

To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway from St. Jean des Chaillons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$48,000.

For a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, 25 miles, in lieu of the subsidy granted by 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$80,000.

To the Philipsburg Junction Railway and Quarry Company, for 6 75-100 miles of their railway from Stanbridge Station to Philipsburg, in the County of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$21,600.

To the Kingston, Napanee and Tamworth Railway Company, for 3 miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole \$9,600.

For a railway from Cape Tormentin towards Murray Bay, 20 miles, in the Province of Quebec, in lieu of the subsidy granted by 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$64,000.

For a railway from Truro, or a point between Truro and Stewiacke, to New Port or to Windsor, in the Province of Nova Scotia, for 49 miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$156,800.

To the Restigouche and Victoria Railway Company, for 15 miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$48,000.

For a railway from St. John to St. Rosalie, 32 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$102,400.

For a railway from St. Placide to St. Andrews, 8 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$25,600.

For a railway to complete the connection between Sydney and Louisburg, in the County of Cape Breton, for 28 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$89,600.

To the Belleville and Lake Nipissing Railway Company, for 20 miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted, 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$64,000.

To the Kingston, Smith's Falls and Ottawa Railway Company, for 56 miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 53 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of 3½ per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding 21 years, as the company may elect, which represents a grant, in cash, of \$179,200.

Provided that upon the completion of 28 miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole 56 miles: Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000.

In consideration whereof there shall be paid to the company for such period, not exceeding 20 years, as the company may elect, a semi-annual annuity calculated on a basis of 3½ per cent on the amount so deposited: Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security, for any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy to the Kingston, Smith's Falls and Ottawa Railway shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the 28 miles of railway, and each subsequent payment at the end of six months thereafter, for the term of 20 years or less.

To the St. Catharines and Niagara Central Railway Company, for 20 miles of their railway from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the Province of Ontario, in lieu of the subsidy granted by the

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Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$64,000.

For a railway from Woodstock towards Centreville, 20 miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$64,000.

To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the 53 Victoria, chapter 2, nor exceeding in the whole \$96,800.

For a railway connecting the works of the New Glasgow Iron, Coal and Railway Company with the Intercolonial Railway at Eureka, for 12½ miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$40,000.

To the Thousand Islands Railway Company, for 13 miles of their railway from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the Province of Ontario, in lieu of the subsidy granted by 53 Victoria, chapter 3, for this section of road, a subsidy not exceeding \$3,200 per mile; also the balance remaining unpaid of the subsidy granted by the same Act for 4 miles of their railway from a point near the St. Lawrence River, in the Gananoque Village, to Gananoque Junction of the Grand Trunk Railway, not exceeding \$3,200 per mile, nor exceeding in the whole \$44,000.

To the Manitoulin and North Shore Railway Company, for 30 miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$96,000.

To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from the end of subsidy granted by 53 Victoria, chapter 2, at junction of Midland Railway to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$51,200.

For 75 miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to a junction at or near New Germany on the Nova Scotia Central Railway and to Annapolis, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy to the like amount granted by 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool towards Annapolis, nor exceeding in the whole \$240,000.

To the Kingston, Napanee and Tamworth Railway Company, for 20 miles of their railway, being extension in the Counties of Hastings and Addington towards the iron deposits, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$64,000.

To the St. John Valley and Rivière du Loup Railway Company, for 15 miles of their railway from the north end of the line subsidized by the 53 Victoria, chapter 2, to the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$48,000.

To the Cobourg, Northumberland and Pacific Railway, for 30 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$96,000.

To the Ottawa, Arnprior and Parry Sound Railway Company, for 30 miles of their railway from Eganville to Barry's Bay, in lieu of the subsidy granted by 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$96,000.

To the Ottawa, Arnprior and Parry Sound Railway Company, for 32 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$70,400.

To the Lake Temiscamingue Colonization Railway Company, for 35 miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$112,000.

To the Temiscouata Railway Company, for 12 miles of their railway from the north end of the section of the St. François Branch, subsidized by the 51 Victoria, chapter 3, being the first 12 miles on the section subsidized by the 51 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, nor exceeding in the whole \$21,600.