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INDEX

—TO—

RAILWAY LEGISLATION

—OF THE—

DOMINION OF CANADA

—FROM—

1867 TO 1897 INCLUSIVE.

COMPILED BY

J. E. W. CURRIER,

PRIVATE SECRETARY TO THE HON. A. G. BLAIR,
MINISTER OF RAILWAYS AND CANALS.

OTTAWA,

1898.

C976

Entered according to Act of the Parliament of Canada, in the year one thousand
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EXPLANATORY.

The accompanying Index embraces all public and private legislation by the Parliament of the Dominion of Canada respecting railways, railway bridges and tunnels, and street and electric railways, to which the "Railway Act, 1888," and amendments, is applicable in whole or in part, from the year 1867 (Confederation) down to and including the year 1897.

The number of the chapter and the year in which each separate Act was passed is contained in the Index. The numbers which appear in brackets opposite to Acts referring to subsidies indicate the description of each subsidy under a corresponding number in the Report of the Minister of Railways and Canals for the year ended 30th June, 1897, Part III., pages 8 to 51. The Roman numbers refer to land subsidies in the same report, Part III., pages 55 to 59. The letter "D." before an Act in any case signifies that it is a Dominion Act, and entered in the first volume of the Statutes of that year. The division of the Statutes into two volumes applies to all years after 1874, and the Acts passed since that year, if private, will be found in the second volume.

Subsidies have been granted to a number of railway companies which are incorporated under Acts of the different Provincial Legislatures; the titles of all such railways which have earned the whole or any portion of the subsidies granted by the Dominion Parliament, or to which subsidies have been voted, or which have entered into contract, are included in the Index.

Many of the private Acts in the Statutes have expired, or become effete by non-user or other cause, but, as these are not in any case repealed by statutory enactment, no accurate information can be given in regard to them.

A supplementary index of Telegraph, Telephone and Cable Companies which have been incorporated in the years 1867 to 1897, inclusive, will be found on page 79.

A synopsis of Orders of the Governor-General in Council having Force of Law, which have been published in the *Canada Gazette*, affecting railways, will be found on pp. 82 to 90.

RAILWAY LEGISLATION

OF THE

DOMINION OF CANADA,

1867-1897.

A

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Leased to CANADIAN PACIFIC RAILWAY.

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(Que.)

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CANADIAN PACIFIC RAILWAY CO.

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MARIE RAILWAY CO.

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Now CANADIAN PACIFIC RAILWAY.

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45	76	CHIGNECTO MARINE TRANSPORT RAILWAY CO., incorporated	1882
45	55	" D. Act granting annual subsidy to for 25 years.	1882
46	60	" Limiting capital stock; issue of mortgage bonds	1883
49	18	" D. Act to amend Subsidy Act, 45 V. c. 55	1886
51	4	" D. Act respecting granting of subsidy	1888
54-55	12	" D. Revote of special subsidy to	1891
55-56	37	" Authorizing new issue of first mortgage bonds	1892
56	43	CHILLIWHACK RAILWAY CO., declaring to be under jurisdiction of Canada; limiting issue of bonds, and power to lease to C. P. R.	1893

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51	74	CHINOOK BELT AND PEACE RIVER RAILWAY CO., incorporated	1888
56	44	CLEVELAND, PORT STANLEY AND LONDON TRANSPORTATION AND RAILWAY CO., incorporated	1893
31	82	CLIFTON SUSPENSION BRIDGE CO., incorporated	1868
32-33	66	" Power to increase capital	1869
39	49	" Amending 4th section of Act incorporating...	1876
57-58	97	" General powers; agreement with Commis- sioners of Queen Victoria Niagara Falls Park; and location of bridge.....	1894
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60-61	4	(No. 403) Subsidy Act.....	1897
50-51	87	COBOURG, BLAIRTON AND MARMORA RAIL- WAY CO., incorporated	1887
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52	62	COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY CO., incorporated	1889
54-55	90	" Charter revived and amended	1891
55-56	38	" Time for construction of extended; and lim- iting amount of bond issue	1892
57-58	68	" Time for construction of again extended.....	1894
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55-56	5	(" 275) " in lieu of No. 201	1892
60-61	4	(" 378) " in lieu of No. 275	1897
51	70	COLLINGWOOD AND BAY OF QUINTE RAIL- WAY CO., incorporated	1888
54-55	84	" Time for construction extended.....	1891
53	87	COLUMBIA AND KOOTENAY RAILWAY CO., de- claring subject to legislative authority of Canada; power to lease to C. P. R.....	1890
56	45	" Extension of railway and branch lines author- ized	1893
60-61	41	" Extension of railway, and time limited for construction thereof	1897
53	2	(No. 222) Subsidy Act.....	1890
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		CORNWALLIS VALLEY RAILWAY CO. (N.S.)	
50-51	24	(No. 128) Subsidy Act	1887
52	3	(" 168) "	1889
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35	83	COTEAU AND PROVIDENCE LINE RAILWAY CO., incorporated	1872
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42	57	" Amalgamated with Montreal and City of Ottawa Railway Co.....	1879
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43	54	CREDIT VALLEY RAILWAY CO., authority to connect with line of Northern Railway, and general powers	1880
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46	77	CUMBERLAND COAL AND RAILWAY CO., incor- porated.....	1883
50-51	24	(No. 124) Subsidy Act	1887

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58-59	73	DESCHENES BRIDGE CO., incorporated	1895
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35	85	" Authority to issue bonds up to \$3,000,000 upon guarantees of other companies.....	1872
35	91	DETROIT RIVER RAILWAY AND BRIDGE CO., incorporated	1872
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36	89	DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL CO., power to construct bridge or tunnel; and time extended for construction	1873
42	62	“ Time for construction again extended	1879
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51	91	DETROIT WINTER RAILWAY BRIDGE CO., incorporated	1888
57-58	69	DOMINION ATLANTIC RAILWAY CO., Act to authorize the purchase of YARMOUTH AND ANNAPOLIS RAILWAY by WINDSOR AND ANNAPOLIS RAILWAY, and to change name to	1894
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		DOMINION COAL CO. (N.S.)	
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		DOMINION LIME CO. (Que.)	
50-51	24	(No. 108) Subsidy Act	1887
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56	46	DRUMMOND COUNTY RAILWAY CO., rights under Quebec charter confirmed; power to issue bonds, and to lease to C. P. R. or G. T. R., and time for construction extended	1893
50-51	24	(No. 99) Subsidy Act	1887
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53	2	(“ 214) “ additional.....	1890
55-56	5	(“ 292) “	1892
57-58	4	(“ 339) “	1894
60-61	4	(“ 406) “	1897
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57-58	70	DULUTH, NEPIGON AND JAMES'S BAY RAILWAY CO., incorporated.....	1894

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59	17	EDMONTON DISTRICT RAILWAY CO., incorpo- rated.....	1896
57-58	71	EDMONTON STREET RAILWAY CO., incorporated	1894
57-58	72	ELGIN AND HAVELOCK RAILWAY CO., incorpo- rated.....	1894
46	25	(No. 15) Subsidy Act	1888
51	3	(" 144) " rails	1888
47	68	ERIE AND HURON RAILWAY CO., declaring to be subject to legislative authority of Can- ada; time for completion of certain works extended	1884
53	59	" As to line of railway; issue of bonds; and power to lease to other companies	1890
57-58	73	" Time for construction extended.....	1894
47	8	(No. 30) Subsidy Act	1884
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36	86	ERIE AND NIAGARA RAILWAY CO., as to con- struction of branch lines and other priv- ileges	1873
38	66	" Power to amalgamate with Canada Southern Railway	1875
48-49	15	" Arrangement with Canada Southern Railway; and time for completion extended.....	1885
51	61	" Powers revived, and time for construction of works again extended.....	1888
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35	62	GALT, TOWN OF, and GRAND TRUNK RAIL- WAY, agreement legalized	1872
47	83	GANANOQUE, PERTH AND JAMES' BAY RAIL- WAY CO., incorporated	1884
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47	8	GATINEAU RAILWAY CO. (Que.) (No. 26) Subsidy Act	1884
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50-51	91	GODERICH AND CANADIAN PACIFIC JUNCTION RAILWAY CO., incorporated	1887
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33	49	" Agreement of 1870 with Buffalo and Lake Huron Railway Company confirmed	1870
35	62	" Agreement with Town of Galt legalized	1872
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45	83	LAKE ATHABASKA AND HUDSON BAY RAIL- WAY CO., incorporated.....	1882
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59	23	“ Authorizing extension to Fort Erie; and limiting time for construction.....	1896
53	2	(No. 196) Subsidy Act.....	1890
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48-49	21	LAKE ERIE, ESSEX AND DETROIT RIVER RAILWAY CO., incorporated	1885
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50-51	24	(“ 133) “ in lieu of No. 69.....	1887
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56	51	" Agreement for lease of, to Cleveland, Port Stanley and London Transportation and Railway Company, confirmed by 56 V. c. 44.....	1893

