

Dominion Railway and Bridge Subsidies.

The resolutions introduced in the House of Commons early in July by the Minister of Railways, respecting the aiding of Railways, & which were adopted, were as follows:—

That it is expedient to authorize the Governor-in-Council to grant a subsidy of \$3,200 a 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 a mile for the mileage subsidized, & 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 a mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 a mile of 50% on so much of the average cost of mileage subsidized as shall be in excess of \$15,000 a mile, such subsidy not exceeding in the whole \$6,400 a mile. The expression "cost" used in this resolution means the actual, necessary & reasonable cost & shall include the amount expended upon any bridge, up to & not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals & right of way of the railway in any city or incorporated town; & such actual, necessary & reasonable cost shall be determined by the Governor-in-Council, upon the recommendation of the Minister of Railways & Canals, & upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the railway for which payment of subsidy is asked, & careful inquiry into the cost thereof, & that in his opinion the amount upon which the subsidy is claimed is reasonable & does not exceed the true, actual & proper cost of the construction of such railway.

Instead of giving the list of lines in the order of the resolutions we have arranged them by provinces, which is more convenient.

NOVA SCOTIA.

From Lockeport, to Sable River, or other convenient point of railway connection, not exceeding 20 miles, \$64,000.

Inverness & Richmond Ry., for extension northward from Broad Cove towards Cheticamp, not exceeding 40 miles, \$128,000.

From Bridgetown to Victoria Beach, not exceeding 30 miles, \$96,000.

From the Intercolonial Ry., Pictou Branch,

to Kempton, not exceeding 4½ miles, \$14,400. From Brazil Lake on the Dominion Atlantic Ry., to Kentville, not exceeding 11 miles, \$35,200.

From Halifax towards the Central Ry. of N.S., in the County of Lunenburg, in addition to the 20 miles authorized by 62-63 Vic., chap. 7, not exceeding 20 miles, \$64,000.

NEW BRUNSWICK.

Restigouche & Western Ry., in addition to the 15 miles subsidized by 62-63 Vic., chap. 7, on the easterly section of the line, & in continuation from the westerly end of that 15

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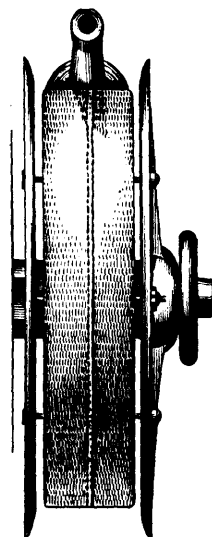
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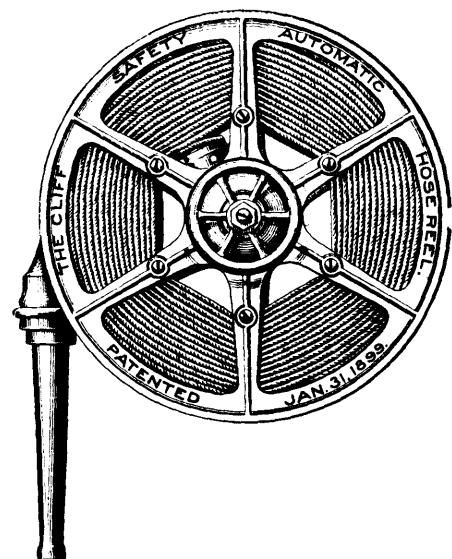
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