

Caribou Cove, not exceeding four miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 18 and 62.

(35) For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the government pier at the basin of Minas, not exceeding one mile, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25.

(36) To the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montford and Gatineau line with the main line at St. Jérôme, not exceeding 22 miles; in lieu of the subsidies granted to the Montford and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.

(37) To the Great Northern Railway of Canada, for a line of railway from, at or near Gagneau Junction to or towards the Quebec bridge, not exceeding 70 miles, in lieu of the subsidy granted by item 74 of section 2, of chapter 57 of 1903.

(38) For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near lakes St. Joseph and Ste. Marie, in a southerly direction, not exceeding 15 miles; and for a line of railway between a point in the parish of St. Andrews, in the county of Argenteuil, and a point in the parish of St. Lawrence, in the county of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2, not exceeding in the whole 53 miles.

(39) To the Kettle River Valley Railway Company for a line of railway from Grand Forks to a point 50 miles up to the North Fork of Kettle river, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 67, not exceeding 50 miles.

(40) To the Ottawa Northern and Western Railway for a line of railway from Aylmer to a point of junction with the interprovincial bridge approach in the city of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the city of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of its Hull station yard) not exceeding nine miles, in lieu of the subsidy granted by item 12 of section 2 of chapter 7, of 1899, and by the first portion of item 13 of section 2 of chapter 57 of 1903.

(41) To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 3, not exceeding 51 miles.

(42) To the Interprovincial and James Railway Company, for a line of railway from the Lake Temiskaming at the present terminus of the Canadian Pacific Railway in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 42, not exceeding 20 miles.

(43) For a line of railway from Waltham station to Ferguson Point, in the county of Pontiac, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 43, not exceeding 20 miles.

(44) To the Matane and Gaspé Railway Company, for a line of railway from a point at or

near St. Octave, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 57, of 1903, section 2, item 54, not exceeding 30 miles.

(45) For a line of railway from the village of Haliburton via the village of Whitney, towards the town of Mattawa, Ontario, in lieu of the subsidies granted by chapter 7 of 1899, section 2, item 25, and chapter 8 of 1900, section 2, item 9, not exceeding 60 miles.

(45) For a line of railway from Dawson to Stewart river, passing at or near Grand Forks, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 71, not exceeding 84 miles.

2. That unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

3. That the subsidies to be authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided herein, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:

- (a) upon the completion of the work subsidized; or
- (b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or
- (d) with respect to (b) and (c), part one way, part the other.

4. That the subsidies to be authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as established to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1906, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications ap-