

not undertaken to build the road, but have granted aid towards its construction of the amount I have named, \$3,200 per mile.

I. C. R.—RECEIPTS AND EXPENDITURE.

Sir RICHARD CARTWRIGHT asked, What were the receipts and expenditures on the Inter-colonial Railway from the 1st July, 1891, to the 1st February, 1892, and from the 1st July, 1890, to the 1st February, 1891?

Mr. HAGGART. From 1st July, 1891, to 1st February, 1892, earnings, \$1,758,790.68; working expenses, \$2,404,633.70; loss, \$645,843.02. From 1st July, 1890, to 1st February, 1891, earnings, \$1,811,009.28; working expenses, \$2,182,151.95; loss, \$371,142.67.

BOUNTIES ON BEET-ROOT SUGAR.

Mr. SUTHERLAND (for Mr. EDGAR) asked, Whether any sums have been paid under the Act of last session by way of bounty to the producers of beet-root sugar in Canada? If so, when, to whom, and to what amount?

Mr. BOWELL. Sums of money have been paid under the Act of last session by way of bounty to the producers of beet-root sugar in Canada. These sums were paid at different dates between 15th October, 1891, and 23rd January, 1892, to Mr. Alfred Musy, of Farnham, in the Province of Quebec. The total amount paid is \$21,939.85. The following is a detailed statement of bounty on beet-root sugar paid to Alfred Musy, of Farnham, Que., showing dates of payments and the several amounts paid:—

| Date of payment. | Amount paid. | Date of payment. | Amount paid. |
|------------------------|--------------|--------------------|--------------|
| | \$ cts. | | \$ cts. |
| Oct. 15, 1891..... | 335 66 | Nov. 9, 1891..... | 1,458 12 |
| " 19, 1891..... | 658 70 | " 13, 1891..... | 1,714 47 |
| " 20, 1891..... | 863 88 | " 14, 1891..... | 1,679 35 |
| " 24, 1891..... | 852 92 | " 17, 1891..... | 1,752 43 |
| " 28, 1891..... | 1,232 71 | Dec. 8, 1891..... | 3,149 26 |
| Nov. 2, 1891..... | 1,528 01 | " 16, 1891..... | 100 00 |
| " 3, 1891..... | 1,585 14 | " 29, 1891..... | 1,397 30 |
| " 6, 1891..... | 1,600 88 | Jan. 23, 1892..... | 2,000 00 |
| Total amount paid..... | | | \$21,939 85 |

The latter sum of \$2,000 is larger than the others, owing to some little dispute that we had with the manufacturers as to the exact amount that should be paid, or what they call the second and third products.

EMPLOYÉS ON GOVERNMENT RAILWAYS.

Mr. LANDERKIN (for Mr. McMULLEN) moved for:

Return giving the names and addresses of all parties employed by the Government, on or in connection with Government railways in the Dominion, stating the nature of the work engaged in, the salary paid per month or year, and the gross amount paid each employé during the year ending the 31st December, A.D. 1891.

Mr. HAGGART. I beg to remind the hon. gentleman that this will be a very, very costly return to prepare.

Mr. LAURIER. It is worth the money.

Mr. HAGGART.

Mr. HAGGART. It will take some time to get ready. There are 4,473 regular employés upon the Government railways, and probably from 600 to 700 temporary men employed for short periods on maintenance during the summer season, and at snow shovelling, &c., during snow storms in the winter. To get this return up it will be necessary to go through all the pay-rolls in order to arrive at the amount each man is paid during the year.

Mr. LAURIER. The hon. gentleman in whose name this motion stands, is to-day absent from the House, and after the statement made by the Minister of Railways, I would ask that the debate be adjourned until the hon. gentleman is present. I move the adjournment of the debate.

Motion agreed to, and debate adjourned.

BAIE DES CHALEURS RAILWAY.

Mr. COCKBURN moved:

That a select committee be appointed to take evidence under oath, and report upon any claims remaining still unpaid of the workmen, labourers of the workmen, and of those who supplied board to the workmen and labourers; of the furnishers of building material and other privileged parties, in connection with the building of the Baie des Chaleurs Railway, in the Province of Quebec.

He said: Mr. Speaker, the remarks which I am about to make are not conceived in a spirit of political hostility, nor are they made with a desire of securing any party advantage. Luckily, the party to which I have the honour to belong is so deeply enthroned in the hearts and affections, and, I may add, the intelligence of the people, that that party needs no such adventitious aid.

Some hon. MEMBERS. Hear, hear.

Mr. COCKBURN. I am glad my hon. friends so fully appreciate the results of the late elections, and I have no doubt they will be still more confirmed in their opinion when the returns from the few elections yet to take place are brought before this House. But, Sir, the remarks which I have to make are made in justice to the Ontario Bank, whose action in dealing with the labourers and workmen employed on the Baie des Chaleurs Railway has been grossly misrepresented; they are made in the interest of the Dominion Government itself, which passed over to the Ontario Bank the subsidy of \$54,000 to which I shall afterwards allude; they are made in justice to the poor labourers and workmen employed on this railroad; they are made, I may say, in justice to myself, who gave the promise to the late Premier that the Ontario Bank would see such claims paid; and, I may add finally, they are made in what I conceive to be the interest of public morality itself. The Ontario Bank, of which I have the honour to be a director—

Some hon. MEMBERS. Hear, hear.

Mr. COCKBURN. Hon. gentlemen again manifest the same spirit. I say I am proud to be a director of that institution. I know of no institution that carries a prouder or more honourable name, and there are no gentlemen perhaps who would more willingly enter that institution than hon. gentlemen opposite. The Ontario Bank had, in the ordinary course of its business, agreed to make certain advances of a monetary character to Mr. Henry Macfarlane, a contractor, to enable him to complete the fifth and sixth sections of ten miles each of the Baie des Chaleurs Railway; and in