

TUESDAY, 29th June, 1897.

The said Resolutions were reported, read the second time, and agreed to.

A Message was received from the Senate, agreeing to the following Bills, without any amendment, viz.:—

Bill No. 141, an Act respecting Cold Storage on Steamships from Canada to the United Kingdom and in certain cities in Canada ;—and

Bill No. 110, an Act to incorporate the Montreal and Southern Counties Railway Company.

The House went 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 Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the Province of Quebec, to Hawkesbury, in the Province of Ontario.....

To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River ; provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the Company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the Government.....

2. *Resolved*, That it is expedient to authorize the Governor in Council to grant the subsidies hereinafter mentioned to the Railway Companies, and towards the construction of the railways also hereinafter mentioned, that is to say :—

To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last 5 miles of the Company's railway ; the eastern terminus to be either at the Village of Bancroft or some point near the Hastings Road, in the Township of Herschell, in lieu of the subsidy granted by the Act 56 Victoria, chapter 2, not exceeding in the whole.....

\$16,000 00

To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per centum upon the amount expended thereon, not exceeding.....

52,500 00