

35 cts. for the first half. See the enormous sum of money that that makes. The Federal Government on its part has granted a subsidy of \$3,200 per mile, and, to add to the misfortune, both Governments have consented to double up the subsidies for the second part of the road upon the first part. When we had the report that the first part was done we paid, as did the Federal Government, all the subsidies, so that the other half is now completely uncovered.

Not only that, but the railway not having been utilized nor worked for two years, the works are in a desperate state. The culverts threaten to disappear; the ties have been carried away sometimes by floods; and the embankment is not nearly as good as it was, as is easily understood. So that it would be necessary again to spend considerable money in order to put in good condition the part of the road upon which the doubling up has been done—that is to say, the part of the road upon which a double payment of the subsidies has been made. We have decided to make a new sacrifice. There still remain some thousands of dollars due to the workmen and to the farmers who have not been able to get paid in spite of the generosity of the Legislative Assembly at its last Session, as you will see by the statements which were read the other day before the House. We have not been able to pay everything, either because we had not enough money, and that is the principal reason, or because the proof of the claims arrived too late.

We ask you for a subsidy of 800,000 acres of land to finish this road over and above the \$50,000 to construct the bridge over the River Cascapedia. We hope to make an advantageous bargain with capitalists or with powerful companies. May Heaven grant that our hopes be realized this time, and that we shall not be deceived anew! But, in any event, we are going to redouble our precautions. We are going to act with more prudence than ever, and we are going to try and finish this railway as far as Gaspé Basin, in order to connect with the navigation of the Atlantic.

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EXHIBIT No. 62.

QUEBEC, 27th June, 1890.

C. HOLLAND, Esq.,  
 Manager of the Ontario Bank,  
 Toronto, Ont.

SIR,—Agreeable to your request, I beg to give the following information:

1. By an Order in Council of the 25th of November last, I was appointed special officer to pay, in discharge of the Baie des Chaleurs Railway Company or its representatives, the privileged claims against the 60 miles of that road covered by the sub-contract of Henry MacFarlane, out of the \$28,546 of subsidy remaining due by the Government of Quebec for that part of the railway;

2. That balance of subsidy was by the Government placed to my credit and out of that sum I have paid all the privileged claims, sworn to before the Commissioner and acknowledged by H. McFarlane or the other sub-contractors, which were presented to me for payment, comprising all proved and admitted claims for wages;

3. All proved claims for wages have been paid, except for the amount of \$2,150.07, which amount will be paid as soon as all the necessary formalities are fulfilled.

Yours very humbly,  
 J. C. LANGELIER.

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