

Mr. DEWDNEY. That was the state of the case.

Mr. LAURIER. Then the office will be kept open at Edmonton, on the north side?

Mr. DEWDNEY. The main office is kept open on the north side. There is a temporary office, in a car loaned to us, on the south side, in order to obviate the necessity of men crossing the river. I received a telegram from there yesterday, stating that a delegate had arrived there with 20 settlers, that they had made entries on the south side of the river and were very well satisfied with the accommodation given them.

Motion agreed to; and House adjourned at 12.10 a.m. (Wednesday).

HOUSE OF COMMONS.

THURSDAY, 30th June, 1892.

The SPEAKER took the Chair at Eleven o'clock.

PRAYERS.

RESIGNATION OF MEMBER.

Mr. SPEAKER informed the House that he had received a communication from Robert Watson, Esq., resigning his seat as representative for the electoral district of Marquette.

Mr. SPEAKER also informed the House that he had issued his warrant to the Clerk of the Crown in Chancery to make out a new writ for the said electoral district.

KINGSTON PENITENTIARY—COAL CONTRACT.

Sir RICHARD CARTWRIGHT asked, Whether any contract for the supply of coal to the Kingston penitentiary has been granted, and if so, to whom, and at what rate per ton for the several qualities of coal supplied?

Mr. FOSTER. 1. Coal contract for Kingston penitentiary has been awarded. 2. To John Gas- kin. 3. American smiths, \$6 per ton, 30 tons; screened egg, \$4.30 per ton, 2,300 tons; Briar Hill, \$6 per ton, 50 tons; screened chestnut, \$4.30 per ton, 15 tons; Newcastle smiths, \$7 per ton, 10 tons.

I. C. R.—RECEIPTS AND EXPENDITURES.

Sir RICHARD CARTWRIGHT asked, What are the receipts and expenditures on the Intercolo- nial Railway to the 1st days of May and June in the years 1891 and 1892 respectively?

Mr. HAGGART. The receipts and expenditures are as follows:—

To 1st May, 1891.	
Receipts.....	\$2,504,285 07
Working expenses.....	3,021,269 26
Loss.....	\$ 516,984 19
To 1st May, 1892.	
Receipts.....	\$2,456,337 06
Working expenses.....	3,032,314 05
Loss.....	\$ 575,976 99

To 1st June, 1891.	
Receipts.....	\$2,739,238 61
Working expenses.....	3,278,986 63
Loss.....	\$ 539,748 02
To 1st June, 1892.	
Receipts.....	\$2,694,816 33
Working expenses.....	3,240,642 29
Loss.....	\$ 545,825 96

RAILWAY SUBSIDIES.

Mr. HAGGART moved that the House resolve itself, on Saturday next, into Committee of the Whole to consider the following proposed resolu- tions:—

1. *Resolved*, That it is expedient to authorize the Gov- ernor in Council to grant the subsidies hereinafter men- tioned to the railway companies, and towards the con- struction of the railways also hereinafter mentioned, that is to say:

To the Lake Erie and Detroit River Railway Company, for 58 miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company (provincial charter) by the Acts 53 Victoria, chapter 2, and 52 Victoria, chapter 3, \$224,000.

To the Ottawa, Arnprior and Parry Sound Railway Company, for 55 miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first 27½ miles out from Barry's Bay and not exceeding \$3,200 per mile on the second 27½ miles, nor exceeding in the whole \$264,000.

For a railway from a point on the Canadian Pacific Rail- way at or near Revelstoke to the head of Arrow Lake, for 25 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$80,000.

For a railway from the north end of the 11 miles for which a subsidy was granted by the 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600.

To the Monfort Colonization Railway Company, for 21 miles of their railway from Lachute or St. Jérôme west- ward, a subsidy not exceeding \$3,200 per mile, nor ex- ceeding in the whole \$67,200.

To the Ontario, Belmont and Northern Railway Com- pany, for 10 miles of their railway from the Belmont Iron Mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$32,000.

To the Montreal and Champlain Junction Railway Com- pany, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Vic- toria, chapter 3, a subsidy of \$15,100.

To the Buctouche and Moncton Railway Company, for 32 miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, nor exceeding in the whole \$35,480.

To the Cobourg, Northumberland and Pacific Railway Company, for 19 miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the sub- sidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$60,800.

For a railway from the parish of St. Rémi, in the County of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.

To the Inverness and Richmond Railway Company (or any other company undertaking the work), for 25 miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not ex- ceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted for the said railway company by 53 Victoria, chapter 2, and on the same conditions, nor exceeding in the whole \$80,000.

To the Nicola Valley Railway Company, for 25 miles of their railway from a point to the Canadian Pacific Rail- way, at or near Spence's Bridge towards Nicola Lake, \$80,000.