

Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows:—

“1. It shall be lawful for the Lieutenant Governor in Council to grant the subsidies hereinafter mentioned to aid the construction of the railways hereinafter enumerated, or to the railway and other enterprises, to wit:—

	Total Subsidies in Money.	Total Subsidies in Lands.
	\$ cts.	Miles.
1. To contribute to the cost of constructing the bridge to be built over the Grand Cascapediack River, on the Baie des Chaleurs Railway, a subsidy not exceeding in all.....	50,000 00	
(Upon condition that the said bridge be built at the place fixed by the Lieutenant Governor in Council, who may order that such bridge be built for the passage of vehicles and foot passengers, as well as for the passage of railway trains, if he deems it in the public interest.)		
2. To aid in completing and equipping the Baie des Chaleurs Railway, throughout its whole length, for the part not commenced and that not finished, about 80 miles, going to or near Gaspé Basin, a subsidy of ten thousand acres of land per mile, not to exceed in all.....		800,000
(Payable to any person or persons, company or companies, establishing that they are in a position to carry out the said works and to supply the rolling stock for the whole road and keep it in good working order, and also upon condition that the balance of the privileged debts due by the Baie des Chaleurs Railway Company be paid, the whole to the satisfaction of the Lieutenant Governor in Council).		

EXHIBIT No. 61.

(Translation.)

EXTRACT from the Speech of the Honourable Mr. Mercier, upon a motion for the production of papers relating to the Baie des Chaleurs Railway, made by F. A. Carrier, 21st November, 1890.

EVENING SITTING, 20th November, 1890.

Leaving the poetic side I now come to the practical side of the question. It is perfectly useless to try and have any illusions about this. That country is beautiful, that country is rich, and only asks the aid of the Province in order to develop its resources and to render its population happy.

Everybody remembers the touching accord which took place at the last session when the House unanimously authorized the Government to pay a sum of \$20,000 to those poor workmen on the railway who had not been paid.

I wish that every member had time to read the sad romance which is about to be laid before the House. One finds there a recital of the most lamentable state of affairs. Poor workmen who have nothing but their work for their means of livelihood, and who in the month of March last had not received their wages for the last two months, the only thing upon which they could count for the subsistence and nourishment of their families. This money which had been paid by the Province, counting that it would serve to pay legitimate privileged debts, had been in the fob of speculators. More than that: the farmers over whose lands the road passed had not been paid, and in vain did they demand what was due to them. They were answered by being put out of the door of the company's office. And I remember one case in particular. A poor fisherman who had only a lot of land, which was almost wholly taken by the railway, finding it impossible to make anything out of the little morsel which remained to him, came to see me, and said to me: "This is my position. I had a little bit of land from which I harvested the necessary products,