

placed those expenditures at \$12,000—not of bonuses or presents, but the actual cash expenditure, and any gentleman who is at all familiar with placing such a charter before the public and getting bonuses and assistance for it must be aware that very considerable sums of money have to be spent in promoting it. This company was acting in concert with a company known as the Ottawa, Waddington and New York Railway and Bridge Company. Authority had to be obtained at Washington for the bridge across the St. Lawrence; frequent visits had to be made there; the Secretary of War had to be consulted. It took two or three years before all this could be done, and it will be seen that \$12,000 or \$15,000 is a small item to cover that expenditure. The new company are not asked to pay that; they are simply asked that when they issue their bonds they shall hand over \$15,000 of those bonds to meet the actual disbursements of the people who were connected with the first venture. I ask hon. gentlemen to consider a moment whether that is a fair or reasonable proposition. There is no embarrassment about it. It does not saddle the company with any new debts. The new Board under the Bill are simply trustees or testators for the old, and it will not affect the credit of the company or embarrass it in any degree. I do not hesitate to say that there are widows interested in this case. If hon. gentlemen only knew the circumstance of this case—

HON. MR. ALMON—Are there any children?

HON. MR. SCOTT—No. Hon. gentlemen may smile, but if they knew the particulars—if they knew the circumstances of those widows of the two gentlemen who were connected with this road first, who for year in and year out worked hard for this enterprise to place it before the public, agitating for bonuses from the municipalities, and for right of way, and all these facts, surely they would consider them enough to justify the appeal that I now make to the House to consider whether my hon. friend's amendment is not a reasonable, fair and just proposition. The company are not asked to pay any money if the road does not go on; they do not contribute anything; but if they do issue their bonds, that they shall contribute

\$15,000 of the bonds to these parties. For this the promoters of the new charters will have obtained from the old company more than an equivalent.

The House divided on the amendment, which was lost on the following division:—

CONTENTS :

Hon. Messrs.

Haythorne,	Stevens,
McClelan,	Vidal,
Reesor,	Wark.—7.
Scott,	

NON-CONTENTS :

Hon. Messrs.

Abbott,	McKay,
Almon,	McKindsey,
Archibald,	McMillan,
Baillargeon,	McLaren,
Bolduc,	McDonald (Victoria),
Boulton,	Macfarlane,
Casgrain,	MacInnes (Burlington),
Chaffers,	Merner,
Cochrane,	Montgomery,
DeBlois,	Murphy,
Dever,	Pâquet,
Girard,	Perley,
Glasier,	Prowse,
Howlan,	Read (Quinté),
Kaulbach,	Reid (Cariboo),
Lewin,	Robitaille,
Lougheed,	Sanford,
McCallum,	Smith,
McDonald (C.B.),	Sullivan,
McInnes (B.C.),	Sutherland.—40.

The Bill was then read the third time, and passed.

BILLS INTRODUCED.

Bill (36) "An Act to confirm an Agreement between the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, and the Canadian Pacific Railway Company." (Mr. Perley.)

Bill (71) "An Act to incorporate the Brandon and South-Western Railway Company." (Mr. Boulton.)

Bill (17) "An Act to amend the Patent Act." (Mr. Abbott.)

The Senate adjourned at 6:10 p.m.