

SECOND READINGS.

Bill (No. 69) to incorporate the Fort Erie and Buffalo Bridge Company.—Mr. German.

Bill (No. 91) to incorporate the Prudential Trust Company, Limited.—Mr. Macdonell.

Bill (No. 94) respecting the Cedar Rapids Manufacturing and Power Company.—Mr. Boyer.

Bill (No. 95) to incorporate the Royal Guardians.—Mr. Lachance.

Bill (No. 96) respecting the Kettle River Valley Railway Company.—Mr. Burrell.

Bill (No. 102) to incorporate the London and Northwestern Railway Company.—Mr. Beattie.

Bill (No. 103) respecting the National Accident and Guarantee Company of Canada.—Mr. Pardee.

Bill (No. 104) respecting the Thessalon and Northern Railway Company.—Mr. Smyth.

PATENTS OF AMMONAL EXPLOSIVES (1908), LIMITED.

On motion for the second reading of Bill (No. 93) respecting Patents of Ammonal Explosives (1908), Limited.—Mr. A. C. Macdonell.

Mr. J. A. CURRIE (North Simcoe). This I take to be with reference to patents for the making of ammonia powders. Some explosives for military purposes are now being manufactured by ammonia process instead of nitrates. This government may be manufacturing such explosives, and it may be that here is doubt about the wisdom of recognizing any such patent as this. The promoter of the Bill is not present to explain the matter, so I would ask that the Bill be allowed to stand.

Mr. SPEAKER. Stands.

QUESTIONS.

CANADA EASTERN RAILWAY.

Mr. AMES asked:

1. What was the price originally paid by the government for the Canada Eastern Railway?

2. Since the acquisition of the line between Fredericton and Chatham, what has been spent each year for betterment, and what does the government expect to spend under this head during 1909-1910?

3. What is the approximate value of the rolling stock that has been added to that previously in service on this branch?

4. What has been each year, since its acquisition by the government, the approximate expenditure for running expenses and the approximate revenue in connection with this branch?

Mr. FOSTER.

Hon. GEO. P. GRAHAM (Minister of Railways and Canals):

1. 1905

June 30, Department of Railways and Canals, amount paid at Ottawa \$800,000 00

1908
February 29, Department of Railways and Canals, amount of cheques issued at Ottawa, W. B. Snowball, R. A. Snowball, W. C. Winslow 19,000 00

\$819,000 00

2. Amounts expended each year on Capital Account since the acquisition of the line between Fredericton and Chatham, from October 1, 1904 to January 31, 1909:

Year 1904-5

Sidings \$ 9,575 05
Platforms 355 00
Track material and labour. 26,498 10

\$36,428 15

Year 1905-6

To increase water supply. \$ 19,243 04
Semaphores at stations. 1,607 01
Sidings 10,929 62
*Fredericton and St. Mary's bridge 300,000 00

\$331,779 67

Which added to line and supplied. *Fredericton terminal.

Year 1906-7

To strengthen bridges. . . . \$ 12,455 83
To increase water supply. . . . 3,634 48
Siding-Fredericton. 96 00
Fencing portion of line not heretofore fenced. 15,983 36
Air compressor at Gibson. . . . 1,780 91
Ice house at Gibson. 2,138 76

\$ 36,089 34

Year 1907-8

To strengthen bridges. . . . \$111,490 29
To increase water supply. . . . 11,559 88
Fencing portion of the line not heretofore fenced. 11,979 24
Improving grades on line. 3,950 49
New turntables. 3,348 08
Air compressors at Gibson. . . . 361 54
Electric semaphores. 512 26
Siding. 2,382 28
To improve telegraph line. . . . 2,498 23
Buildings. 2,695 78

\$150,778 07

Year 1908-9

To strengthen bridges. . . . \$ 8,650 94
To increase water supply. . . . 10,716 15
Fencing portion of line not heretofore fenced. 11,267 94
Improvements at Loggieville. 309 32
New turntables. 1,035 09