

way companies by this Bill, the details having been already announced to the public. I may say that these subsidies are limited to companies whose rights to a subsidy are now expiring. Those that have expired for a year or more will not come within the provisions of this Bill; it is practically a revote. The mileage is very much smaller than usual, because the subsidies are limited to a few subsidiary roads.

Hon. Mr. LANDRY—What is the total?

Hon. Mr. SCOTT—I have not made it up, but the mileage of all these railways is less than 400 miles.

Hon. Mr. LANDRY—What is the amount?

Hon. Mr. SCOTT—The amount is \$3,200 per mile, with the provision that if the cost exceeds \$15,000 per mile, for such portion in excess of \$15,000 they get a proportion in excess of \$3,200 not to exceed \$6,400 altogether.

Hon. Mr. DeBOUCHERVILLE—What is the total amount?

Hon. Mr. SCOTT—I cannot tell the amount, but the total length is about 400 miles. The mileage of many of them is very short, running from a mile and one-half to eighty miles.

Hon. Mr. LANDRY—We are asked to swallow this Bill without knowing a word about it, although we are voting away subsidies to the amount of \$2,560,000.

Hon. Mr. SCOTT—Oh, no.

Hon. Mr. LANDRY—Perhaps a little more.

Hon. Mr. SCOTT—No, not nearly as much as that.

Hon. Mr. LANDRY—That is what the subsidies would amount to at the rate of \$6,400 per mile.

Hon. Mr. SCOTT—That is the maximum rate, which will only apply to small portions of them. The rate is \$3,200 per mile.

Hon. Mr. LANDRY—Are there any railways included in that list that were not included in the subsidies voted last year?

Hon. Mr. SCOTT—Only those voted last year and not all of those, because any that have not been entitled to a subsidy within a year past are not included. In some cases the time is expiring in the month of August.

Hon. Mr. SCOTT.

They have been commenced, and it is only fair and reasonable that there should be an extension. In some cases the right will not expire until next year, and it gives them a couple of years longer; but any companies that became entitled to a subsidy and allowed the subsidy to expire over a year ago, are not included in this list.

Hon. Mr. LANDRY—Have any of these been partially paid?

Hon. Mr. SCOTT—I do not think so. I move that the Bill be read the second time.

The motion was agreed to, and the Bill passed through its final stages.

BOUNTIES ON LEAD ACT FURTHER AMENDMENT BILL.

FIRST, SECOND AND THIRD READINGS.

A message was received from the House of Commons with Bill (No. 175) An Act to amend an Act passed in the present session, and intituled an Act further to amend the Act providing for the payment of bounties on lead contained in lead bearing ore mined in Canada.

The Bill was read the first time.

Hon. Mr. SCOTT moved the second reading of the Bill.

Hon. Mr. LANDRY—I thought we had already passed that Bill?

Hon. Mr. SCOTT—So we had, but there was an error that was overlooked in this chamber. We could not go back to consider the Bill. It was intended to apply to the past, because some of the subsidies had been earned before the fiscal year terminated. The gentleman who drafted it thought it was wide enough, that the word 'any' would include what had already been done, but when I saw it last evening, I said, no I did not think it would, and I sent for the law clerk and told him he had better draft a short Bill and send it to the House of Commons because the Bill we had passed was not broad enough.

The motion was agreed to, and the Bill passed through its final stages.

COMPANIES ACT AMENDMENT BILL—COMMONS AMENDMENT CONCURRED IN.

Hon. Mr. SCOTT moved concurrence in the amendment to Bill (164) An Act to amend the Companies Act 1902.