Mr. Booth owns 98 per cent. The share list of both companies will be found in the schedule to the Act 62-3 Victoria, chapter 81. You will find there the names of the shareholders and the amount held by each. In addition there has been issued \$14,000,000 of bonds.

Mr. FOSTER. On what portion?

Mr. FITZPATRICK. On the amalgamation. On the Vermont and Province line, which is an American line, there is \$100,000 of stock. It is four and a half miles long. In addition to that, there are two shipping companies, the Canada Atlantic Transit Company of the United States, an American corporation, and the Canada Atlantic Transit Company of Canada. The American Company owns four boats and the Canadian Company owns one boat. The approximate value of these five boats would be from \$1,500,000 to \$2,000,000. There is a mortgage on the boat 'Canadian' of the Canada Atlantic Transit Company of Canada, the amount of which I have not now, but will soon ascertain.

Mr. BARKER. It is not included in this Bill?

Mr. FITZPATRICK. Yes, it is included. As to liabilities you have \$14,000,000 of