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57-58	4 (" 343)	" additional.....	1894
49	79	MASKINONGE AND NIPISSING RAILWAY CO., incorporated.....	1886
51	82	" Time for construction extended.....	1888
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49	86	MEDICINE HAT RAILWAY AND COAL CO., incorporated	1886
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56	2	(" 310) " in lieu of No. 245	1893
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59	26	MONTREAL AND PROVINCE LINE RAILWAY CO., incorporated	1896
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35	78	NORTH-WESTERN RAILWAY CO. OF MANITOBA, incorporated	1872
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52	65	NORTH-WESTERN RAILWAY CO. OF CANADA, name of ALBERTA AND ATHABAS- KA RAILWAY changed to; extension of line authorized	1889
47	74	NORTH-WESTERN COAL AND NAVIGATION CO., confirming incorporation under Im- perial Act; general corporate powers granted	1884
53	89	" " Extension of time for construction author- ized; and fixing time for completion ..	1890
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53	4	(" XXII.) " "	1890
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52	59	NORTH-WESTERN JUNCTION AND LAKE OF THE WOODS RAILWAY CO., incor- porated.....	1889
31	87	NORTH-WEST NAVIGATION AND RAILWAY CO., time for completion of works ex- tended	1868
49	92	NORTHUMBERLAND STRAITS TUNNEL RAIL- WAY CO., incorporated	1886
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51	3	(" 135) "	1888
56	2	(" 307) " revote, unpaid-balances.....	1893
NOVA SCOTIA SOUTHERN RAILWAY CO.			
53	2	(No. 207) Subsidy Act.....	1890
55-56	5	(" 272) " in lieu of No. 207	1892
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ONTARIO, BELMONT AND NORTHERN RAIL- WAY CO.			
55-56	5	(No. 246) Subsidy Act.....	1892
56	2	(" 298) " in lieu of No. 246	1893
52	61	ONTARIO, MANITOBA AND WESTERN RAILWAY CO., incorporated	1889

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54-55	67	ONTARIO AND NEW YORK BRIDGE CO., incorporated.....	1891
45	78	ONTARIO PACIFIC RAILWAY CO., incorporated...	1882
46	66	“ Powers of navigation granted; bridges may be built over Rideau Canal	1883
47	57	“ Railway bridge over St. Lawrence River may be constructed for general traffic	1884
48-49	19	“ Time for construction extended; authority to sell branch lines	1885
50-51	58	“ Time for construction again extended	1887
53	57	“ Authority to convert bond issue; and as to time for completion	1890
55-56	52	“ Time for construction again extended	1892
60-61	57	“ May cancel trust deed; time for construction again extended; name changed to Ottawa and New York Railway	1897
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50-51	24	(“ 115) “ additional.....	1887
52	3	(“ 150) “	1889
55-56	5	(“ 288) “ in lieu of No. 150.....	1892

Now OTTAWA AND NEW YORK RAILWAY CO.

37	74	ONTARIO AND PACIFIC JUNCTION RAILWAY CO., incorporated	1874
42	58	“ Limiting time for commencement and completion	1879
43	51	“ Provision for sinking fund; and as to issue of preferential stock	1880
44	41	“ As to running powers over other railways, and interchange of traffic with	1881
34	48	ONTARIO AND QUEBEC RAILWAY CO., incorporated.....	1871
44	44	“ Incorporated and re-organized	1881
46	58	“ Junction with Credit Valley Railway authorized; traffic arrangements and running powers; may issue debenture stock instead of bonds.....	1883
47	54	“ Confirming lease of, to Canadian Pacific Railway	1884

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		ONTARIO AND QUEBEC RAILWAY CO.— <i>Continued.</i>	
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50-51	62	“ Authority to lease part of West Ontario Pacific Railway	1887
51	53	“ Authority to build Don Branch, and time for construction extended.....	1888
52	74	“ Exchange of land with Land Security Company ratified	1889
53	2	(No. 189) Subsidy Act (West Ontario Pacific Railway) Leased to CANADIAN PACIFIC RAILWAY.	1890
54-55	82	ONTARIO AND RAINY RIVER RAILWAY CO., declaring under legislative authority of Canada; may issue debentures; and confirming agreements with Port Arthur, Duluth and Western Railway	1891
60-61	f	(No. 390) Subsidy Act..... See PORT ARTHUR, DULUTH AND WESTERN RAILWAY.	1897.
50-51	61	ONTARIO AND SAULT STE. MARIE RAILWAY CO., confirming agreement with Canadian Pacific Railway as to right of way; limiting time for completion; and as to bridge over Ste. Marie River.....	1887
54-55	93	OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO., amalgamation with Ottawa and Parry Sound Railway, and Ottawa, Arnprior and Renfrew Railway under above name.....	1891
58-59	57	“ Time for completion extended.....	1895
60	8	“ Amalgamation with Parry Sound Colonization Railway, and agreement with, confirmed; general powers conferred.....	1896
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51	3	(“ 134) “ in lieu of No. 71.....	1888
52	3	(“ 153) “ additional.....	1889
53	2	(“ 199) “ “	1890
55-56	5	(“ 242) “ “	1892

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55-56	5	(No. 276) Subsidy Act, in lieu of No. 199	1892
55-56	5	(" 277) " in lieu of No. 199	1892
60-61	4	(" 388) " additional	1897
45	74	OTTAWA AND ARNPRIOR JUNCTION RAILWAY CO., incorporated	1882
58-59	58	OTTAWA AND AYLMER RAILWAY BRIDGE CO., incorporated	1895
55-56	58	OTTAWA CITY PASSENGER RAILWAY CO., au- thority to extend railway into Province of Quebec, to use Union Bridge; and to convey or lease to other companies	1892
57-58	86	OTTAWA ELECTRIC RAILWAY CO., confirming agreement with Ottawa City Passenger Railway Company and City of Ottawa	1894
57-58	87	OTTAWA AND GATINEAU RAILWAY CO., name of Ottawa and Gatineau Valley Railway changed to	1894
60-61	58	" Time for completion of railway extended	1897
60-61	4	(No. 379) Subsidy Act, in lieu of No. 349	1897
60-61	4	(" 409) " revote, unpaid balance of No. 305	1897
50-51	74	OTTAWA AND GATINEAU VALLEY RAILWAY CO., confirming incorporation by Quebec Legislature; limit of time for con- struction	1887
57-58	87	" Consolidation of Acts; name changed to Ot- tawa and Gatineau Railway; agreement with Pontiac, Pacific Railway as to con- struction of bridge from Hull to Ottawa confirmed	1894
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47	8	(" 26) " additional	1884
48-49	59	(" 58) " in lieu of Nos. 8 and 26	1885
52	3	(" 151) "	1889
56	2	(" 305) " revote, unpaid balance of No. 151	1893
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60-61	57	OTTAWA AND NEW YORK RAILWAY CO., name of ONTARIO PACIFIC RAILWAY CO. changed to	1897
60-61	4	(No. 375) Subsidy Act	1897
51	65	OTTAWA AND PARRY SOUND RAILWAY CO., incorporated	1888
54-55	93	" Name changed to OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO.	1891
42	56	OTTAWA RIVER, railway bridge Hull to Ottawa.....	1879
55-56	54	OTTAWA VALLEY RAILWAY CO., incorporated...	1892
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45	77	OTTAWA, WADDINGTON AND NEW YORK RAILWAY AND BRIDGE CO., incorporated ...	1882
47	58	" Power to issue bonds and preference stock; time for commencement and completion limited	1884
55-56	55	" Charter revived, and time for construction extended	1892
48-49	59	(No. 45) Subsidy Act.....	1885
		OXFORD MOUNTAIN RAILWAY CO. (Que.)	
53	2	(No. 228) Subsidy Act.....	1890
54-55	91	OSHAWA RAILWAY CO., name of OSHAWA RAILWAY AND NAVIGATION CO. changed to	1891
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53	69	“ Authority to purchase Aylmer Branch confirmed	1890
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50-51	24	(No. 113) Subsidy Act.....	1887
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54-55	100	SALISBURY AND HARVEY RAILWAY CO., confirming letters patent of New Brunswick ; also corporate powers ; may issue bonds.....	1891
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46	71	SASKATCHEWAN AND NORTH-WESTERN RAILWAY Co., incorporated.....	1883
45	81	SASKATCHEWAN AND PEACE RIVER RAILWAY CO., incorporated	1882
52	56	SASKATCHEWAN RAILWAY AND MINING CO., incorporated.....	1889
53	88	“ Time for commencement extended.....	1890
54-55	78	“ “ for completion extended.....	1891

