

or some point on the Delaware & Hudson (Grand Trunk), in the parish of St. Valentine, not exceeding 19 miles, of which 12 miles is a re-vote.

For a railway between Pontypool and Bobcaygeon, via Lindsay, Ont., not exceeding 40 miles, 32 miles re-vote.

Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Que., in lieu of the subsidy granted by 60-61 Victoria, chapter 4, not exceeding nine miles.

Portage Du Fort and Bristol Branch Railway Company, for a branch line on the Pontiac Pacific Junction Railway, at or near the village of Quyon, towards the village of Portage Du Fort, Que., not exceeding 15 miles, in lieu of the subsidy granted by 60-61 Victoria, chapter 4—Re-vote.

Oxford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman, to Waterloo, not exceeding 13 miles; 4½ miles re-vote.

Atlantic and Lake Superior, from Coplin to Paspebiac, Que., not exceeding 30 miles.

United Counties, from St. Robert Junction to Sorel, 6½ miles, and from Mount Johnson to St. George station, 1 mile, not exceeding 7½ miles.

For a railway from a point on the Central Railway, County of Lunenburg, N.S. to Liverpool, via Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles—Re-vote.

For a railway from Indian Garden, Queen's County, N.S., to Sherbourne, a distance of 35 miles—Re-vote.

The subsidy which the Ontario and Rainy River Railway Company is entitled to receive, under chapter 4, 60-61 Victoria, shall be \$6,400 per mile, for the 80 miles provided for in the said Act.

Bay of Quinte Railway Company, for such extension, not exceeding \$3,200 per mile, for 10 miles, not exceeding in the whole \$32,000—Re-vote.

Quebec and Lake St. John Railway Company, for 12 miles, from end of their line at Deep Water, on the Chicoutimi branch, to Ha Ha Bay, in lieu of the subsidy granted by chapter 4, of 1894.

For a line of railway from Hawkesbury, Ont., to South Indian, not exceeding 35 miles.

For a railway from Sault Ste. Marie, Ont., towards Michipicoton river and harbor, and to main line of Canadian Pacific Railway, not exceeding 40 miles.

For a branch line from the main line of the Ottawa, Arnprior and Parry Sound Railway, to the town of Parry Sound, Ont., not exceeding five miles.

For a railway from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ont., not exceeding 20 miles.

For the extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ont., not exceeding 28 miles.

To the South Shore Railway Company, from Sorel Junction, along the south shore of Lotbiniere, Que., a distance not exceeding 82 miles.

Massawippi Valley Railway Company, for an extension to Stanstead Plain, Que., not exceeding 2½ miles.

For a railway from Port Hawesbury, on the Strait of Canso, to Caribou Cove, N.S., a distance of 10 miles.

For a railway from Fort Frances, Ont., westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles.

To the General Railway Company, of New Brunswick, for an extension from Newcastle coal fields to Gibson, N.B., not exceeding 30 miles.

Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway, north of Swan River, to Prince Albert, N.W.T., not exceeding 100 miles.

For a railway from some point near Arthur Station to a point south of Moose Mountain, Manitoba, not exceeding 50 miles.

For a railway from Sunnybrae to County Harbor, and from a point at or near County Harbor cross-roads to Guysboro, N.S., to make up deficiency in mileage between points mentioned, additional mileage not exceeding 15 miles.

For a railway from Port Clyde to Lockport, N.S., not exceeding 20 miles.

For a railway from a point on the Intercolonial Railway at or near Halifax to a point on the Central Railway in the County of Lunenburg, not exceeding 20 miles.

For a railway from Labelle, in the Province of Quebec, in a north-westerly direction to Nommingue via Notre Dame Del Annonciation, a distance not exceeding 22 miles.

For a railway from Owen Sound to Meaford, not exceeding 21 miles.

Ottawa and Gatineau Valley Railway Company, for their line of railway in and through the city of Hull, Que., not exceeding four miles.

Western Alberta Railway Company, from a point on the United States boundary west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles.

Edmonton, Yukon and Pacific Railway Company, from South Edmonton, N.W.T., to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles.

Restigouche and Western Railway Company, in addition to the 20 miles granted, and in continuation towards the St. John river, a further distance, not exceeding 15 miles, and towards Campbellton, a distance of 12 miles in all, not exceeding 27 miles.

For a railway in extension of the St. Francis branch of the Temiscouata Railway, to the mouth of the St. Francis river, a distance not exceeding three miles.

Canada Eastern Railway Company, from Nelson, N.B., to connect with the main line into Chatham, 2¼ miles.

Bay of Quinte Railway Company, for an extension in a westerly direction from Deseronto for a distance not exceeding two miles, also for an extension from Tweed in a northerly direction not exceeding five miles, in all seven miles.

Ontario, Belmont and Northern Railway Company, for an extension from iron mines in a north-westerly direction a distance not exceeding five miles, and also for an extension railway southerly from the present southern terminus to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding two miles, but the last-mentioned aid for the said two miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms cannot be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction.

For a line of railway from a point on the Pembroke Southern Railway, at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway, at or near Bancroft, not exceeding 20 miles.

(To be continued).

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