

chapter 34 of 1904, section 2, item 3, not exceeding in the whole 80 miles.

(11) For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 48, not exceeding 200 miles.

(12) For a line of railway from Roberval westward towards James Bay, in lieu of the subsidies granted by chapter 57, of 1903, section 2, item 11 and 52, not exceeding 10 miles.

(13) To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George, not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec Bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.

(14) To the Western Alberta Railway Company for a line of railway from Shediac to United States boundary, west of range 21, northwesterly towards Anthracite, in the province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.

(15) To the Shediac and Coast Railway Company for a line of railway from Shediac to Shemogue and towards Cape Tormentine in Westmoreland county, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.

(16) For a line of railway from St. Constant in the county of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the international boundary line on the Delaware and Hudson Railway (Grand Trunk), in lieu of the 19 and 12 mile subsidies granted by chapter 7 of 1899, section 2, item 10, and chapter 4 of 1894 respectively, not exceeding 28 miles.

(17) To the Lake Superior, Long Lake and Albany Railway Company for a line of railway from Peninsula Harbour in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 76, not exceeding 10 miles.

(18) For a line of railway from Owen Sound in the province of Ontario to Meaford, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.

(19) To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.

(20) To the Lotbinière and Megantic Railway Company for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.

(21) For a line of railway from a point on the Quebec and Lake St. John Railway near the River Jeannotte, to La Tuque, on the St. Maurice river, in lieu of the subsidy granted by chapter 57, of 1903, section 2, item 57, not exceeding 35 miles.

(22) To the Halifax and Southwestern Railway Company for a line of railway from a point at or near Halifax to a point at or near Barrington Passage (except that part east of Bridgewater which formerly formed part of the line of the Central Railway), in lieu of the 68, 77 and 35 miles of subsidies granted by chapter

57 of 1903, section 2, items 23 (a) and (b), and item 75, respectively, not exceeding 185 miles.

(23) To the Bay of Quinté Railway Company for a line of railway from a point at or near the village of Tweed, thence northwesterly to a point at or near the village of Bannockburn, in the county of Hastings, being a revote in part of the subsidy granted by chapter 7 of 1899, section 2, item 45, and in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 37, not exceeding in all 20 miles.

(24) For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 32, not exceeding 75 miles.

(25) For a line of railway from the station of Lac Bouchette, on the Quebec and Lake St. John Railway, to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.

(26) For a line of railway from Debert station, on the Intercolonial Railway, to Debert Coal Mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding 4½ miles.

(27) For a line of railway from a point at or near Toulon, to a point on the Icelandic river, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.

(28) To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.

(29) To the Quebec and Lake St. John Railway Company for a line of railway from Roberval to the government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.

(30) For a line of railway from Truro northerly towards Brulé, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.

(31) To the Kootenay Central Railway Company for a line of railway from Golden towards the international boundary line via Windermere and Port Steele, and crossing the Crow's Nest Railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 66, not exceeding 186 miles.

(32) To the Brockville, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892 the whole not exceeding \$86,000, being a revote of the subsidy granted by chapter 4 of 1894.

(33) For a line of railway from Jonquières to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.

(34) For a line of railway from St. Rose via the east side of Lake Ainslie to or towards Orangedale on the Intercolonial Railway, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway at or near Mines Road station to the wharf at

Mr. EMMERSON.