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47	85	SASKATOON AND NORTHERN RAILWAY CO., incorporated.....	1884
45	89	SAULT STE. MARIE BRIDGE CO., incorporated...	1882
48-49	24	“ Time for construction extended..	1885
53	64	SAULT STE. MARIE AND HUDSON'S BAY RAILWAY CO., incorporated	1890
34	50	SAULT ST. MARY RAILWAY AND BRIDGE CO., incorporated	1871
35	86	“ Power to unite with or accept assistance from other companies	1872
59	34	SCHOMBURG AND AURORA RAILWAY CO., incorporated	1896
60-61	4	(No. 386) Subsidy Act.....	1897
53	94	SHORE LINE RAILWAY BRIDGE CO., incorporated	1890
58-59	63	SHORE LINE RAILWAY CO., declaring to be within legislative authority of Canada ; general corporate powers ; time for construction limited	1895
49	82	SHUSWAP AND OKANAGAN RAILWAY CO., incorporated	1886
51	88	“ Power to issue bonds ; time for construction extended	1888
54-55	72	“ Agreement with Canadian Pacific Railway confirmed.....	1891
52	3	(No. 167) Subsidy Act.....	1889
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43	58	SOURIS AND ROCKY MOUNTAIN RAILWAY CO., incorporated	1880
44	47	“ Powers as to issue of bonds and preferential stock, and as to conveyance of lands...	1881
45	79	“ Describing lines of railway to be constructed; power to bridge navigable waters'	1882
47	72	“ Name changed to North-West Central Railway	1884

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50-51	86	SOUTH NORFOLK RAILWAY CO., incorporated ...	1887
51	57	“ Authorizing sale of railway to Grand Trunk, Georgian Bay and Lake Erie Railway Company.....	1888
50-51	24	(No. 109) Subsidy Act	1887
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50-51	85	SOUTH ONTARIO PACIFIC RAILWAY CO., in- corporated	1887
52	70	“ Time for completion extended	1889
54-55	92	“ Authority to extend lines, and time for com- pletion further extended	1891
59	35	“ Time for construction further extended	1896
52	3	(No. 172) Subsidy Act.....	1889
54-55	8	(“ 236) “ in lieu of No. 172	1891
43	56	SOUTH SASKATCHEWAN VALLEY RAILWAY CO., incorporated	1880
45	82	“ Power to bridge navigable waters; time for commencement extended	1882
47		“ Time for commencing again extended.....	1884
54-55	17	“ “ “ “ “	1885
58-59	64	SOUTH SHORE RAILWAY CO., declaring to be under legislative authority of Canada; general corporate powers granted.....	1895
57-58	4	(No. 365) Subsidy Act.....	1894
60	10	SOUTH SHORE RAILWAY CO. (Que.), declaring to be under legislative authority of Canada; issue of bonds limited; line of railway described	1896
59	36	SOUTH SHORE SUBURBAN RAILWAY CO., in- corporated	1896
51	52	SOUTH-WESTERN RAILWAY CO. (Que.), incor- porated.....	1888
54-55	83	“ Time for completion extended.....	1891
59	37	“ Confirming agreement for leasing to the ST. LAWRENCE AND ADIRONDACK RAILWAY.....	1896

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40	86	SPRINGHILL AND PARRSBORO COAL AND RAILWAY CO., declaring to be within legislative jurisdiction of Canada.....	1877
47	77	“ Confirming winding up and sale of, to the CUMBERLAND COAL AND RAILWAY CO.....	1884
51	54	STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY CO., general corporate powers granted, and authority to sell or lease to another company.....	1888
51	55	“ Section 12 of above Act amended.....	1888
Operated by CENTRAL VERMONT RAILROAD.			
STEEL COMPANY OF CANADA (N.S.)			
51	3	(No. 147) Subsidy Act, rails.....	1888
STEWIACKE AND LANSDOWNE RAILWAY CO. (N.S.)			
49	10	(No. 87) Subsidy Act.....	1886
52	3	(“ 155) “	1889
53	2	(“ 223) “ in lieu of No. 87.....	1890
55-56	5	(“ 254) “ “ of No. 223	1892
55-56	5	(“ 258) “ “ of No. 223	1892
57-58	4	(“ 336) “ “ of No. 258	1894
50-51	60	ST. CATHARINES AND NIAGARA CENTRAL RAILWAY CO., authority to build branch line to Port Credit.....	1887
51	78	“ Declaring to be subject to legislative authority of Canada; time extended for construction of line	1888
51	79	“ Section 8 of above Act amended	1888
53	54	“ Time for construction extended	1890
54-55	87	“ Limit of bond issue extended; authority to enter into agreement with another company.....	1891
55-56	58	“ Time for construction extended.....	1892
57-58	92	“ Time for construction extended	1894
58-59	61	“ Time for construction extended, name changed to Niagara, Hamilton and Pacific Railway Company	1895
60	9	“ Authority to issue preference bonds; time for completion extended	1896

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		ST. CATHARINES AND NIAGARA CENTRAL RY. CO.— <i>Continued.</i>	
50-51	24	(No. 96) Subsidy Act.....	1887
52	3	(" 176) " additional	1889
53	2	(" 190) " "	1890
55-56	5	(" 265) " in lieu of Nos. 176 and 190.....	1892
57-58	4	(" 319) " additional	1894
		See NIAGARA, HAMILTON AND PACIFIC RAILWAY.	
47	82	ST. CLAIR FRONTIER TUNNEL CO., incorporated...	1884
52	3	(No. 162) Subsidy Act.....	1889
		Controlled by GRAND TRUNK RAILWAY.	
51	94	ST. CLAIR RAILWAY, BRIDGE AND TUNNEL CO., time for construction extended.....	1888
60-61	70	" Time for construction extended.....	1897
		See CANADA SOUTHERN RAILWAY.	
33	54	ST. FRANCIS AND MEGANTIC INTERNATIONAL RAILWAY CO., incorporated.....	1870
35	71	" Authorizing increase of capital.....	1872
36	85	" Power to connect with other railways or to lease road; also to issue bonds; certain contracts with other railways ratified...	1873
37	72	" Action with respect to bonds confirmed.....	1874
40	59	" Name changed; issue of bonds limited.....	1877
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		ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENERGIE RAILWAY CO. (Que.)	
60-61	4	(No. 381) Subsidy Act.....	1897
		See JOLIETTE AND ST. JEAN-DE MATHA RAILWAY.	
49	85	ST. GABRIEL LEVEE AND RAILWAY CO., incor- porated.....	1886
50-51	72	" Charter revived and amended	1887
52	83	" " again revived and amended.....	1889
		ST. JOHN BRIDGE AND RAILWAY EXTENSION CO. (N.B.)	
46	26	(No. 17) Subsidy Act.....	1883
55-56	59	ST. JOHN AND MAINE RAILWAY CO., modifica- tion of lease to New Brunswick Railway Company confirmed by 47 Vic. chap. 75	1892
		Leased to CANADIAN PACIFIC RAILWAY.	

REIGN.	CHAP.		YEAR
58-59	74	ST. JOHN RIVER BRIDGE CO., incorporated	1895
ST. JOHN VALLEY AND RIVIERE DU LOUP RAILWAY CO.			
50-51	24	(No. 118) Subsidy Act.....	1887
	53	(" 225) " in lieu of No. 118	1890
55-56	5	(" 274) " additional.....	1892
ST. LAWRENCE AND ADIRONDACK RAILWAY CO., incorporated			
52	72	" Time for construction extended.....	1889
56	60	" May enter into agreement with another com- pany.....	1893
57-58	93	" Authority to enter into agreements with cer- tain other companies	1894
58-59	62	" Power to issue bonds, and limit thereof	1895
	59	18 " Confirming agreement with Grand Trunk Railway for lease of line between Beau- harnois and Valleyfield (schedule).....	1896
	59	32 " Confirming agreements with Malone and St. Lawrence Railway (schedule) and with • the Grand Trunk Railway.....	1896
	59	37 " Confirming agreement and amalgamation with South-Western Railway Company (schedule)	1896
60-61	62	" Issue of bonds confirmed	1897
	53	2 (No. 218) Subsidy Act.....	1890
55-56	5	(" 293) " additional.....	1892
60-61	4	(" 394) " "	1897
Operated by NEW YORK CENTRAL RAILROAD.			
49	78	ST. LAWRENCE AND ATLANTIC JUNCTION RAILWAY CO., incorporated.....	1886
52	72	" Time for construction extended... ..	1889
35	90	ST. LAWRENCE INTERNATIONAL BRIDGE CO., incorporated	1872
ST. LAWRENCE AND LOWER LAURENTIAN AND SAGUENAY RAILWAY CO.			
47	8	(No. 38) Subsidy Act.....	1884
48-49	59	(" 59) " in lieu of No. 38.....	1885
50-51	24	(" 117) " in lieu of No. 59.....	1887
54-55	8	(" 234) " revoke, unpaid balance of No. 117	1891

