

existence, and available, the muster rolls of these corps and companies that were actually called out, and who did active service. From evidence of that kind I have no doubt the government were able to distribute the medals to those who were entitled to them. The people who were entitled to medals, and who are still living I should consider would be the ones entitled to the \$100. The language of the Act is clear enough; it speaks of those who were enrolled in a militia corps, and who were called out for active service.

Hon. Mr. WATSON—What about the men I have just referred to who took up arms and defended their country when they were not enrolled?

Hon. Mr. DANIELS—They would not come under this Act.

Hon. Mr. WATSON—They should.

Hon. Mr. TAYLOR—You can take that point up next year.

Hon. Mr. DANIELS—If there is a claim of that kind it would be a good thing to put it in and have it considered. The wording of the Act is plain enough to cover the people who are called out, and who went into active service, even if they did not engage in any active fighting.

The Bill was then read a third time.

#### THE RAILWAY SUBSIDIES BILL.

##### THIRD READINGS.

Hon. Mr. LOUGHEED moved the third reading of Bill (183) An Act to authorize the granting of subsidies in aid of the construction of the railways and bridges therein mentioned. He said: This is what may be said to be the Railway Subsidies Bill. I find that the total subsidies, if all were earned, and on the basis of \$6,400 a mile would be \$21,648,000. If only \$3,200 a mile be earned it would be half of that, \$10,824,000. The Subsidy Bill consists of a re-vote amounting to \$11,550,200.

Rt. Hon. Sir RICHARD CARTWRIGHT—Does the Bill state which are re-votes?

Hon. Mr. LOUGHEED—The Bill has been distributed. The new vote represents, if

earned, \$10,092,800. The re-vote represents 1,803 miles of road. The new vote represents 1,574 miles of road; in all a total of 3,377 miles.

Rt. Hon. Sir RICHARD CARTWRIGHT—Can you give us the several new votes?

Hon. Mr. LOUGHEED—Yes.

Rt. Hon. Sir RICHARD CARTWRIGHT—The new votes are what I want particularly. It is a pity they do not divide these giving the re-votes first and then the new votes by themselves.

Hon. Mr. LOUGHEED—It would have been very much more desirable. The first twenty votes in the Bill are the re-votes, and the balance are the new votes. The new votes begins at the Fredericton Grand Lake Coal and Railway Company.

Rt. Hon. Sir RICHARD CARTWRIGHT—Are the rest all new?

Hon. Mr. LOUGHEED—Yes, the rest are new. The bridges represent \$936,000.

Rt. Hon. Sir RICHARD CARTWRIGHT—Look at No. 28; that is not to exceed 200 miles?

Hon. Mr. LOUGHEED—This line has been constructed from St. Lévis on the Intercolonial, and is in operation for about 35 miles. The subsidy is for a continuation of the construction from the terminus to the Gaspé Basin; it would serve the interior of the Gaspé peninsula which is at present without railway facilities, and it will open up pulp limits, &c. The estimated cost per mile is \$23,564. It is also regarded as a feeder to the Intercolonial railway, and will help the freight tonnage of that road.

Rt. Hon. Sir RICHARD CARTWRIGHT—We have had applications for a line there before, a good many times, but nothing has come of them.

Hon. Mr. LOUGHEED—Thirty-five miles is in operation. The road is under construction; the object is to assist the construction to the terminus at Gaspé Basin.