

The House went again into Committee of the Whole to consider certain proposed Resolutions respecting the granting of the subsidies therein mentioned to the Railway Companies, and towards the construction of the railways also therein mentioned.

(In the Committee.)

The following Resolutions were adopted :—

1. *Resolved*, That it is expedient to authorize the Governor in Council to grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per centum on so much of the average cost of the mileage subsidized as shall be in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile. The expression "cost" used in this resolution means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge forming part of the line of railway subsidized not otherwise receiving any bonus, and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway; the lines of railways being as follows, that is to say :—
  - To the Ottawa and New York Railway Company, for  $53\frac{87}{100}$  miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by 55-56 Victoria, chapter 5 . . . . . Revote.
  - To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston or a junction with the Grand Trunk Railway at Rideau or other point near Kingston to Ottawa, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5 . . . . . Revote.
  - For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the County of Queen's, N.B., not exceeding 30 miles, in lieu of the subsidy granted by 53 Victoria, chapter 2 . . . . .
  - To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by 55-56 Victoria, chapter 5 . . . . . Revote.
  - To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of 62nd mile subsidized towards Désert, in lieu of the subsidies granted by the Act 57-58 Victoria, chapter 4 . . . . . Revote.
  - To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite . . . . .
  - To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and five miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by the Act 57-58 Victoria, chapter 4 . . . . . Revote.
  - To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, County of Queen's, N.B., in lieu of the subsidy granted by 57-58 Victoria, chapter 4 . . . . . Revote.
  - To the Gulf Shore Railway Company, for  $5\frac{1}{2}$  miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick . . . . .