

No. 25.

GOVERNOR SIR H. H. MURRAY to MR. CHAMBERLAIN.

(Received March 22, 1898.)

Government House, St. John's,
March 7, 1898.

SIR,
WITH reference to the correspondence on the subject, I enclose herewith for your information a copy of the Bill for carrying out the Railway Contract, as it passed the House of Assembly on the 3rd instant. Railway Contract Bill, 1898.

The area of the coal district specially granted in the contract is $44\frac{1}{2}$ square miles.

I am, &c.,
H. MURRAY,
Governor.

Enclosure in No. 25.

A BILL.

An Act to provide for the Maintenance and Operation of the Newfoundland Railway and for other purposes.

Whereas the Government now owns and operates a line of railway from St. John's to Harbor Grace called the Newfoundland Railway ;

And whereas there are also under construction for the Government : (1) a branch line of railway called the Clarke's Beach Branch, and (2) an extension of the so called Newfoundland Railway from Harbor Grace to Carbonear ;

And whereas the Government is the owner of a line of railway from Whitbourne to Placentia known as the Placentia Railway, and of a line of railway from Placentia Junction on the Placentia Railway to Port-au-Basque, known as the Newfoundland Northern and Western Railway ;

And whereas there is also under construction for the Government a branch line of railway from the said Northern and Western Railway to Burnt Bay ;

And whereas in the year 1893 a contract was entered into between the Government and Robert G. Reid, of Montreal, in the Dominion of Canada, railway contractor, for the maintenance and operation of the said Newfoundland Northern and Western Railway ;

And whereas it is necessary to make provision for the maintenance and operation of the said Newfoundland Railway and the said several branch lines and extensions now under construction or to be constructed ;

And whereas it is desirable to make provision for improved terminal facilities in St. John's ;

And whereas it is desirable that the maintenance and operation of the said several lines, branches, and extensions should be combined in one system and under one management and control for an extended period ;

And whereas it is also desirable to make provision for an improved mail service by steamers in connection with the said railway system ;

And whereas it is also desirable that the Government telegraph service, now partially maintained and operated by the said Robert G. Reid should be managed under one system at reduced cost to the Colony ;

And whereas it is desirable to promote the development of certain coal areas, now reserved for the use of the Colony, and to provide for the raising of a revenue by the levying of royalties upon minerals raised from lands granted to the said Robert G. Reid ;

And whereas an agreement has been entered into between the Government and the said Robert G. Reid, to embrace and provide for the carrying into effect of the foregoing objects and purposes, subject to the approval and confirmation of the Legislature ;

And whereas it is desirable to confirm and give effect to the said agreement ;

Be it enacted by the Governor, the Legislative Council, and the House of Assembly, in Legislative Session convened, as follows :—

1. This Act may be cited as "the Newfoundland Railway Act, 1898."

2. The agreement made between His Excellency Sir Herbert Murray, K.C.B., Governor of the Island, on behalf of the Government, of the one part, and Robert G. Reid, of Montreal, in the Dominion of Canada, railway contractor, hereinafter called the