

To the Tilsonburg, Lake Erie and Pacific Railway, for 16 miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$51,200.

To the Woodstock and Centreville Railway Company, for 6 miles of their railway from the west end of the 20 miles subsidized by the 50-51 Victoria, chapter 24, to the international boundary between the Province of New Brunswick and the State of Maine, in lieu of the subsidy granted by the 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$19,200.

To the Lake Temiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile, and a subsidy of 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000, and not exceeding in the whole \$63,000.

To the Goderich and Wingham Railway Company, for 31 miles of their railway from Goderich to Wingham *via* Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$99,200.

To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$25,600.

To the Bracebridge and Baysville Railway Company, for 15 miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$48,000.

To the Nipissing and James Bay Railway Company, for 25 miles of their railway from at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$80,000.

For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis Station to Matane, for 50 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000.

To the St. Lawrence and Adirondack Railway Company, for 240-100 miles of their railway from the end of the section subsidized by 53 Victoria, chapter 2, at Huntingdon, towards the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$7,680.

To the Hereford Railway Company, for 3 miles of their railway between Hereford and the International Railway, Cookshire, at the Quebec Central Railway, at Dudswell, uncovered by the subsidies granted by the 49 Victoria, chapter 10, and 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600.

To the Ontario and Pacific Railway Company, for 53 87-100 miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$172,400.

For a railway from a point on the line of the Canadian Pacific Railway on the Island of Jesus, in the County of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by the 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Recollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.

For a railway from St. Eustache to St. Placide, in the County of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by the 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$57,600.

2. *Resolved*, That the subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not

less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

3. *Resolved*, That the granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

Mr. LAURIER. Mr. Speaker, I have to make a very strong remonstrance against the manner in which these resolutions are brought into the House. Here are some sixty different resolutions involving the appropriation of over two millions of dollars brought in at the last day of the session, when prorogation is almost within sight. The hon. member must admit, and every member of the House must be impressed that such a large expenditure of money as is here demanded ought to be introduced as early as possible in the session.

Mr. SPEAKER. I would remind the hon. gentleman that a discussion cannot take place until the House is moved.

Mr. LAURIER. I want to come to this, moreover, which I am sure will be in order, namely, that we have not a scrap of paper laid on the Table of the House with regard to this appropriation. It has been customary for the Government under such circumstances to lay on the Table of the House all the correspondence with regard to this appropriation. As the hon. gentleman intends to move the House on Saturday, we should have that correspondence before we go into committee.

Motion agreed to.

ST. JOHN, N.B., HARBOUR COMMISSION.

Mr. FOSTER moved that the House resolve itself, on Saturday next, into Committee of the Whole to consider the following proposed resolution:—

Resolved, That it is expedient to authorize the Governor in Council to raise by the issue of debentures, the sum of two hundred and fifty thousand dollars, which sum may be advanced and paid to the Harbour Commissioners of St. John, in the Province of New Brunswick, for the purposes and subject to the provisions set forth in the Act relating to the Harbour of St. John, being chapter fifty-one of the Statutes of 1882, and be in addition to the sum of seven hundred and fifty thousand dollars by the said Act authorized to be so advanced.

Motion agreed to.

IMPERFECT POSTAL SERVICE.

Mr. McDOUGALL (Cape Breton). Before the Orders of the Day are proceeded with, I would like to call the attention of the hon. Postmaster General to the unsatisfactory mail service between here and the eastern portion of the Province of Nova Scotia. Passengers leaving Sydney by train on Monday morning arrive here on Tuesday night, but the mails do not arrive here until 9 o'clock or noon on the following day. Letters mailed here on Wednesday night only arrive at Sydney on Saturday night, while passengers leaving on Thursday at noon arrive at the same time. I do not know why these irregularities exist unless it is that proper connections are not made at Montreal. During