

**Dominion Railway & Bridge Subsidies.**

The resolutions introduced in the House of Commons towards the end of July provide for subsidies to the amount of \$6,590,295, as follows:

|                                                      |             |
|------------------------------------------------------|-------------|
| Revotes, 499½ miles at \$3,200....                   | \$1,597,120 |
| New votes, 878¾ miles at \$3,200..                   | 2,812,000   |
| Ontario & Rainy River Ry., 140 miles at \$6,400..... | 896,000     |
| Quebec Bridge.....                                   | 1,000,000   |
| Other bridges, Quebec.....                           | 201,425     |
| Bridges, Nova Scotia.....                            | 33,750      |
| Revotes for bridges.....                             | 50,000      |

Total.....\$6,590,295

The resolutions as usual provide for a subsidy of \$3,200 a mile for the railways mentioned, not exceeding the number of miles stated in each case, which shall not cost more on the average than \$15,000 a mile. Where the average cost exceeds \$15,000 a mile there is granted a further subsidy of 50 per cent. on so much of the average cost of the mileage subsidised as shall be in excess of \$15,000 a mile, the subsidy not to exceed in the whole \$6,400 a mile. The expression "cost" is declared to mean the actual, necessary & reasonable cost & shall include the amount expended upon any bridge, not exceeding \$25,000, forming part of the railway subsidised, not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals & right of way in any city or incorporated town; and such cost shall be determined upon the report of the Chief Engineer of Government Railways. In arranging the list of lines aided, as follows, we have classified them by Provinces, which will be found much more convenient for reference than as they are given in the resolutions.

**NOVA SCOTIA.**

From Port Hawkesbury to St. Peter's, 30 miles. Revote.  
From Windsor to Truro, via Township of Clifton, 58 miles, in lieu of subsidy granted by 57-58 Vic., chap. 4. Revote.  
From or near Brookfield Station, I.C.R., to Eastville, 25 miles, in lieu of subsidy granted by 60-61 Vic., chap. 4. Revote.  
From a point on Central Ry. in County of Lunenburg, to Liverpool via Caledonia, or to Caledonia, via Liverpool, or for any part thereof, the whole not exceeding 62 miles. Revote.  
From Indian Garden to Shelburne, 35 miles. Revote.  
Port Hawkesbury to Caribou Cove, 10 miles.  
From Sunnybrae to Country Harbor, and from Country Harbor Cross Roads to Guysboro', to make up deficiency in mileage between points mentioned and subsidised by 60-61 Vic., chap. 4, 15 miles.  
Port Clyde to Lockport, 20 miles.  
From I.C.R. at or near Halifax to Central Ry. in County of Lunenburg, 20 miles.

**NEW BRUNSWICK.**

St. John Valley & Riviere du Loup Ry. from Fredericton to Woodstock, 59 miles. Revote.  
From Cross Creek Station, Canada Eastern Ry., to Stanley Village, 6 miles. Revote.  
Central Ry. of N.B., extension from Newcastle coal fields to Gibson, 30 miles.  
Extension of St. Francis Branch of Temiscouata Ry. to mouth of St. Francis River, 3 miles.  
Canada Eastern Ry. from Nelson, to connect with main line running into Chatham, to complete connection from Nelson to main line, 2½ miles.  
Restigouche and Western Ry., in addition to 20 miles granted by 60-61 Vic., chap. 4, & in continuation from westerly end of the 20 miles towards St. John River, further distance not exceeding 15 miles, and for the line from a point on the St. John River, at or near or be-

tween Grand Falls or St. Leonards, easterly towards Campbellton, such point to be approved by the Governor in Council, 12 miles, in all 27 miles.

**QUEBEC.**

Great Northern Ry., between Montcalm & St. Tite Jct., on Lower Laurentian Ry. 53½ miles; & for branch from main line to Shawenegan Falls, 6½ miles. 53½ miles revote.

Philipsburg Ry. & Quarry Co, shortage in extension of railway from a point on the line at or near end of subsidised section, to Government Wharf, Philipsburg, 66-100 of a mile. Revote.

From village St. Remi to Stottsville or some point on the Delaware & Hudson Ry. (G.T.R.), in the parish of St. Valentine, 19 miles, of which 12 miles is a revote.

Pontiac Pacific Jct. Ry., from Aylmer to Hull, in lieu of subsidy granted by 60-61 Vic., chap. 4, 9 miles. Revote.

Portage du Fort & Bristol Branch Ry., branch from Pontiac Pacific Jct. Ry. at or near Quyon toward Portage du Fort, 15 miles, in lieu of subsidy granted by 60-61 Vic., chap. 4. Revote.

Orford Mountain Ry., branch from between Lawrenceville & Eastman to Waterloo, 30 miles. 4½ miles revote.

Atlantic & Lake Superior Ry., extension from Caplin to Paspebiac, 30 miles. Revote.

From Paspebiac to Gaspé, 32 miles.

United Counties Ry. from St. Robert Jct. to Sorel, 6½ miles, & from Mount Johnson to St. Gregoire Station, 1 mile. Revote.