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31	20	ST. LAWRENCE AND OTTAWA RAILWAY CO., incorporated	1867
35	67	“ Extending corporate powers and authorizing construction of branch lines	1872
39	47	“ Amending corporate powers; authorizing issue of mortgage bonds, and creation of debenture stock	1876
47	76	“ As to rights of bondholders	1884
59	33	“ Application of proceeds of sales of lands	1896
		Leased to CANADIAN PACIFIC RAILWAY.	
40	62	ST. LAWRENCE AND PACIFIC RAILWAY FERRY CO., incorporated	1877
		ST. LOUIS, RICHIBUCTO AND BUCTOUCHE RAILWAY CO. (N.B.)	
47	8	(No. 35) Subsidy Act	1884
50-51	75	ST. MARTINS AND UPHAM RAILWAY CO., au- thorizing sale of railway; certain rights reserved	1887
		See CENTRAL RAILWAY COMPANY OF N. B.	
		STRATHROY AND WESTERN COUNTIES RAIL- WAY CO. (Ont.)	
57-58	4	(No. 341) Subsidy Act	1894
60-61	4	(“ 391) “	1897
		ST. STEPHEN AND MILLTOWN RAILWAY CO. (N.B.)	
53	2	(No. 202) Subsidy Act	1890
56	2	(“ 303) “ in lieu of No. 202	1893
60-61	4	(“ 398) “ additional	1897
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50-51	90	TEESWATER AND INVERHURON RAILWAY CO., incorporated	1887
50-51	71	TEMISCOUATA RAILWAY CO., charter confirmed as set out in schedule to this Act	1887
56	61	“ Authorizing issue of bonds, arrangements with other companies; and time extend- ed for construction	1893

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58-59	65	“ Authorizing extension from Edmundston to the I. C. R.; time for construction limited; issue of bonds to apply to extension	1895
60-61	63	“ Time for construction of extension extended; may lease or acquire running powers over the Central Railway	1897
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50-51	24	(“ 127) “ “	1887
51	3	(“ 141) “ in lieu of No. 127	1888
53	2	(“ 226) “ additional.....	1890
55-56	5	(“ 279) “ revote of portion of No. 226.....	1892
51	75	THOUSAND ISLANDS RAILWAY COMPANY, declaring to be under legislative authority of Canada; general corporate powers; amalgamation with Gananoque, Perth and James' Bay Railway.....	1888
59	38	“ Time for construction extended.....	1896
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55-56	5	(“ 269) “ revote, unpaid balance of No. 182	1892
52	64	THREE RIVERS AND WESTERN RAILWAY CO., incorporated.....	1889
35	81	THUNDER BAY SILVER MINES RAILWAY CO., incorporated	1872
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48-49	59	(No. 52) Subsidy Act.....	1885
49	10	(“ 70) “ additional.....	1886
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53	56	TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY CO., incorporated	1890
55-56	5	(No. 280) Subsidy Act.....	1892
57-58	4	(“ 317) “ in lieu of No. 280	1894
60-61	4	(“ 387) “ additional.....	1897

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50-51	24	(No. 130) Subsidy Act.....	1887
53	2	(“ 227) “ additional	1890
54-55	8	(“ 238) “ in lieu of No. 130.....	1891
55-56	5	(“ 244) “ additional	1892
57-58	4	(“ 354) “	1894

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55-56	61	TORONTO CITY OF, and Grand Trunk and Canadian Pacific Railways, agreement between (schedule) ..	1892
56	48	“ Confirming agreement in 55-56 Vic. cap. 61.	1893

47	66	TORONTO, GREY AND BRUCE RAILWAY CO., powers as to issue of bonds and first mortgage bonds; declaring subject to authority of Canada ...	1884
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54-55	86	TORONTO, HAMILTON AND BUFFALO RAILWAY CO., declaring subject to legislative authority of Canada; general corporate powers	1891
56	62	“ Confirming by-laws of Brantford and Hamilton respecting,—schedules “ A ” and “ B ”; amalgamation with Brantford, Waterloo and Lake Erie Railway.....	1893
58-59	66	“ By-law 755 of City of Hamilton ratified; time for construction extended; and as to security for debts incurred (schedule)...	1895
59	39	“ As to application of money deposited in trust for debts; and disposal of debentures... ..	1896

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34	45	TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY CO., confirming agreement for lease of, to Northern Railway Company (schedule)	1871
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60-61	64	“ As to issue of bonds; time for construction limited	1897
58-59	63	TRANS-CANADIAN RAILWAY CO., incorporated...	1895
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60-61	65	TRANS-CANADA RAILWAY CO., name of Trans- Canadian Railway Company changed to	1897
40	46	TRURO AND PICTOU RAILWAY CO., transfer of, to a Company	1877
42	12	“ D. Transfer Act amended.....	1879

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36	16	UNION FORWARDING AND RAILWAY CO., author- ity to increase capital.....	1873
40	66	“ Authorizing reduction of capital.....	1877
52	63	UNION RAILWAY CO., incorporated.....	1889
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55-56	5	(No. 260) Subsidy Act.....	1892
56	2	(“ 297) “ in lieu of No. 260.....	1893
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50-51	95	UPPER COLUMBIA RAILWAY CO., incorporated...	1887

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34	46	VAUDREUIL RAILWAY CO., confirming incorpora- tion by 16 Vic. cap. 134; as to issue of bonds; name changed to Ottawa, Vau- dreuil and Montreal Railway Company.	1871
47	84	VAUDREUIL AND PRESCOTT RAILWAY CO., incorporated.....	1884
53	58	“ Name changed to Montreal and Ottawa Railway	1890
50-51	24	(No. 97) Subsidy Act	1887
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56	63	“ Name changed to Yarmouth and Annapolis Railway Company; confirming agreement for sale of, to Syndicate (schedule).	1893
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51	69	WESTERN ONTARIO RAILWAY CO., incorporated	1888

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49	70	“ Authority to construct branch line ; powers as to mortgage bonds.....	1886
49	10	(No. 66) Subsidy Act.....	1886
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57-58	69	WINDSOR AND ANNAPOLIS RAILWAY CO., name changed to Dominion Atlantic Railway.	1894
58-59	69	“ Sale of railway authorized.....	1895
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57-58	94	WINNIPEG GREAT NORTHERN RAILWAY CO., name of Winnipeg and Hudson Bay Railway changed to	1894
58-59	8	“ D. Special subsidy, and authority to transfer portion of, to Lake Manitoba Railway and Canal Company	1895
59	40	“ Time for construction extended.....	1896
50-51	81	WINNIPEG AND HUDSON BAY RAILWAY CO., name of Winnipeg and Hudson's Bay Railway and Steamship Company changed to ; incorporation continued....	1887
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54-55	81	“ Special subsidy granted of \$80,000 per annum for twenty years.....	1891
57-58	94	“ Time for construction extended ; name changed to Winnipeg Great Northern Railway	1894

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43	59	WINNIPEG AND HUDSON'S BAY RAILWAY AND STEAMSHIP CO., incorporated.....	1880
46	69	" Amalgamation of Nelson Valley Railway and Transportation Company with, and corporate powers confirmed ...	1883
47	70	" Charter continued; time for construction extended; power to issue bonds, etc.....	1884
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48-49	89	WINNIPEG AND PRINCE ALBERT RAILWAY CO., incorporated	1885
49	84	WINNIPEG AND NORTH PACIFIC RAILWAY CO., incorporated ...	1886
52	68	" Time for construction extended.....	1889
57-58	95	WOLSELEY AND FORT QU'APPELLE RAILWAY CO., incorporated	1894
46	74	WOOD MOUNTAIN AND QU'APPELLE RAILWAY CO., incorporated	1883
48-49	16	" New line of railway approved; as to lands acquired and bond issue; time for construction extended.....	1885
49	11	" D. Special land subsidy to	1886
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52	66	" New line of railway approved; time for completion limited.....	1889
53	83	" Time for completion again extended.....	1890
55-56	63	" Time for construction extended; may enter into agreement with another Company...	1892
57-58	96	" Time for construction again extended.....	1894
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44	25	Act respecting operation of Government Railways.....	1881
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**TELEGRAPH, TELEPHONE AND CABLE
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45	94	CANADA MUTUAL TELEGRAPH CO., incorporated	1882
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34	52	DOMINION TELEGRAPH CO., incorporated	1871
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43	66	GREAT NORTH-WESTERN TELEGRAPH CO. OF CANADA, incorporated	1880
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TELEGRAPH, TELEPHONE AND CABLE CO.'S.

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35	97	THUNDER BAY SILVER MINES TELEGRAPH CO., incorporated	1872
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NOTE.—No legislation respecting Telegraph Companies in the years 1887, 1889 or 1891.

