

QUEBEC RAILWAY WORKS.

The Quebec Government has voted subsidies as follows for railways that are to be constructed during the present year in whole or in part:—

Quebec Central; an extension from a point at or near Tring station to a point at or near Lake Megantic; 59.36 miles; \$260,237.35.

United Counties Railway; two sections, one between Ste. Angeles and Iberville and between St. Hyacinthe and Sorel; 41.36 miles in all; \$144,760.

The East Richelieu Valley; starting from Iberville to a point of junction with the Canada-Atlantic on the banks of the Richelieu River, opposite Lacolle, a distance of 24 miles; \$83,100.

Lake Temiscaming Colonization Railway; for sections between the Ottawa River, near Mattawa on the C.P.R., and the foot of the Long Soo Rapids and Lake Temiscaming, 35.88 miles; and from the Ottawa and Gatineau Valley, from the end of the 40th mile to the end of the 75th mile in the direction of the River Desert; including a junction with the C.P.R. and Pontiac and Pacific Junction at Lake Flora, within the limits of the town of Hull; 35 miles; \$114,622.

The Pontiac & C. P. R. Junction Railway, from the end of the

71st mile to the end of the 85th mile at Pembroke, and of the section of 9.82 miles, from Aylmer to the Ottawa river opposite Hull. \$142,920.

The Baie des Chaleurs; the last twenty miles of the hundred-mile section between Metapedia and Paspébiac; \$140,000.

Lower Laurentian; 33 miles, including a bridge over the River St. Maurice at or near Grandes Piles, starting from the present terminus of the road near the junction at St. Tite, and then crossing the St. Maurice to the town of Joliette; \$222,750.

The Great Northern Railway, a section of 15 miles, starting from the present terminus near St. Julien, to the town of Joliette; \$52,500; thence to Lake Kippewa, a distance of nine miles, \$265,005.82.

Quebec, Montmorency & Charlevoix, an extension starting from the end of the present line at St. Joachim to Murray Bay; 56 miles; \$302,400.

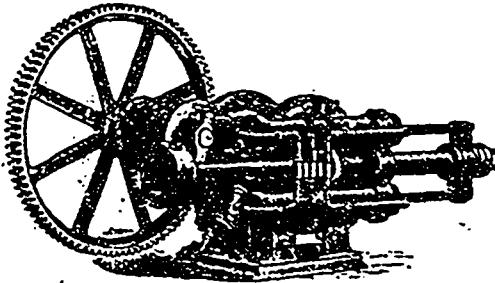
A SIMPLE method of measuring belting in the roll, and which is said to be very closely correct, is as follows: The sum of the diameter of the outside and inside on the roll in inches, multiplied by the number of turns made by the belt, and this product multiplied by the decimal .1309, will be the length of the belt in feet.

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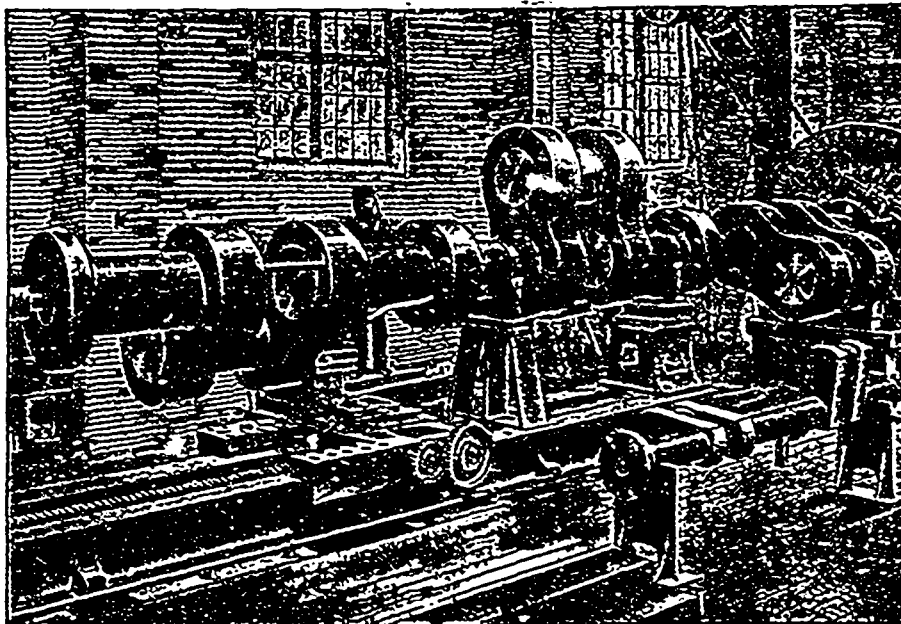


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