

and for completion to Lake St. John by the 25th of May, 1887, being the extreme limit allowed by the Dominion Act 46 Vic., chap. 25; further that he be authorized on behalf of the Government, to enter into agreement with the Company for the execution of the work and the payment of the subsidies severally approved by the Acts 45 Vic., chap. 14, and 46 Vic., chap. 25, in accordance with the aforesaid accompanying draft form.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

*CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 18th August, 1883.*

On a Memorandum, dated 13th August, 1883, from the Acting Minister of Railways and Canals, representing that, under date the 23rd of March last, an Order in Council was passed giving authority to the Minister of Railways and Canals, in the event of a certain Bill then before the Legislature of the Province of Quebec becoming law, which Bill contemplated the amendment and consolidation of various Acts respecting the Quebec and Lake St. John Railway Company, to enter into an agreement with that Company in respect of the construction of that portion of their line between St. Raymond and Lake St. John, and the grant of the subsidy therefor sanctioned by the Act of the Dominion Government passed the previous Session, and that, with one or two minor changes, the Bill in question did become law as the Provincial Act, 46 Vic., chap. 88.

The Minister now recommends that approval be given to the descriptions and specifications annexed with the accompanying draft of an agreement which it is proposed to make with the said Company, and to the dates for completion proposed as follows, namely, for completion to a point near the southern extremity of the Island of Lake Edward by the 31st December, 1885, and for completion to Lake St. John by the 25th May, 1877, being the extreme limit allowed by the Dominion Act, 46 Vic., chap. 25, and furthermore, that he be authorized on behalf of the Government to enter into agreement with the Company for the execution of the work and the payment of the subsidy severally approved by the Acts 45 Vic., chap. 14, and 46 Vic., chap. 25, in accordance with the aforesaid accompanying draft form.

The Committee concur in the foregoing recommendations, and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

**A.—QUEBEC AND LAKE ST. JOHN RAILWAY SPECIFICATION AND DESCRIPTION.**

1. The railway shall be a single track line, with gauge four feet eight and one-half inches, with necessary sidings.

2. The alignments, and gradient, 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 106 feet to the mile, with two exceptions, at about the twelfth mile from St. Raymond, and near Lake St. John, where gradients of 118 feet per mile may be used, and the minimum curvature not to be of less radius than 717 feet, with the exception of two short curves of 600 feet radius, at about the eighty-sixth mile.

3. In all wooded sections the land must be cleared to the width of not less thirty-three feet on each side of the centre of line. All brush and logs must be completely burnt and none thrown on adjacent land.

4. All stumps must be grubbed out within the limits of cuttings under three feet in depth on 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.