**ORDERS OF THE GOVERNOR-GENERAL IN COUNCIL
HAVING FORCE OF LAW.**

VICTORIA		YEAR
38	O. C., November 6th, 1874, INTERCOLONIAL RAILWAY, regulations respecting freight, and general classification per car load for specified articles	1875
(LXXXVII.)		
40	O. C., October 7th, 1876, INTERCOLONIAL RAILWAY, freight tariff from Halifax and St. Johni to Stations as far north as Campbellton.	
(CXXIII.)	<i>Vide Canada Gazette</i> , Vol. 10, p. 488	1877
40	O. C., CANADIAN PACIFIC RAILWAY, land reserve, Battle River to Jasper House.	
(LXVI.)	<i>Vide Canada Gazette</i> , Vol. 9, p. 1538	1877
42	O. C., CANADIAN PACIFIC RAILWAY, preservation of peace on.	
(LXI.)	<i>Vide Canada Gazette</i> , Vol. 12, p. 704.....	1879
42	O. C., BROCKVILLE and OTTAWA and CANADA CENTRAL RAILWAYS, amalgamation of.	
(CX.)	<i>Vide Canada Gazette</i> , May 18th, 1879.	
42	O. C., February 11th, 1879, INTERNATIONAL RAILWAY, local passenger tariff	1879
(XCVII.)		
42	O. C., COTEAU AND PROVINCE LINE RAILWAY and MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY COMPANY, amalgamation of.	
(CX.)	<i>Vide Canada Gazette</i> , June 28th, 1879.....	1879
43	O. C., ONTARIO AND PACIFIC JUNCTION RAILWAY COMPANY, power to acquire lands to connect with railway system of Canada.	
(CXLIV.)	<i>Vide Canada Gazette</i> , Vol. 13, p. 806	1880
43	O. C., CANADIAN PACIFIC RAILWAY, regulations for disposal of lands for, and issue of scrip.	
(LXXVIII.)	<i>Vide Canada Gazette</i> , Vol. 13, p. 731	1880

VICTORIA.		YEAR.
44 (XXXVII.)	CANADIAN PACIFIC RAILWAY COMPANY, capital \$25,000,000; incorporated on the 16th day of February, 1881	1881
44 (XVIII.)	O. C., June 10th, 1880, repealing 7th section of O. C. of 24th October, 1879, CANADIAN PACIFIC RAILWAY, respecting lands, regulations as to scrip. <i>Vide Canada Gazette</i> , Vol. XIV., p. 38....	1881
45 (CXXI.)	O. C., July 26th, 1881, INTERCOLONIAL RAILWAY, certain works on, exempted under 44 Vic. cap. 25. <i>Vide Canada Gazette</i> , Vol. 15, p. 199.....	1882
45 (XXX.) (CXXIII.)	CANADIAN PACIFIC RAILWAY CO., O.C., April 27th, 1881, allowance for iron bridges... " Certain works on, exempted under 44 Vic. cap. 24.....	1882 1882
(CXIX.)	" Tariff of tolls on, O. C., April 29th, 1881....	1882
(XXXVII.)	" Allowance of bounty on fish plates etc., made in Canada.....	1882
(CXIII.)	" Act for preservation of peace..... <i>Vide Canada Gazette</i> , Vol. 15, pp. 1314 and 1811.....	1882
45 (XXII.)	O. C., WINNIPEG SOUTH EASTERN RAILWAY CO., Act of Manitoba incorporating disallowed. <i>Vide Canada Gazette</i> , Vol. 15, p. 978	1882
45 (CXIX.)	O. C., April 29th, 1881, CANADIAN PACIFIC RAILWAY, approving tariff of tolls for freight and passengers	1882
	O. C., Clifton Suspension Bridge Company (48).	
46 (CXXI.)	O. C., May 28th, 1883, CANADIAN PACIFIC RAILWAY CO., approving By-law No. 56, establishing freight tolls on division west of Prince Arthur's Landing.....	1883
46 (LXV.)	Proclamation for the preservation of peace in the vicinity of the CANADIAN PACIFIC RAILWAY. <i>Vide Canada Gazette</i> , Vol. XVI., p. 744...	1883

		YEAR
VICTORIA. 46 (XXXIX.)	Proclamation declaring in force "An Act respecting the PORTAGE, WESTBOURNE AND NORTH-WESTERN RAILWAY CO." <i>Vide Canada Gazette, Vol. 16, p. 438...</i>	1883
46 (XLV.)	Regulations respecting transporting, manifesting and reporting dutiable goods by RAILWAY in or through Canada, to take effect May 1st, 1883.....	1883
47 (68)	Proclamation respecting rescinding of O. C. of July 5th, 1882, by O. C. of November 29th, 1883, and declaring certain lands in CANADIAN PACIFIC RAILWAY belt re-opened for homestead and pre-emption entries. <i>Vide Canada Gazette, Vol. XVII., p. 860...</i>	1884
47 (117)	O. C., April 12th, 1884, declaring incorporation of "THE ESQUIMALT AND NANAIMO RAILWAY CO." <i>Vide Canada Gazette, Vol. XVII., p. 1648.</i>	1884
47 (115)	O. C., December 19th, 1883, approving passenger and freight tariffs of MANITOBA AND NORTH-WESTERN RAILWAY CO. <i>Vide Canada Gazette, Vol. XVII., p. 1000.</i>	1884
48-49 (CVII.)	CANADIAN PACIFIC RAILWAY, preservation of peace on certain sections. <i>Vide Canada Gazette, Vol. XVII., p. 1804...</i>	1885
(CVII.)	" Preservation of peace, etc. <i>Vide Canada Gazette, Vol. XVII., p. 1953</i>	1885
(CVIII.)	" Preservation of peace, etc. <i>Vide Canada Gazette, Vol. XVII., p. 1918</i>	1885
(CIX.)	" Preservation of peace, etc. <i>Vide Canada Gazette, Vol. XVIII., p. 424</i>	1885
(CIX.)	" Preservation of peace, etc. <i>Vide Canada Gazette, Vol. XVIII., p. 484</i>	1885
(CX.)	" Preservation of peace, etc. <i>Vide Canada Gazette, Vol. XVIII., p. 1532</i>	1885
48-49 (CXLC.)	" By-law No. 50, establishing passenger and freight tariffs, was approved. <i>Vide Canada Gazette, Vol. XVIII., p. 239</i>	1885

VICTORIA.		YEAR
48-49	O. C., May 21st, 1885, By-law No. 31 of ONTARIO AND QUEBEC RAILWAY CO. was approved	1885
(CXLV.)	By O. C., May 5th, 1884, Rule 45 of GOVERNMENT RAILWAYS OF CANADA, approved by O. C. of August 15th, 1876, was rescinded and new rule adopted; and also Rule 58½, governing rules 48 to 58, was adopted.	1885
48-49	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1959	1885
(CXLIV.)	O. C., July 23rd, 1885, CANADIAN PACIFIC RAILWAY, By-law No. 50 amended to authorize charge of ten cents for each ticket purchased on Company's trains.	1886
49	<i>Vide Canada Gazette</i> , Vol. XIX., p. 436...	1886
(LXXXI.)	O. C., October 6th, 1885, TEMISCOUATA RAILWAY, authorizing construction of, by Company.	1886
49	<i>Vide Canada Gazette</i> , Vol. XIX., p. 501...	1886
(CXLIV.)	O. C., May 5th, 1884, rule 45 of the Rules and Regulations of GOVERNMENT RAILWAYS, approved by O. C. of August 15th, 1876, was rescinded and rule substituted requiring payment of ten cents each additional on tickets purchased on trains, and adding Rule No. 58½ imposing penalties for infractions of Rules 45 to 58, inclusive.	1886
48-49	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1959	1886
(CXLV.)	O. C., January 10th, 1885, CANADIAN PACIFIC RAILWAY, approving By-law No. 50—Passenger Tariff.	1886
48-49	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 1239	1886
(CXLV.)	O. C., May 21st, 1885, ONTARIO AND QUEBEC RAILWAY (leased to Canadian Pacific Railway), approving By-law No. 31 establishing maximum rate for carriage of passengers, and authorizing charge of ten cents per mile on tickets purchased on trains; also maximum mileage tariff of freight rates and tolls on lines and extensions.	1886
48-49	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 1893	1886

VICTORIA.		YEAR
50-51	O. C., August 3rd, 1883, approving local passenger tariff of NEW BRUNSWICK RAILWAY (leased to Canadian Pacific Railway), in effect January 1st, 1884. (CLXXXV.)	1887
50-51	O. C., July 20th, 1886, granting charter to LAKE TEMISCAMINGUE COLONIZATION RAILWAY CO. for the construction of wharves and landing stages. (CXCH.)	1887
50-51	O. C., July 22nd, 1886, land grants on certain conditions to the GREAT NORTH-WEST CENTRAL RAILWAY CO. (CC.)	1887
50-51	O. C., August 3rd, 1886, authorizing the GREAT NORTH-WEST CENTRAL RAILWAY CO. to issue bonds to amount of \$25,000 per mile. (CCX.)	1887
50-51	O. C., May 21st, 1887, approving rates of PRINCE EDWARD ISLAND RAILWAY per 100 lbs. for goods under general classification, and per car load for special articles. (CCXI.)	1887
51	Proclamation, July 5th, 1888, confirming Act passed by Legislature of Quebec to amend Charter of the QUEBEC CENTRAL RAILWAY CO. (CCIV.)	1888
52	O. C., O. C., February 25th, 1889, INTERCOLONIAL RAILWAY, establishing tolls for carriage of freight in accordance with maximum freight tariff based on CANADIAN JOINT FREIGHT CLASSIFICATION, dated March 1st, 1888, and November 1st, 1888; also for storage and side and top wharfage in connection with said Railway. (CIIL)	1889

VICTORIA.

