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Dominion Railway and Bridge Subsidies.

The resolutions introduced in the House of Commons, Oct. 6, by Hon. W. S. Fielding, acting Minister of Railways, respecting the aiding of railways, and which were adopted, were as follows:—

The Governor-in-Council may grant a subsidy of \$3,200 per 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 per mile for the mileage subsidized, and 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 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent. on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

NOVA SCOTIA.

Debert to I.C.R.—For a line from Debert station on the Intercolonial Railway to Debert coal mine, not exceeding $4\frac{1}{2}$ miles, in lieu of the subsidy granted by chapter 8 of 1900, item 29 of section 2.

Halifax and Southwestern Ry. Co.—For the following lines of railway: (a) for a line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 62 miles; (b) for a line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 83 miles; (c) for a line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles; (d) for a line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles. The subsidies to the said lines of railway being granted in lieu of the subsidies granted by chapter 7 of 1899, items 17, 18, 35 and 36 of section 2, by chapter 8 of 1900, items 26 and 40 of section 2, and also chapter 7 of 1901, items 5 and 23 of section 2, respectively.

Inverness Ry. and Coal Co. (Formerly the Inverness and Richmond Ry. Co., Limited).—For 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.

Mabou and Gulf Ry. Co. (Limited).—For a line from Mabou coal mines to a point at or near Glendyer, thence to Orangedale on the

Intercolonial Railway, not exceeding 34 miles, a revote of subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.

Middleton and Victoria Beach Ry. Co. (Limited).—For a line from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by chapter 8 of 1900, section 2, item 28, and chapter 7 of 1901, section 2, item 21.

Minudie.—For a line from a point on the Joggins Ry., near River Herbert railway

in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 19.

NEW BRUNSWICK.

International Ry. Co. of New Brunswick (formerly the Restigouche and Western Ry. Co.)—For a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, chapter 7 of 1899, item 42 of section 2, and chapter 8 of 1900, item 22 of section 2.

Shediac and Coast Ry. Co.—For a line from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland county, not exceeding 38 miles, in lieu of subsidy granted by chapter 8 of 1900, item 25 of section 2.

St. John Valley Ry. Co.—For a line of railway from a point on the C.P.R. at or near Welford or Westfield, or between said two points to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.

Woodstock to the U.S. Boundary.—For a line from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.

QUEBEC.

Joliette to Lake Manuan.—For a line from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.

Jonquière to La Bale des Ha Ha.—For a line not exceeding 20 miles, in lieu of subsidy of 12 miles granted by chapter 7 of 1899, item 21 of section 2.

Lime Ridge Northerly.—For a line from Lime Ridge northerly through the county of Wolfe into the county of Megantic, not exceeding 50 miles, being a revote of subsidy granted by chapter 4 of 1894.

Montfort and Gatineau Colonization Ry. Co.—To extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of subsidy granted by chapter 8 of 1900, item 31 of section 2.

Ottawa, Northern and Western Ry. Co.—For that portion of its line from a point at the east end of the Hull station yard of the C.P.R. to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway into and through the city of Hull from a point on the Ottawa and Gatineau Ry., now the Ottawa, Northern and Western Ry., not exceeding $1\frac{1}{4}$ miles, in lieu of the subsidies



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bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.

Nova Scotia Eastern Ry. Co. (Limited).—For a line from New Glasgow to Country Harbour and Guysborough, and from a point on the said railway to Mulgrave, not exceeding 116 miles, in lieu of the subsidies of 40 and 80 miles granted by chapter 7 of 1901, items 4 and 1, respectively, of section 2.

Wolfville to Minas Basin.—For a line from a point at or near Wolfville on the Dominion Atlantic Ry. to the Government pier on the Basin of Minas, not exceeding one mile, in