

Among the questions which Mr. Charles Langelier was instructed by the Government to enquire into on the spot was that of the selection of the best site for the principal station of this railway at Maria, in the Township of that name. A number of petitions with other documents in support were addressed to your Department in the fall of 1888 by the great majority of the residents of that parish, protesting against the decision arrived at by the Company to erect its station on the property of Mr. Giroux to the westward, instead of building on a site claimed to be more suitable on ground to the eastward of Church road, and this, notwithstanding the numerous representations and protests made to the Company by what seems to be the majority of the ratepayers of the locality. On the other hand, the Company sent in counter petitions signed by many residents of the same place and of Irishtown, the adjoining locality, with documents in support, to justify the choice made by the Company of M. Giroux's property for the erection of its station. Messrs. L. A. Vallée and James Cadman, engineers, were instructed by you to make a personal examination on the spot in order to fit themselves to properly decide upon the merits of the arguments put forward on one side and the other in favour of the most advantageous site for the construction of this station. In the reports which they submitted to you in February last, of the result of their inspection, they both pronounced in favour of the ground to the east of the Church road, as offering the most central and favourable site in an engineering point of view, and best suited for the general interests of the locality. On his part, the Managing Director of the Company placed in your hands the written opinion of Engineers and other competent persons in favour of the site on Mr. Giroux's land chosen by the Company for the erection of its principal station, the Company further invoking the fact that it has built a station at Patricktown, at a distance of a few miles from the first, and that it has thus better subserved the general interests of the Township of Maria than if it had erected a single station on the ground to the east of the Church road as originally requested. In the supplementary report shortly to be made to the Government by Mr. Charles Langelier on the result of his investigation of all the difficulties that have arisen in connection with this railway, he will, doubtless, not fail to express his opinion on the subject of the site of this station at Maria, as well as on the other disputed points submitted for his examination.

TABLE C.

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STATEMENT of payments made by the Treasury Department, on reports prepared by the Director of Railways, on account of the Subsidies in money and lands (the latter converted into money) under the authority of the Acts 45 Vic., chap. 23, and 51-52 Vic. 91, respectively, from 1st January to 31st December, 1889.

Dates of Orders in Council and payments made by the Treasury.	Nos. of Orders in Council.	Names of Railway Companies.	No. of additional miles completed between 1st January, 1889, and 31st December, 1889.	Amounts paid on account of money subsidies.	Amounts paid on account of subsidies in land converted into money (1st 35 cents.)
				\$ cts.	\$ cts.
Jan. 12, 1889	22	<i>Paid to the different following.</i> Baie des Chaleurs:—For the value of supplementary works done on the first 50 miles and the 10 miles additional between Metapedia and Paspebiac	10·00	61,485 50