

Icelandic River by way of Gimli, not exceeding 35 miles, in lieu of subsidy granted by chapter 7 of 1901, section 2, item 26.

## ALBERTA.

**Edmonton, Yukon and Pacific Ry. Co.**—For a line from the town of South Edmonton, N.W.T., to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of subsidy granted by chapter 7 of 1899, section 2, item 41.

## BRITISH COLUMBIA

**Nicola, Kamloops and Similkameen Coal and Ry. Co.**—For a line of railway from a point at or near Spence's Bridge on the C.P.R. to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.

The above are revotes of subsidies previously voted, but not earned. The following are new subsidies:

## NOVA SCOTIA.

**Cumberland Ry. and Coal Co.**—For a line of railway from Parrsboro' Station to Riverside wharf, not exceeding 1 mile.

**Halifax and Southwestern Ry. Co.**—For a line of railway to Barrington Passage, in addition to and in continuation of the 63 miles mentioned in item 23 (b) of this section, not exceeding 19 miles.

**Mahout and Gulf Ry. Co. (Limited).**—For a line from a point on the Intercolonial Railway at or near Mines Road station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 of this section.

**Midland Ry. Co. (Limited).**—For a line of railway from Truro northerly towards Brule, not exceeding 34 miles.

**Nova Scotia Eastern Ry. Co. (Limited).**—For a line from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 of this section, not exceeding 120 miles.

**St. Peters to Louisburg.**—For a line from St. Peters to Louisburg, not exceeding 50 miles.

## NEW BRUNSWICK.

**Beersville Coal and Ry. Co.**—For a line from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

**International Ry. Co. of New Brunswick.**—For a line in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John river between Grand Falls and Edmundston, not exceeding 33 miles.

**York and Carlton Ry. Co.**—For a line from its present terminus westerly, not exceeding 5 miles.

## QUEBEC.

**Atlantic, Quebec and Western Ry. Co.**—For a line of railway from Gaspé to a point at or near Causapsal on the Intercolonial Railway, and from that point to Edmundston, N.B., not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.

**Chateauguay and Northern Ry. Co.**—For a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques l'Achigan to the village of Rawdon, not exceeding 16 miles.

**Great Northern Ry. of Canada.**—For a line of railway from Garneau Junction to the Quebec Bridge, not exceeding 70 miles.

**Interprovincial and James Bay Ry. Co.**—For a line from Lake Temiscamingue at the present terminus of the C.P.R. line, in a northerly direction, not to exceed 50 miles.

**La Bouchette to St. Andre.**—For a line from the station of La Bouchette on the Que-

bec and Lake St. John Railway to St. Andre, not exceeding 13 miles.

**La Tuque to Jeannotte River.**—For a line from La Tuque on the St. Maurice river to a point on the Lake St. John Ry., where it crosses the river Jeannotte, not exceeding 35 miles.

**Lime Ridge to Quebec.**—For a line in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.

**Matane and Gaspé Ry. Co.**—For a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.

**Montfort and Gatineau Colonization Ry. Co.**—For the extension of its line of railway from Morin Plats to St. Jerome to connect with the Great Northern Railway, not exceeding 22 miles.

**Montreal Northern Ry. Co.**—For a line from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.

**Nominiguet to La Lièvre.**—For a line from Lake Nominiguet to La Lièvre, not exceeding 35 miles.

**Orford Mountain Ry. Co.**—From a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between township of Bolton, east part, and township of Potton, 12 miles; not exceeding in the whole 27 miles.

**Quebec Central Ry. Co.**—For an extension of its line of railway from St. Francois to St. George, not exceeding nine miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.

**Quebec and Lake St. John Ry. Co.**—For one mile of line from Roberval to the Government Wharf at Lake St. John.

**Quebec to Seven Islands.**—For a line from Quebec towards Seven Islands, not exceeding 200 miles.

**Roberval to James Bay.**—For a line in addition to and in extension of the line mentioned in subsection eleven, from Roberval towards James Bay, not exceeding 40 miles.

**St. Guillaume to River Yamaska.**—For a line from the line of the Montreal and Atlantic Ry. Co. at St. Guillaume to the river Yamaska to join with the South Shore Ry., a distance not exceeding 12 miles.

**St. Philippe to Brownsburg.**—For a branch line from a point on the C.P.R. at or near St. Philippe d'Argenteuil, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.

**Trois Pistoles to Mackenzie.**—For a branch line from a point near the bridge at river Trois Pistoles on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, river Trois Pistoles, not exceeding 2½ miles.

**Waltham to Ferguson Point.**—For a line from Waltham station to Ferguson Point in the county of Pontiac, not exceeding 20 miles.

## ONTARIO.

**Bay of Quinte Ry. Co.**—For further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a northwesterly direction via the villages of Queensboro' and Bannockburn to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

**Bruce Mines and Algoma Ry. Co.**—For 21 miles from the end of its line, as subsidized

by Edward VII, chapter 7 (1901), northward, not exceeding 21 miles.

**Irondale, Bancroft and Ottawa Ry. Co.**—For a line from the present terminus of its railway, near Bancroft, easterly to a point at or near Renfrew, not exceeding 75 miles.

**James Bay Ry. Co.**—For a line from Toronto via the east side of Lake Simcoe to a point at, near or beyond Sudbury through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, of 35 and 20 miles, respectively, from Parry Sound towards James Bay.

**Lake Superior, Long Lake and Albany Ry. Co.**—For a line of railway from Peninsula Harbor in a northerly direction, not exceeding 10 miles.

**Manitoulin and North Shore Ry. Co.**—For a line from Little Current on its present line, to Sudbury, and thence towards the main line of the C. P. R., not exceeding 30 miles, in lieu of the subsidy of 21 miles granted by chapter 7 of 1899, item 38 of section 2.

**Nepigon Ry. Co.**—For a line from Lake Superior to Lake Nepigon and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.

**Sturgeon Falls to Lake Temagami.**—For a line from a point at or near Sturgeon Falls in a northwesterly direction to a point on the westerly shore of Lake Temagami in the district of Nipissing, not exceeding 50 miles.

**Thunder Bay, Nepigon and St. Joe Ry. Co.**—For a line from Port Arthur northeasterly, not exceeding 50 miles.

**Tillsonburg, Lake Erie and Pacific Ry. Co.**—For a line from Woodstock northerly to a point on the G.T.R. at Berlin or Stratford or to any point on the G.T.R. between these places, not exceeding 31 miles, being in addition to, and continuation of the nine miles mentioned in subsection one of this section.

## ASSINIBOIA.

**Canadian Pacific Ry. Co.**—For a branch line from a point on the main line between Moosomin and Elkhorn, northwesterly to a point in the neighborhood of the Pheasant Hills, not exceeding 136 miles.

**Medicine Hat to coal fields.**—For a line from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of fourth principal meridian, not exceeding 8 miles.

## ALBERTA.

**St. Mary's River Ry. Co.**—For a line from Spring Coulee, crossing St. Mary's river to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.

## BRITISH COLUMBIA.

**Kootenay Central Ry. Co.**—For a line from Golden to the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Ry. at or near Elko, not exceeding 106 miles.

**Kettle River Valley Ry. Co.**—For a line from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.

**Midway to Vernon.**—For a line from Midway to Vernon, not exceeding 150 miles.

**Wellington to Union Bay.**—For a line from Wellington to Union Bay, not exceeding 55 miles.

## YUKON TERRITORY.

**Dawson City to Stewart River.**—For a line from Dawson City to Stewart River, passing at or near Grand Fork, not exceeding 84 miles.

The Governor-in-Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say:—