

	towards Shelburne and Lockeport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$112,000 00
23.	To the Inverness and Richmond Railway Company, for 25 miles of their railway, from a point at or near the Strait of Canso towards Cheticamp, in lieu of the subsidy granted by 57-58 Victoria, chapter 4, for a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	80,000 00
24.	For a railway from Lime Ridge, in the County of Wolfe, in the Province of Quebec, northerly through the County of Wolfe and into the County of Megantic, a distance not exceeding 50 miles from Lime Ridge, in lieu of the subsidy granted by 57-58 Victoria, chapter 4, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	160,000 00
25.	To the Kingston, Napanee and Western Railway Company, for 20 miles of their railway, being extensions, additions or branches in the Counties of Peterboro', Hastings, Addington, Frontenac or Leeds towards iron or other mines or mineral lands, payable in instalments regulated by the length of each of the said extensions, additions or branches, the balance remaining unpaid of the subsidy granted by 55-56 Victoria, chapter 5, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole	59,667 20
26.	To the Joliette and St. Jean de Matha Railway Company, for 20 miles of their railway, from St. Félix de Valois to Ste. Emélie de L'Energie, in lieu of the subsidies granted by 57-58 Victoria, chapter 4, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000 00
27.	For a railway from St. John to Barnesville, for a distance of 10 miles, in lieu of the subsidy granted by 57-58 Victoria, chapter 4, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	32,000 00
28.	For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, in lieu of the subsidy granted by 57-58 Victoria, chapter 4, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000 00
29.	To the Irondale, Bancroft and Ottawa Railway Company, for 50 miles of their railway, from the Victoria Branch of the Midland Railway to a point at or near the Village of Bancroft, in the County of Hastings, the balance remaining unpaid of the subsidy granted by 56 Victoria, chapter 2, a subsidy not exceeding in the whole	145,000 00
30.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by 47 Victoria, chapter 8, provided the Ottawa River is crossed at some point not east of Lapasse, in lieu of the subsidy granted by the 57-58 Victoria, chapter 4, a subsidy not exceeding in the whole	73,172 00
31.	Towards the restoration or renewal of the railway bridge on the South Eastern Railway over the Yamaska River at Yamaska, in lieu of the subsidy granted by the 57-58 Victoria, chapter 4, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole	50,000 00
32.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the International Boundary between the Province of New Brunswick and the State of Maine, 26 miles, in lieu of the subsidy granted by 57-58 Victoria, chapter 4, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	83,200 00
	2. That the subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such com-	