

ed it, he would not be disposed captiously to oppose it.

Mr. INGRAM. The hon. gentleman evidently does not know the difference between opposing a Bill and seeking information on it. The hon. gentleman has not struck any obstruction yet.

Mr. E. M. MACDONALD. That is what my hon. friend is doing, I presume.

Mr. INGRAM. I wish to place on record the reports relating to the Canada Atlantic Railway for the year ending June 30, 1903. At page 9 of Railway Statistics, in the report of the Department of Railways and Canals, under the heading of 'Table showing location of the steam railways of the Dominion of Canada, June 30, 1903,' I find the following:—

Name of railway: Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway.

Description: City of Ottawa to junction with Grand Trunk at Lacolle and United States boundary. Crosses the St. Lawrence at Côteau by bridge. Connects with Grand Trunk Railway at Côteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron, near Parry Sound.

Distance, 400·30 miles.

On page 28, under the heading of 'Summary statement of characteristics of roads, &c., for the year ended June 30, 1903,' I find:

Name of railway: Canada Atlantic, including Ottawa, Arnprior and Parry Sound, 400·30 miles. Leased lines—Central Counties, 37·40 miles; Pembroke Southern, 20·90 miles.

Length of line: completed, 458·60 miles; steel rails, 458·60 miles. Length of siding, 97·30. Weight per yard: steel rails, 56, 72, 73, 75. Number of ties per mile, 2,816. Number of grain elevators, 2. Number of level crossings, guarded 11, not guarded 197. Number of overhead bridges, 4. Height of overhead bridges above rail level, 22 feet. Number of public roads under crossings, 6. Number of level crossings of other railways, 13. Number of junctions with other railways, 10. Number of junctions with branch lines, 3. Radius of sharpest curve, 955 feet. Number of feet per mile of heaviest gradient, 66. Gauge of railway, 4·8½ feet.

On page 38, under the heading of 'Summary statement of the operations of the year and mileage, for the year ended June 30, 1903,' I find:

Name of railway: Canada Atlantic, including Ottawa, Arnprior and Parry Sound, 400·30 miles. Leased—Central Counties, 37·40 miles; Pembroke Southern, 20·90 miles.

Mileage, 458·60 miles.

Train mileage, passenger trains, 433,946; freight trains, 752,536; mixed trains, 146,915; total train mileage, 1,333,397. Engine mileage, 1,782,235. Total number of passengers carried, 377,779. Tons of freight of 2,000 pounds handled, 1,494,809. Average rate of speed of passenger trains, miles per hour, 30. Average rate of speed of freight trains, miles per hour, 15.

On page 48, under the heading of 'Summary statement of description of freight

Mr. MACDONALD,

carried, for the year ended June 30, 1903,' I find:

Name of railway: Canada Atlantic, including Ottawa, Arnprior and Parry Sound, 400·30 miles. Leased lines—Central Counties, 37·40 miles; Pembroke Southern, 20·90 miles; total mileage, 458·60.

Flour, barrels, 603,510 tons, 60,351. Grain, bushels, 16,495,480; tons, 412,387. Live stock, 55,068; tons, 13,765. Lumber of all kinds except firewood, feet, 310,988,363; tons, 427,609. Firewood, cords, 77,046; tons, 127,126. Manufactured goods, tons, 108,855. All other articles, tons, 344,716. Total weight carried, tons, 1,494,809.

On page 54, under the heading of 'Summary statement of earnings for the year ended June 30, 1903,' I find:

Name of railway: Canada Atlantic, including Ottawa, Arnprior and Parry Sound, 400·30 miles. Leased lines—Central Counties, 37·40 miles; Pembroke Southern, 20·90 miles; total mileage, 458·60.

Passenger traffic, \$307,854.84; freight traffic, \$1,514,579.96; mails and express freight, \$30,525.41; other sources, \$55,065.32; total gross earnings, \$1,906,025.53; total net earnings, \$691,090.27; proportion of earnings to working expenses, 15 per cent; earnings per train mile, \$1.42.

On page 60, under the heading of 'Summary statement of operating expenses for the year ended June 30, 1903,' I find, for the same lines as I have enumerated, the following:—

Maintenance of line, buildings, &c., \$239,919.96; working and repairs of engines, \$510,630.21; working and repairs of cars, \$95,934.34; general operating expenses, \$370,450.75; a total of \$1,216,935.26; cost of operating per train mile, 91 per cent.

On page 76, under the heading of 'Statement of aids granted to railways by governments,' I find: Parry Sound Colonization (in Canada Atlantic), a bonus of \$152,800. On page 78 I find: Canada Atlantic, a bonus of \$270,000 from the Ontario government, and \$192,000 from the Quebec government; also, the Parry Sound Colonization, a bonus of \$143,250.

I find in Summary statement No. 1 of Capital for the year ending 30th June, 1903, the following:

Canada Atlantic Railway, including Ottawa, Arnprior and Parry Sound and Parry Sound Colonization.

Length of line completed, 400 miles; ordinary share capital, authorized, \$6,200,000; subscribed, \$6,200,000; paid up, \$6,199,100.

Preference share capital, authorized, \$1,000,000; paid up, \$1,000,000.

Bonded debt authorized, nil; issued, \$4,450,000; sold, \$4,450,000.

Dominion government aid, bonus, \$1,214,867.20; paid up, \$1,214,867.20.

Provincial government aid. Bonus, Ont., \$847,326.06; Que., \$192,000; paid up, \$1,039,326.06.

Municipal aid. Bonus, Ont., \$152,000; subscriptions to shares or bonds, \$32,000; paid up, \$184,900.