Mr. J. H. SINCLAIR: How was the Grand Trunk financed? Was the common stock of no value or did it represent money?

Mr. J. D. REID: It represented thirty million dollars.

Mr. SINCLAIR: Or was it like the Canadian Northern stock, which was well known to be watered?

Mr. MEIGHEN: My information is that the proceeds of the common stock sales to the extent of thirty million dollars went into the Grand Trunk.

Mr. McKENZIE: Will the Government name a date upon which the value of those stocks should be fixed?

Mr. MEIGHEN: Yes.

Mr. McKENZIE: The Government is now proposing to take over this road and these stocks may acquire a certain value greater than under old conditions when they were not paying any dividend and had practically no commercial value. When we begin to arbitrate some definite date should be fixed for the arbitrators to consider the value of these stocks at that time. In connection with railway right of way matters, the value a man can get for his land will be the value of the land before it was known that the railway would run through it. He is not entitled to any extra value by reason of the fact that the railway crosses his land.

He is not entitled to get any extra value for his land brought to it by reason of the railway and the arbitrators should not take into consideration any value that is brought to this stock by reason of the fact that the Government is taking over the road. What I want to know is if the Government is fixing any date as and when these values shall be considered. I think the Government—although they would not know the names of all the owners—should know as nearly as possible the conditions surrounding the outstanding stocks, bonds, etc., and their present value, or their value on the last day of August, 1919, before possibly it was known to the outside world that these negotiations were taking definite form. In that way we would be protecting ourselves against paying more money for these stocks by reason of the fact that we are talking about taking them over.

Mr. MEIGHEN: There necessarily must be a date fixed as of which the value must be found. Should it be a date later than about the date the hon. gentleman names I think there should be no appreciation owing to the taking over, or probable taking over, of the road by the Government. That can be provided for, and I think, I may say, will be provided for in the agreement. It may be that the date might be fixed as he suggests, about the end of August, in which event there would be no need for such a provision.

Mr. FIELDING: Would that apply also to the four per cent stock?

Mr. MEIGHEN: No, the Government undertakes to pay the interest on that.

Mr. FIELDING: You are making a fine present to somebody on the London stock market.

Mr. VIEN: Has the Government ascertained the amount that will be involved for urgent repairs to the road in order to put the road and rolling stock in good working order?

Mr. REID: I will try and get some information on that a little later.

Mr. VIEN: Is the Government informing the House that it has not this information in its possession now?

Mr. REID: I will make inquiry and find out if we have any further information in addition to what has already been laid on the Table. I could not say off-hand that we had any official information. Of course the hon. gentleman knows that official reports are sent every year to the Railway Department as to the condition of the road.

Mr. VIEN: The answer of the minister is not an answer to my question. I know that every year every railway company in Canada makes a report to the Department of Railways and Canals on which the railway statistics are compiled; I know that the railway statistics are published; I know that the capital expenditure of every company is therein contained, but the point of my question is this: To the knowledge of the Government, for years the Grand Trunk Railway Company has neglected to a great extent to keep its roadbed and rolling stock in good working order. I refer to the Drayton-Acworth report in which it is stated that $21,000,000, which was paid to the shareholders of the company, was not earned by the company but was paid at the expense of the maintenance of the road and rolling stock. If the information is in the hands of the Government that the road and rolling stock are in poor condition, surely before the Government enters into pourparlers with the officials of the company as to the valuation that is to be put