YEAR

- 52 Proclamation, December 5th, 1888, declaring that Governor-General in Council was satisfied that no objection exists to constructing low level bridge across St. Lawrence River at point mentioned in 35 Vic. cap. 83, by CANADA ATLANTIC RAILWAY CO.
(CIII.)
Vide Canada Gazette, Vol. XXII., p. 928 1889
- October 26th, 1889, General Regulations for GOVERNMENT RAILWAYS, O. C., August 16th, 1876.
- 52 CANADIAN JOINT FREIGHT CLASSIFICATION,
No. 6, taking effect April 15th, 1889 ... 1889
- ADOPTED BY
- | | |
|---|--|
| Canadian Pacific Railway. | Michigan Central Railroad (Canada Division). |
| Canada Atlantic Railway. | Niagara Central Railway. |
| Central Ontario Railway. | Pontiac Pacific Junction Railway. |
| Central Vermont Railroad (in Canada). | Quebec Central Railway. |
| Cumberland Railway and Coal Co. | Quebec and Lake St. John Railway. |
| Erie and Huron Railway. | Bay of Quinte Railway and Nav. Co. |
| Grand Trunk Railway. | Napanee, Tamworth and Quebec Ry. |
| Intercolonial Railway (Through Canadian Traffic). | Thousand Islands Ry. |
| Kingston and Pembroke Railway. | Temiscouata Railway. |
| Lake Erie, Essex and Detroit River Ry. | |
| Manitoba and North-Western Ry. | |
- 53 October 15th, 1889, Tariff of tolls for carriage of freight on PRINCE EDWARD ISLAND RAILWAY, with maximum general freight tariff.
(CXXXIII.)
Vide Canada Gazette, Vol. XXIII., p. 638 1889
- 52 CANADA ATLANTIC RAILWAY bridge over River St. Lawrence approved.
(CIII.)
Vide Canada Gazette, Vol. XXII., p. 998 1889
- 52 O. C., June 15th, 1889, regulations governing draw-bridge of ATLANTIC AND NORTH WEST RAILWAY over Lachine Canal.
(CXVI.)
Vide Canada Gazette, Vol. XXII., p. 2387 1889

VICTORIA.

- | | | YEAR |
|-------------------|--|------|
| 53
(CXXXIV.) | CANADIAN JOINT FREIGHT CLASSIFICATION, Supplement No. 1 to Classification No. 6, of April 15th, 1889, to take effect August 12th, 1889.
<i>Vide Canada Gazette</i> , Vol. XXIII., p. 1020 | 1890 |
| 53
(CXXIV.) | O. C., October 15th, 1889, PRINCE EDWARD ISLAND RAILWAY, maximum freight tariff, governed by Canadian Joint Freight Classification of March 1st, 1888; also tariffs for side and top wharfage at railway wharves and for storage were established.
<i>Vide Canada Gazette</i> , Vol. XXIII., p. 1020 | 1890 |
| 53
(CXXXVIII.) | O. C., November 29th, 1889, NORTH-WESTERN COAL and NAVIGATION CO., tariff of tolls and rates based on Canadian Joint Freight Classification, No. 5, of March 1st, 1888, were approved.
<i>Vide Canada Gazette</i> , Vol. XXIII., p. 1499 | 1890 |
| 53
(CXI.) | O. C., April 24th, 1890, INTERCOLONIAL RAILWAY, amending freight tariff established February 25th, 1889, on agricultural products; stoves at O. R. reduced; cattle, horses and mules; furniture, certain articles of; molasses, small lots, reduced; lumber, confirming tariff of, February 23rd, 1880.
<i>Vide Canada Gazette</i> , Vol. XXIII., p. 2171 | 1890 |
| 54-55
(CXLV.) | O. C., December 31st, 1890, QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY and STEAMBOAT CO., By-laws of, passed July 20th, 1889, tariff of tolls No. 6, and on December 9th, 1890, No. 7 amending No. 6, were approved.
<i>Vide Canada Gazette</i> , Vol. XXIV., p. 1208 | 1891 |
| 55-56
(C.) | O. C., June 2nd, 1892, MANITOBA and NORTH-WESTERN RAILWAY CO.; approving tariff of tolls under Canadian Joint Freight Classification.
<i>Vide Canada Gazette</i> , Vol. XXVI., p. 2.... | 1892 |

VICTORIA.

55-56

Proclamation, October 1st, 1891, CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, authorized on above date to apply to railway freight traffic to and from all points within the Dominion of Canada.

(LXXIII.)

Vide Canada Gazette, Vol. XXV., p. 580... 1892

CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, 1st OCT., 1891.

ADOPTED BY

Brantford, Waterloo and Lake Erie Railway.	Manitoba and North-Western Railway.
Boston and Maine Railway (in Canada).	Michigan Central Railroad (Canada Division).
Brockville, Westport and Sault Ste. Marie Railway.	New Brunswick and Prince Edward Island Railway.
Buctouche and Moncton Railway.	Niagara Central Railway.
Canada Atlantic Railway.	Nova Scotia Central Railway.
Central Ontario Railway.	Northern Pacific and Manitoba Railway.
Central Vermont Railroad (in Canada).	Pontiac Pacific Junction Railway.
Cumberland Railway and Coal Company.	Prince Edward Island Railway.
Erie and Huron Railway.	Quebec Central Railway.
Grand Trunk Railway.	Quebec and Lake St. John Railway.
Intercolonial Railway.	Bay of Quinte Railway and Navigation Company.
Kingston and Pembroke Railway.	Thousand Islands Railway.
Kingston, Napanee and Western Railway.	Temiscouata Railway.
Lake Erie, Essex and Detroit River Railway.	Western Counties Railway.
Maine Central Railway (in Canada).	Windsor and Annapolis Railway.

57-58

Proclamation, July 5th, 1893, under clause 226 of "The Railway Act," 51 Vic. cap. 29, an amended classification of freight, No. 9, approved, to be substituted for CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, to be applicable to railway freight to and from all points within the Dominion of Canada.

(CLXII.)

Vide Canada Gazette, Vol. XXVII., p. 198. 1894

57-58

TOBIQUE VALLEY RAILWAY CO., confirming Acts of Legislature of New Brunswick, 48 Vic. cap 51, and 50 Vic. cap. 16, Proclamation May 19th, 1893.

(CLXII.)

Vide Canada Gazette, XXVI., p. 2122..... 1894

VICTORIA.

YEAR

- 60-61 O. C., July 8th, 1896, approving By-laws adopted by the CANADA ATLANTIC RAILWAY CO., and the OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO., and O. C. dated October 24th, 1894, approving of certain By-laws of the said companies, was cancelled.
(XCIII.)
Vide Canada Gazette, Vol. XXX., p. 296.. 1897
- 60-61 O. C., April 17th, 1897, under section 223 of "The Railway Act," a By-law of the CUMBERLAND RAILWAY AND COAL CO., adopted February 10th, 1898, authorizing directors to fix tolls, and a resolution of the directors dated March 29th, 1897, fixing the tolls to be collected by the said railway for the transport of passengers and goods, were approved.
(XCIII.)
Vide Canada Gazette, Vol. XXX., p. 2220 1897
- 60-61 O. C., May 7th, 1895, under the provisions of the "Railway Act," By-Law No. 5, a freight tariff of the TEMISCOUATA RAILWAY CO., adopted by the said Company at their annual meeting held on December 3rd, 1889, was approved.
(XCIII.)
Vide Canada Gazette, Vol. XXX., p. 2286. 1897
- O. C., May 17th, 1897, approving Freight Tariff of the IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY, By-law No. 1..... 1897
- O. C., July 29th, 1897, approving CANADIAN JOINT FREIGHT CLASSIFICATION No. 10. 1897
- O. C., November 1st, 1897, approving Supplement No. 1 to CANADIAN JOINT FREIGHT CLASSIFICATION No. 10 1897
- O. C., February 28th, 1898, approving substitution of Supplement No. 2 for Supplement No. 1, and amendment of CANADIAN JOINT FREIGHT CLASSIFICATION No. 10 1898

