

One thing it is important to keep in mind. This class of Railway should not be allowed to retain their right to a subsidy for an indefinite period, perhaps to the exclusion of other Railways equally important, though at present, owing to previous obligations, they cannot receive aid from the Legislature. Any Railway company which has received promise of aid ought to be obliged within one year, not merely to organize, but to be *bona fide* in active operation, and have at least ten miles graded ready for the rails, and to have their road, say in four years, fully completed and ready for public travel. In default of compliance with these provisions the grant and the right to it should cease, leaving to the Legislature the power to dispose of the money as may be found advisable (Hear, hear.) The adoption of this rule will test the sincerity and good faith of the projectors of any Railway, and if the company fails to fulfil the conditions imposed, the Legislature may, on good cause being shown, re-grant the subsidy or appropriate it to some other Railway, or dispose of it in any other way in its discretion.

There is still another class of Railways which have received grants of land from the Legislature, other than those first mentioned—(from Quebec to Deep River,) and which are of more or less importance to the Province—the Government intend making provision for these by subsidy payable in Government Debentures instead of land, in case the companies, or any of them, wish to surrender their land grants and take the subsidy, in Debentures, instead. Keeping always in view what I have repeatedly mentioned as to the desire of the Government to aid, as far as possible consistent with the resources of the Province, the construction of Railways, it is proposed to give a subsidy equal to that granted the second class of Railways I have alluded to, in case the land grants are abandoned. It is not proposed to repeal the land grants given to any Railway company, but should any such company, within one year, notify the Government that they prefer the cash subsidy to the lands, they may be authorized to accept the same, and the Government to grant it, upon full completion of the Railways in sections of 25 miles, as provided for other Railways. (Hear, hear, and applause.)