

6. That the Company will, upon and after the completion of the said line of railway and works appertaining thereto, truly and faithfully keep and maintain the same, and the rolling stock required therefor, in good, sufficient, working and running order, and shall continuously and faithfully operate the same.

7. That the Company will build, construct and complete the said line of railway and works appertaining thereto, in all respect in accordance with the specifications hereto annexed marked "A" and upon a line of location to be approved of by the Governor in Council.

8. That the granting of the said subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway, as the Governor in Council may determine.

9. And that the said line of railway and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real, of every character, shall, upon completion of said line of railway and works appertaining thereto, be the property of the Company.

In witness whereof the International Railway Company have caused their corporate seal to be affixed hereto, and these presents to be signed and the Acting Minister of Railways and Canals hath hereunto affixed and set his hand and the seal of the Department of Railways and Canals, and the Secretary of the said Department hath also countersigned the same.

Signed by the Vice-President of the said Company, the corporate seal of the Company having been hereto affixed in presence of

E. J. BROOKS,  
*Vice-President.*

[L.S.] A. F. SIMPSON,  
F. W. W. BOWEN.

Signed and sealed by the Acting Minister and by the Secretary of the Department of Railways and Canals, in presence of

J. H. POPE,  
*Acting Min. of Rys. and Canals.*

H. A. FISSIAULT,  
L. H. FILTEAU.

A. P. BRADLEY, [L.S]  
*Secretary.*

#### A.—SPECIFICATIONS AND DESCRIPTIONS.

1. The railroad shall be a single-track line, with guage four feet eight and one-half inches, with necessary sidings.
2. The alignments, gradients and curvature shall be the best the physical features of the country will admit of—the maximum grade of the trunk line not to exceed eight feet to the mile, and the minimum curvature not to be of less radius than 955 feet.
3. In all wooded sections the land must be cleared to the width of fifty feet on each side of centre of line; all brush and logs must be completely burnt up, and none thrown upon the adjacent lands.
4. All stumps must be grubbed out within the limits of cuttings under three feet in width, or embankments less than two feet in depth.
5. All stumps must be close cut where embankments are less than four-feet and more than two feet in height.
6. Through settlements the railway must be enclosed with substantially built legal fences.
7. Road crossings, with cattle guards and sign board, shall be provided wherever required.
8. The width of cuttings at formation shall be twenty feet, embankments sixteen feet.
9. Efficient drainage must be provided either by open ditches or open dra in.