

Total capital subscribed, \$14,089,093.26 ;  
paid up, \$14,088,193.26.  
Total cost of railway and rolling stock, \$20,-  
481,228.51.

I am placing these figures on record so that they may be available to hon. gentlemen opposite, in the future, when they will find the government arranging for running rates over the Canada Atlantic and the promoters of the Bill are not ready to supply the House with information on the question.

Mr. HAGGART. Just a few words before this Bill gets its third reading. In discussing the matter before recess, the Minister of Finance said that we were only getting running powers similar to what any other railway might have subject to the apportioning of the rates by the Railway Commission. But as far as I can understand the Bill, it is an entirely different proposition. By the Railway Act any railway can get running powers over any other railway, and the rates will be fixed on the basis of an apportionment of the traffic and the rates received. But this Bill contemplates something entirely different. That is another reason why we should have the government Bill printed and be in possession of it. There is a difference of opinion between this side of the House and the other side as to the powers asked for. If my idea of the Bill is correct, the Minister of Railways shall acquire for the Intercolonial Railway running rights over this road, and it is not the apportionment of the traffic as between the user of two different roads that the committee will have to decide, but the actual value of the right of the user which will have to be paid by the government. My idea of the Bill—and I have talked about it to some lawyers who agree with me—is that the rights asked for by the government are entirely different from what the Railway Act gives power to the Commissioners to decide. We are putting the cart before the horse. We should have the government Bill providing for running rights to the Intercolonial over the Canada Atlantic before we deal with the measure now submitted. We are asked to look upon this as purely a domestic matter between the Grand Trunk Railway and the Canada Atlantic Railway, but we are really fixing the terms of the acquisition of the Canada Atlantic Railway by the Grand Trunk Railway. We are in fact fixing the value to a certain extent of the privilege of running over the Canada Atlantic Railway which the government intend to exercise, and I would like to have a statement from the Minister of Justice as to the effect of the government Bill as to whether my view of the matter is correct or not. It is not an apportionment for the distribution of traffic along a line of road that we are to compensate the Grand Trunk Railway, but if I understand it, it means the system of

compensation for the right to run over that road. What is generally the system of compensation for the right to run over a section of road? It is that each railway shall have joint interest in the road paid for as we pay to run over the Grand Trunk bridge, and the joint section between Ste. Rosalie and St. Lambert, and the terminal facilities in Montreal. We have an equal ownership with the Grand Trunk in those terminals. Look what we shall have to pay if we have to pay them for one-half interest in the road from Montreal to Côteau and one-half interest in the road from Côteau to the Georgian bay. According to the user of the Intercolonial Railway, if we only use one-third of the road and the bridge we have to pay only one-third of the expenditure; but we must have an ownership in the road if we want to acquire running rights, and I think the Bill proposed by the Minister of Justice is broad enough to mean that. Is it intended to cover an annual payment of a large sum of money for the user of that road, and an amount annually according to the user we make of it the same as we have in the case of the Grand Trunk Railway and the Victoria bridge and the terminal facilities at Montreal? We ought to have a statement as to our possible liability in that respect. We have none whatever. We are putting the cart before the horse and are passing this Bill without any knowledge of what the arrangement is with the Grand Trunk Railway or the Grand Trunk Pacific. We have simply a harmless looking Bill for the purchase of the stock of the Canada Atlantic Railway. I do not share the opinions of some hon. gentlemen on this side. I believe that should government ownership ever come the road will have to be taken over as a going concern and paid for at its actual value. This Bill proposes to authorize a guarantee by this company of the bonds of the Canada Atlantic Railway to the extent of \$16,000,000. Is the road of that value? According to the statement that has been read here, the net receipts of the Canada Atlantic Railway last year were something over \$400,000. In 1902 the net receipts were \$300,000. What do these figures mean? They mean that allowing for depreciation and for the possibilities of the road the cash value of the road at the present day is not more than \$10,000,000. It means that in 1902 when Dr. Webb had an option on the road for \$10,000,000 the value of the road was \$8,000,000 at the most, because four per cent on \$8,000,000 would mean \$320,000. Here we are going blindly at this arrangement concerning which we have no statement showing the possibilities of the road or the expected increase in traffic. We ought to have a statement as to this and also from the government showing whether they intend to exercise the option of securing running rights such as every other road in the country can