

F. Dugas,
F. Vanasse,
Joseph Tassé,
P. E. Grandbois,

Thomas McGreevy,
L. L. L. Desaulniers,
Jos. G. Bossé,
L. H. Massue,

C. B. Blondeau,
P. Fortin,
J. B. Daoust.

OTTAWA, 1st May, 1883.

SIR,—I have the honor, by direction of Sir Leonard Tilley, to enclose herewith the Petition of E. Beaudet, Esq., Vice-President of the Lake St. John Railway, and to say, that the Act of last Session, 45 Vic. cap. 14, granting a subsidy to the Railway, may be amended by \$176,000, on the grounds that the line will be, on completion, 25 miles more than was estimated, and it is necessary to build a branch of 30 miles more. Sir Leonard wishes the Minister of Railways to take the matter into consideration.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, Esq., Secretary Railways and Canals.

M. COURTNEY.

Memorandum.

OTTAWA, 17th May, 1883.

The undersigned has the honor to represent that by an Act passed last Session, 45 Vict., ch. 14, authority was given for the grant of a subsidy towards the construction of a line of railway from St. Raymond to Lake St. John in the Province of Quebec, such subsidy not to exceed \$3,200 a mile, nor in the whole \$384,000;

That under an Order in Council dated 23rd of March last authority has been given for entering into contract with the Quebec and Lake St. John Railway Company with a view to its subsidy under the said Act, no contract has, however, yet been signed;

That under date the 25th ultimo, the Quebec and Lake St. John Railway Company have made representations to the effect that while the aforesaid Act duly provided for the terminal points of the subsidized line, the estimate, as formed upon the distance which their proposed road would traverse, is erroneous and the amount insufficient, such distance being, they state, 145 miles in place of 120 miles, the distance contemplated in the Act, they ask accordingly that such additional subsidy may be granted as will cover the difference;

The undersigned recognizing the intention of the Act to have been the grant of a subsidy over the whole distance, recommends that the approval of Parliament be sought to the grant of a further subsidy to this Company over and above that provided for by the Act 45 Vic., ch. 14, such further subsidy to be \$3,200 a mile for an additional distance of twenty-five miles, not exceeding the sum of \$80,000.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

BAIE DES CHALEURS RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile for 100 Miles from Matapedia to Paspébiac, not exceeding in all \$320,000.

MONTREAL, 22nd December, 1882.

SIR,—Having received instructions from you to explore the country and report on the merits of the proposed Baie des Chaleurs Railway, I have the honor to submit the following Report:—

The object of this enterprise is to provide railway facilities for the Counties of Bonaventure and Gaspé, in the Province of Quebec, by a line connecting with the Intercolonial Railway at Matapedia or Campbellton, and running along the north shore of the River Restigouche and Bay des Chaleurs by the most practicable route to Paspébiac harbor for the first division, thence to be continued to Gaspé Basin.

A charter was granted by the Provincial Government in 1872, and also a subsidy of 10,000 acres of land per mile, afterwards changed to a cash subsidy, which was forfeited by the lapse of time fixed for the prosecution of the work.