TABLE SHOWING LOCATION OF THE RAILWAYS OF THE DOMINION OF CANADA, 30th JUNE, 1897.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Alberta Railway and Coal Co.	From Lethbridge in District of Alberta, N.W.T., to Coutts, on International boundary, 3' gauge The position from Dunmore to Lethbridge 109½ miles was changed to 4' 8½" gauge and leased to Can. Pac. Ry., 29th Nov., 1893.		64 62
Albert Southern	Harvey Branch Junction to Alma, N.B.		16 00
Baie des Chaleurs	Metapedia Station on C.P.R. to Caplin		80 00
Bay of Quinte Railway and Navigation Co.	Deseronto, on Bay of Quinte, Lake Ontario to Deseronto Junction, Grand Trunk Railway		4 00
Berlin and Waterloo (electric)	Berlin to Waterloo		3 30
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32 00
Brockville, Westport and Sault Ste. Marie	Brockville to Westport, Ont.		45 00
Calgary and Edmonton	Calgary to Edmonton	190 97	
	McLeod, District of Alberta	104 10	
			295 07
Canada Atlantic	City of Ottawa to Junction with Grand Trunk at Lacolle. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle.		138 00
Central Counties	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.	21 00	
	South Indian, on Canada Atlantic, to Rockland	17 00	
			38 00
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge	226 18	
	Amherstburg Branch—Essex Centre to Amherstburg	16 83	
	St. Clair Branch—St. Clair Junction to Court-right	62 63	
	Fort Erie Branch—Fort Erie to Welland Junction	17 59	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30 60	
	Oil Springs Branch—Oil Springs to Oil City	5 50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7 00	
"	Leamington and St. Clair—Comber to Leamington	15 95	
			382 19
Canada Eastern	Late Northern and Western of New Brunswick		
	Gibson, opposite city of Fredericton to Chatham Junction, I.C.R.	107 00	
	Chatham Junction to Chatham and Logrieville, via Nelson	20 00	
	Blackville to Indiantown	9 00	
			136 00

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION	DISTANCE.	
		Miles.	Total.
Canadian Pacific:			
Owned	Main line—Callander to Vancouver	2,560·90	
(Canada Central)	“ Ottawa to Callander	223·60	
(Que., Mont., Ottawa & Occid.)	“ Montreal to Ottawa	120·30	
(“ North Shore)	“ Quebec to St. Martin's Junction	159·80	
	Branches—Piles Junction to Grand Piles	26·90	
	“ Berthier Junction to Berthier	2·00	
	“ Joliette Junction to St. Felix	16·80	
	“ Ste. Therese Junction to St. Jerome	13·60	
	“ Ste. Therese to St. Eustache	6·00	
	“ St. Lin Junction to St. Lin	15·00	
	“ Buckingham to Buckingham Village	4·20	
	“ Hull to Aylmer	7·50	
Brockville & Ottawa Railway	“ Carleton Jct. to Brockville	45·00	
	“ Sudbury to Sault Ste. Marie	182·50	
	“ Sudbury to Copper Mines	5·60	
	“ Winnipeg Junction to Emerson	64·80	
	“ Winnipeg Junction to Manitou	101·10	
	“ Rosenfeldt to Gretna	14·00	
	“ Winnipeg to West Selkirk	22·50	
	“ Air Line Junction to Stonewall	18·20	
	“ Kemnay to Estevan	156·20	
	“ Glenboro to Souris	45·20	
	“ Deloraine to Napinka	18·10	
	“ Menteith Junction to Reston	31·50	
	“ North Portal to Pasqua	160·50	
	“ New Westminster Junction to New Westminster	8·20	
Lake Temiscamingue Colonization	“ Mattawa to Kippewa	45·80	
	“ Mission Junction to Mission	10·10	
	“ Revelstoke to Arrow Head	27·80	
	“ Vancouver to Coal Harbour	1·20	
	“ Three Forks to Sandon	4·20	
	Total mileage owned	4,119·10	
Leased Lines	Atlantic and North-west (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que.	182·50	
	Renfrew to Eganville, Ont.	22·50	
			205·00
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont.	51·80	
	Chaudiere Junction to Sussex St., Ottawa	6·60	
			58·40
	Ontario and Quebec—		
	Mile End Junction to South End Lachine Bridge	9·10	
	Montreal, Windsor St., to Toronto	339·00	
	London to Windsor	112·50	
	Toronto Junction to Strachan Avenue	3·20	
	Leaside Junction to Union Station Toronto	5·20	
			469·00
	Credit Valley—		
	Toronto Junction to St. Thomas	116·10	
	Streetsville Junction to Melville Junction	31·70	
	Cataract to Elora	27·30	
			175·10
	West Ontario Pacific—London to Woodstock	26·60	

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Leased Lines—Continued.	Toronto, Grey and Bruce—		
	Toronto Junction to Owen Sound	116·90	
	Orangeville Junction to Teeswater	69·40	
	Glenannan to Wingham.....	5·00	
			191·30
	Guelph Junction—		
	Guelph Junction on Credit Valley Ry. to Guelph.....		15·00
	Montreal and Western—		
	St. Jerome to Labelle.....		70·00
	Montreal and Lake Maskinonge—		
	St. Felix to St. Gabriel de Brandon.....		12·90
	Montreal and Ottawa—		
	Vaudreuil to Alfred.....	45·50	
	Rigaud to Pt. Fortune.....	7·30	
			52·80
	New Brunswick System (in Canada)—		
	Vanceboro' to McAdam Junction	6·30	
	McAdam Junction to St. John..	83·80	
	Fairville to Carleton.....	4·00	
	Fredericton Junction to Fredericton.....	22·10	
	McAdam Junction to St. Stephen	33·90	
	Watt " St. Andrew's.	27·50	
	McAdam " Woodstock..	51·80	
	Debec " Maine boundary.....	5·00	
	Woodstock to Maine boundary..	59·40	
	Newbury Junction to Fredericton	58·40	
	Aroostock Junction to Edmunston	57·20	
			409·40
Manitoba South-western Colonization—			
Manitou to Deloraine.....	100·40		
Winnipeg to Glenboro'.....	102·40		
Elm Creek to Carman.....	12·40		
		215·20	
Columbia and Kootenay—			
Nelson to Robson.....	27·70		
Mouth of Kootenay River.....	0·80		
		28·50	
Shuswap and Okanagan—			
From Junction with C.P.R. at Sicamous to Lake Okanagan.....		51·00	
Nakusp and Slocan—			
Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.....		36·90	
Alberta Railway—			
Dunmore to Lethbridge, N.W.T.....		109·50	
Cap de la Madeline—			
From Main Line C.P.R. at Junction with Piles branch to Cap de la Madeline....		2·30	
St. Stephen and Milltown, N.B.—			
From Junction with C.P.R. in St. Stephen to Milltown.....		4·64	
Toronto Hamilton and Buffalo—			
Hamilton Junction to Hamilton.....		2·70	
Tobique Valley—			
Perth Centre to Plaster Rock.....		28·00	
Total mileage leased.....		2,164·26	
" " owned.....		4,119·10	
" " in Can. Pac.system.....		6,283·36	

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Canadian Govt. Railways...	Intercolonial—		
	Halifax to Levis	675 00	
	Moncton to St. John	89 00	
	Truro to Trenton	44 00	
	New Glasgow to Mulgrave	82 00	
	Stellarton to Pictou	14 00	
	Trenton to Pictou Landing	7 00	
	Pt. Tupper to Sydney	91 00	
	North Sydney Junction to North Sydney	5 00	
	Branch Pt. du Chene to Painsec Junction	11 00	
	Branch Dalhousie	7 00	
	“ St. Charles	25 00	
	“ Windsor Junction to Dart- mouth	14 50	
	“ Indiantown	14 00	
	“ Oxford Junction to Brown's Pt	67 00	
“ Pugwash	5 00		
Leased lines	Montreal Extension	170 00	
		1,320 30	
	Prince Edward Island—		
	Main Line—Alberton to Charlotte- town	105 00	
	Royalty Junction to Georgetown ..	41 00	
	Branch—Mount Stewart to Souris	38 40	
	“ Alberton to Tignish	13 30	
	“ Emerald to Cape Traverse	12 00	
		210 00	
			1,530 50
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68 00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Naviga- tion Company's steamers (Gauge, 5 ft. 6 in.)		13 00
Central Ontario	From Picton, in Prince Edward County, Ont., to Coe Hill, Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, two miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon		104 00
Central Railway of New Brunswick	From Norton Station, on the Intercolonial Railway to Chipman	45 00	
	From Hampton to Quasco (formerly St. Mar- tin's and Upham Railway)	30 00	
			75 66
Coast Line, Nova Scotia	Yarmouth to Lockeport, 98 miles, of which 23 25 miles have rails laid		28 25
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro)	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrs- boro, on the Bay of Fundy	32 00	
	Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Ox- ford and New Glasgow Branch, I.C.R.	14 00	
			46 00

