

any information about these Bills. What I did state was that I would have an announcement to make respecting the policy of the government in relation to this railway. I have made that announcement, but I did not undertake to furnish any information respecting the details of these private companies. Very full and very ample information was given by the parties who represented both companies on that occasion. I do not think any information was asked for that was not forthcoming.

Mr. BLAIN. If there was such full and ample information tendered to the Railway Committee, it is rather surprising that neither the promoter of the Bill nor the Minister of Railways is now willing to give the information to this committee.

Mr. E. M. MACDONALD. What information does my hon. friend want?

Mr. BLAIN. My hon. friend the promoter of the Bill has been asked several times this afternoon to give some information. He has already before him a question from the hon. member for North Toronto.

Mr. E. M. MACDONALD. If my hon. friend will ask me for something, I will endeavour to satisfy him.

Mr. INGRAM. The principal matter before the Railway Committee was that the parties interested in the two branches which had been leased to the Canada Atlantic Railway wanted some legislation to guarantee their rental to them for several years to come. That seemed to be more important to the committee than the actual legislation. I think the Railway Committee was relying on all this information being brought before the House. My hon. friend from Pictou appears to be very much alarmed that this Bill may not go through the House. He says we have all day for this Bill, whereas, if we allow it to stand till Wednesday or Friday, we shall only have an hour. Does my hon. friend think the capacity of the opposition is not sufficient to talk this thing out to-day, as well as on Wednesday and Friday, if necessary? There is nothing to be gained by insisting on this Bill going through to-day. As my hon. friend has already been informed, the Senate is going to adjourn for some time, and this Bill could not get before the Senate before the 25th of next month or thereabouts. Therefore, the hon. gentleman is not making any real progress with the Bill by insisting on it going through the House to-day. I am surprised at the First Minister allowing this Bill to go through in the absence of full information upon it. If we were trying to obstruct the Bill, I could understand it; but the members of the opposition want a little time to verify the information. I cannot understand why the Canada Atlantic Railway Company wants to increase its bond issue from \$14,000,000 to \$16,000,000. We know that that would

Mr. EMMERSON.

increase the cost of the running rights over the road. For my part, I cannot see what has given this additional value. There has been no information on that point. The First Minister can surely see that the members of the opposition have a right to have a little time to look into this matter.

Mr. A. A. WRIGHT. As this road runs through my constituency, I would like to say a few words with reference to the progress being made on it. A remarkable statement was made by the hon. member for East Simcoe (Mr. Bennett) the other day, to the effect that there are really no villages or towns on that line of railway. I never before heard such an assertion from a well-versed gentleman. You do not leave the city of Ottawa very long before you come to South March, then to Carp, then to Kinburn, then to Galetta, then to Arnprior, a place of nearly 5,000 population, with large saw-mills employing 400 or 500 hands. Further on you come to the town of Renfrew, with nearly 4,000 population, and further on to the village of Eganville. These are all incorporated towns, which are growing constantly in magnitude. The traffic on this road is increasing all the time. For instance, Mr. Whitney, of the town of Whitney, has enlarged the capacity of his mill, and has built a branch line to it, because his output is increasing every year. Mr. Alexander Barnett has extended his works at Long Lake, and ships large quantities of stuff over this road. The corundum mines are now furnishing a large traffic for this railway, shipping it from Barry's Bay. The owner of those mines told me that they were now getting out \$20,000 worth every month and shipping it over this road. A great deal of machinery and other merchandise is brought in over this road, and this traffic is increasing by leaps and bounds. The package freight that originates in the United States is also increasing every year. The quantity of grain carried over the road is also increasing. Mr. Booth told me that he could have shipped last season over 3,000,000 bushels more grain over the road if he had had the facilities for transshipping at Montreal. Many gullies along the road, which hitherto have only had wooden bridges, have been filled up to make a solid roadbed. So that the work on this road has been increasing all the time. Both the freight and passenger traffic are increasing, and no wonder, therefore, that its value should increase.

Mr. DANIEL. The argument of my hon. friend would be in favour of the government owning this road instead of handing it over to the Grand Trunk Railway. It was stated by the Hon. Mr. Blair, when Minister of Railways, that in order to make the Intercolonial Railway pay it was necessary to extend it as far west as possible, and he instanced the fact that the Canada Atlantic was a paying concern.