

No. 190.

4th Session, 8th Parliament, 62 Victoria, 1899

BILL.

An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

First reading, August 5, 1899.

Mr. BLAIR.

OTTAWA

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An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

HER Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. In this Act, 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 and 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 Government Railways, 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.

Interpretation.
“Court.”

Cost, how determined.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

Subsidies authorized.

1. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company’s railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 2 of 1892;
2. To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding 53½ miles; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding 6½ miles;

3. To the Philipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the Government Wharf at Philipsburg, Quebec, not exceeding $\frac{1}{10}$ of a mile; 5
4. To the Strathroy and Western Counties Railway, for a line from Strathroy, Ontario, *via* Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894; 10
5. To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the County of York, New Brunswick, to Woodstock, in the County of Carleton, not exceeding 59 miles;
6. For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding 30 miles; 15
7. For a railway from Windsor, Nova Scotia, to Truro, *via* the Township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894; 20
8. For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897;
9. For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles; 25
10. For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles; 30
11. For a railway between Pontypool and Bobcaygeon, *via* Lindsay, Ontario, not exceeding 40 miles;
12. To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897; 35
13. To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897; 40
14. To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles; 45
15. To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspébiac, Quebec, not exceeding 30 miles; 50
16. To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, $6\frac{1}{2}$ miles, (this subsidy to be payable only in the event of adequate running rights over the South-Eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Gregoire Station, 1 mile, not exceeding $7\frac{1}{2}$ miles. 55

17. For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, *via* the village of Caledonia, or to the village of Caledonia, *via* Liverpool, or for any part thereof, the whole distance not exceeding 62 miles;
18. For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne in the said province, a distance of 35 miles;
19. The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act;
20. To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000;
21. To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in lieu of the subsidy for the 12 miles granted by chapter 4 of 1894;
22. For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles;
23. For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles;
24. For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles;
25. For a railway from the village of Haliburton, *via* the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles;
26. For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles;
27. To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles;
28. To the Massawippi Valley Railway Company, for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding $2\frac{1}{2}$ miles;
29. For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles;
30. For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles;

31. To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
32. To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-West Territories, not exceeding 100 miles ; 5
33. For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ; 10
34. For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ; 15
35. For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
36. For a railway from a point of the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
37. For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominingue, *via* Notre Dame de l'Annonciation, a distance not exceeding 22 25 miles ;
38. For a railway from Owen Sound, in the Province of Ontario, to Meaford, not exceeding 21 miles ;
39. To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;
40. To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ; 35
41. To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-West Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
42. To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ; 40 45
43. For a railway in extension of the St. Francis Branch of the Temiscouta Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ; 50
44. To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to 50

- complete the connection from Nelson to such main line, not exceeding in the whole $2\frac{1}{2}$ miles;
- 5 45. To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond Boundary Road near Deseronto for a distance not exceeding 2 miles; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles; subsidies payable on each of the sections mentioned as each of such sections is completed;
- 10
- 15 46. To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles; and also for an extension of the company's railway southerly, from the present southern terminus thereof, to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles; but the last mentioned aid for the said 2 miles of railway 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 company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction; subsidies payable on each of the sections mentioned as each of such sections is completed;
- 20
- 25
- 30 47. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles;
- 35 48. For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles;
- 40 49. To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas in the said province, a distance not exceeding 44 miles; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council;
- 45
- 50 50. To the Kingston and Pembroke Railway Company, for the construction of branches from the company's main line to the iron mine at Bluff Point and to the Martele mine in the County of Renfrew, not exceeding 5 miles;
- 50 51. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles;

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :— 5

The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole.....	\$896,000 00	10
To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government Engineers, of materials delivered and work done.		15
To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.....	50,000 00	20
Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding.....	35,000 00	25
Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding.....	50,000 00	30
Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00	30
To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding ...	33,750 00	35
To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.....	16,425 00	40
Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00	45
Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00	

Conditions
as to certain
companies.

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company 50 and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time 55 amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said

railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. 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 are approved by the Governor in Council as having established to his satisfaction 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 next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act and its successors or assigns shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as

Conditions
as to all
companies.

As to running
powers.

How subsidies
shall be paid.

Public trans-
portation.

are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act. 5

Production
of accounts.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof. 10