Quebec & Lake St. John Ry., for 12 miles from end of line at deep water on Chicoutimi branch to Ha! Ha! Bay, in lieu of subsidy for 12 miles granted by chap. 4 of 1894. Revote.

South Shore Ry. from Sorel Jct. along South Shore to Lotbiniere, 82 miles.

Massawippi Valley Ry., for extension to Stanstead Plain, 2½ miles.

From Labelle, north-westerly to Nominigou, via Notre Dame de l'Annonciation, 22 miles.

Ottawa & Gatineau Ry. line in & through City of Hull, 4 miles.

**ONTARIO.**

Central Ontario Ry. extension from or near Coe Hill or Rathbun station, to or near Bancroft, 21 miles, in lieu of subsidy granted by 55-56 Vic., chap. 2. Revote.

Strathroy & Western Counties Ry., from Strathroy via Adelaide & Arkona, to either Forest, Tedford or Park Hill, 24 miles, in lieu of subsidy granted by 57-58 Vic., chap. 4. Partly revote.

Between Pontypool & Bobcaygeon, via Lindsay, 40 miles. 32 miles Revote.

Bay of Quinté Ry., for such extensions, branches or additions as will enable it to connect its lines or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterboro', Northumberland, Hastings, Lennox & Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the extensions, &c., in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee & Western Ry. by 55-56 Vic., chap. 5, but not exceeding \$3,200 a mile for 10 miles, not exceeding in the whole \$32,000. Revote.

Bay of Quinté Ry. extension westerly from Deseronto 2 miles; also extension from Tweed northerly 5 miles, in all 7 miles.

From Hawkesbury to South Indian, 35 miles.

From Sault Ste. Marie towards Michipicoten River & harbor & to main line of C.P.R., 40 miles.

From main line of Ottawa, Arnprior & Parry Sound Ry. to town of Parry Sound, 5 miles.

From Haliburton village via Whitney, towards Mattawa, 20 miles.

Extension of Tilsonburg, Lake Erie & Pacific Ry. from Tilsonburg to Ingersoll or Woodstock, 28 miles.

Fort Francis, westerly to or near mouth of Rainy River, 70 miles.

From Owen Sound to Meaford, 21 miles.

Ontario, Belmont & Northern Ry. extension, from Iron Mines north-westerly 5 miles; also extension southerly from present southern terminus to Central Ontario Jct. of the C.P.R. 2 miles, but the aid for the 2 miles shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the Co. over that portion of the line of the Central Ontario Ry. between the present southerly end of the Ontario, Belmont & Northern Ry. & the C.P.R. line at Central Ontario Jct.

From the Pembroke Southern Ry. at or near Golden Lake, towards the Irondale, Bancroft & Ottawa Ry. at or near Bancroft, 20 miles.

Lake Erie & Detroit River Ry. from Ridgetown to St. Thomas, 44 miles; to be payable only in the event of adequate running rights over the Canada Southern Ry. between the points mentioned not being granted to the L. E. & D. R. Co. on terms to be approved by the Railway Committee of the Privy Council.

Kingston & Pembroke Ry., branches from main line to iron mine at Bluff Point & to the Martele Mine in the County of Renfrew, 5 miles.

From the Village of Parry Sound northerly towards Sudbury, 20 miles.

The subsidy which the Ontario & Rainy River Ry. is entitled to receive under 60-61 Vic., Chap. 4, for 80 miles from the Port Arthur, Duluth & Western Ry. to Rainy Lake, shall be \$6,400 a mile.

Ontario & Rainy River Ry. Co., for a railway from Stanley Station, on P. A., D. & W. Ry., to Fort Francis, for a distance of 140 miles, at \$6,400 a mile, not exceeding in the whole \$896,000.00.

**NORTHWEST TERRITORIES.**

Canadian Northern Ry., from present line of Winnipeg Great Northern Ry. north of Swan River to Prince Albert, 100 miles.

From near Antler Station to south of Moose Mountain, 50 miles.

Western Alberta Ry., from U.S. boundary, west of range 27, north-westerly towards Anthracite, Alta., 50 miles.

Edmonton, Yukon & Pacific Ry., from South Edmonton to North Edmonton, thence westerly towards Yellow Head Pass, 50 miles.

There are no subsidies for lines in Manitoba or British Columbia. Prince Edward Island gets a vote of \$250,000 for a branch line from Charlottetown to Murray Harbor, as will be seen by reference to pg. 250.

The following provisions are embodied in the resolutions. They contain a number of important new stipulations:—The subsidies granted to the Ontario & Rainy River Ry., the Canadian Northern Ry. & the Edmonton, Yukon & Pacific Ry., are granted upon the condition, & shall be received upon the condition, that those companies shall not, nor shall any of them, at any time amalgamate with any other railway company, or lease its line to any railway company; nor shall any of those railways be leased to or operated by any other company; nor shall any of those companies make an agreement for a common fund or for pooling its receipts with any other railway company, & any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as it may extend to traffic or running arrangements which have been approved by the Governor in Council.

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to