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial	Windsor to Annapolis, N. S.	84 00	
	Annapolis to Yarmouth	87 00	
	Branches—		
	Wilmot to Forbrook	3 50	
	From Kentville to Kingsport on Basin of Minas (formerly Cornwallis Valley Railway).	14 00	
	Windsor branch of I. C. R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax	32 00	
			220 50
Drummond County	Ste. Rosalie, Que., junction with Grand Trunk Railway, to St. Leonard, thence to Moose Park towards Chaudiere	72 97	
	St. Leonard to Nicolet and Ball's wharf, on the St. Lawrence	17 06	
	Mitchell to Burrill's Mill	50	
			90 53
Elgin and Havelock	From Elgin, County of Albert, N. B., to Pet- itcodiac Junction with Intercolonial Railway; thence to Havelock in County of King's		27 00
Erie and Huron	Rondeau, Lake Erie, Ont., to Sarnia, passing through the town of Chatham, Ont., connects with Canada Southern and Grand Trunk and Lake Erie and Detroit River Railways		76 75
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver		78 00
Fredericton and St. Mary's Railway Bridge	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway and Canada Eastern Railway at St. Mary's		1 33
Grand Trunk (owned)— Main Line	From Point Edward to Point Levis and boundary line, Vermont	719 33	
	From Niagara Falls to Windsor	229 32	
			948 65
Branches	Connections at Toronto with G. W. and N., and N. W.	4 75	
	Montreal to Dorval	10 12	
	Sarnia Extension—Point Edward to Sarnia	3 13	
	Montreal leading to Wharfs	0 83	
	Arthabaska to Doucet's Landing (Three Rivers branch)	35 34	
	Kingston—Main Line to Kingston City	2 25	
	Waterloo and Berlin to Galt	14 85	
	St. Mary's to London	22 00	
	St. Lambert to Boundary Line, N. Y., and St. Isidore to Province Line	65 50	
	Blackwell to St. Clair Tunnel	5 00	
	Port Dover to Warton, Durham and Port Rowan	189 75	
	Brosseaus to Dundee and Valleyfield	81 14	
	Jacques Cartier to Canadian Pacific Junction	6 54	
	Waterloo to Elmira	10 17	
Belleville to Midland	163 96		
Lindsay to Scarboro' Junction	60 35		

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Grand Trunk— Branches—Continued.	Lindsay to Haliburton	54.20	
	Whitby to Manilla	33.73	
	Lakefield Junction to Lakefield	11.66	
	North Hastings Junction to Eldorado	22.21	
	Blackwater to Cobocok	36.35	
	Port Hope to Omamee	32.05	
	Millbrook to Peterboro'	12.35	
	Stouffville to Lake Simcoe	26.46	
	Peterboro' to Chemong Lake	8.22	
	Coldwater to end of track	1.50	
	Connection, Merritton	0.17	
	“ Stony Creek	2.08	
	Loop Gages (N. and N.W. Divn.)	0.48	
	Hamilton to Toronto	36.64	
	Loop Junction Cut Branch	0.36	
	Connection, Burlington, East	0.13	
	“ West	0.21	
	Harrisburg to Guelph	27.18	
	Connection “ (W.G. and B.)	0.11	
	Harrisburg to Brantford	7.76	
	Brantford Branch Junction with G.T.	0.13	
	Komoka to Sarnia	50.85	
	Wyoming to Petrolia	4.71	
	Fort Erie to Glencoe	145.55	
	Connection, Welland Junction, East	0.26	
	“ West	0.50	
	“ Canfield Junction	0.19	
	“ Simcoe (G.B. & L.E.)	0.24	
	East Y. St. Thomas	0.32	
	Allanburg to Clifton Junction	8.33	
	Port Colborne to Port Dalhousie	25.14	
	Glencoe to Kingscourt Junction	21.04	
	Guelph to Southampton	101.26	
	Palmerston to Kincardine	66.67	
	“ connection	0.20	
	Hyde Park to Wingham Junction	68.88	
	Connection, Clinton Junction	0.13	
	Brantford Loop Line	34.78	
	Toronto Belt Line, Swansea to Carleton	4.37	
	“ Don to Fairbank Junction	8.33	
	Toronto to Gravenhurst	111.60	
	Allandale to Collingwood	31.76	
Hamilton to Allandale	93.82		
“ Port Dover	40.25		
Collingwood to Meaford	20.50		
Elmvale to Hillsdale	8.28		
Beeton Junction to Collingwood	39.83		
Gravenhurst to Nipissing Junction with C. P. R.	111.37		
Colwell to Penetanguishene	33.34		
Park Head to Owen Sound	12.42		
Cobourg to Harwood	15.00		
		2,049.58	
Total owned		2,998.23	
Leased and partly owned—			
Buffalo and Lake Huron, Fort Erie to Goderich	162.00		
Leased or rented—			
Wharf Branch, Montreal	1.75		
		163.75	
Total miles in Grand Trunk system		3,161.98	

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY	DESCRIPTION	DISTANCE	
		Miles.	Total
St. Clair Tunnel and approaches.....	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in the State of Michigan..... (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches).		2 23
Great Eastern.....	Constructed from junction with South-eastern Railway at Yamaska to River St. Francis..... Constructed from Nicolet to Junction with Grand Trunk Railway at St. Gregoire.....	6 00 7 00	13 00
Great Northern.....	From St. Jerome to Montcalm..... From junction with Lower Laurentian Railway westward to Ste. Flore.....	28 00 10 00	38 00
Great North-west Central.....	From junction with C.P.R. at Chater, westward to Hamiota.....		50 93
Gulf Shore.....	Junction with Caraquet Railway at Pokemouche to Tracadie—14 miles under construction.		
Hamilton, Grimsby and Beamsville (electric).....	Hamilton to Grimsby.....		23 00
Hamilton and Dundas.....			6 00
Harvey Branch.....	Albert to Harvey Bank, N.B.....		3 00
Hereford.....	From International Boundary to Dudswell, County Wolfé connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell..... Dudswell to Lime Quarries (Dominion Lime Company).....	48 50 4 80	53 30
Hull Electric.....	Hull to Aylmer.....		6 30
Irondale, Bancroft and Ottawa Joggins, now Canada Coals and Railway Co.....	From junction with Grand Trunk Railway, near Kinnmount Station; to Baptiste Lake, Maccan Station, I.C.R., to Joggins Mine.....		45 00 12 00
Kaslo and Slovan.....	From Kaslo to Sandon..... From Junction to Cody.....	28 80 3 00	31 80
Kent Northern.....	Richibucto, N.B., to Intercolonial Railway.....	27 00	
St. Louis and Richibucto.....	Richibucto to St. Louis.....	7 00	34 00
Kingston and Pembroke.....	Main Line—Kingston to Renfrew..... Glendower Branch—Bedford to Zanesville Mine..... Robertsville Branch—To Robertsville Mines Branches—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethlehem Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Caldwell's Mills, William's Mine, Cameron's Bay..... (Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)	103 10 4 00 1 00 4 75	
Kingston, Napanee and Western.....	Amalgamated with Bay of Quinte Railway: Napanee to Tamworth..... Yarker to Harrowsmith..... Tamworth to Tweed..... Harrowsmith to Sydenham.....	28 50 7 00 20 95 4 37	112 85
			60 82

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Lotbiniere and Megantic.....	Lyster Station, Grand Trunk, to Ste. Philomene		30.34
L'Assomption.....	L'Epiphanie Station, C.P.R., to L'Assomption		3.00
Lake Erie and Detroit River	From Walkerville, Ont., to Ridgetown.....	84.05	
Lake Manitoba Railway and Canal Co.....	Branch—Foster's to Decew's Mills.....	4.00	88.05
	From junction with Manitoba and North-western at Gladstone to Sifton.....		100.74
London and Port Stanley....	London to Port Stanley on Lake Erie.....		23.75
Lower Laurentian (formerly St. Lawrence, Lower Laurentian and Saguenay)....	From St. Tite, on C.P.R., to Riviere a Pierre, on Quebec and Lake St. John Railway		39.50
Manitoba and North-western	Portage la Prairie to Yorkton.....	223.05	
	Shell River Branch—Binscarth to Russell....	11.45	
	Leased—Saskatchewan and Western—Minnedosa to Rapid City.....	15.47	249.97
Manitoba and South-eastern.	From Winnipeg south-easterly to west side of Lake of the Woods; eight miles under construction.		
Midland of Nova Scotia (formerly Stewiacke Valley)....	90 miles under construction.		
Montfort Colonization.....	From junction with Montreal and Western near St. Sauveur to Montfort and westward		21.00
Massawippi Valley.....	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	32.00	
	Branch—Stanstead Junction to Stanstead....	2.00	36.00
Montreal and Vermont Junction.....	From junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23.60
Montreal, Portland and Boston, now Montreal and Province Line.....	Junction with Grand Trunk at St. Lambert to Farnham.....	32.00	
	Marieville to St. Cesaire.....	8.60	40.60
Montreal and Atlantic (formerly South-eastern)....	Main Line—West Farnham to Richford on International Boundary.....	13.80	
	Northern Division—Sutton Junction to Sorrel.....	95.50	
	Between Newport and Richford—Part of line in Canada.....	10.80	
		140.10	
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume..	61.40	201.50
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Railways)		
Montreal Park and Island (electric).....	City of Montreal and Suburbs.....		40.88
Montreal Island Belt Line (electric).....			11.60
Nelson and Fort Sheppard....	From West Arm of Kootenay Lake, near Nelson, to Fort Sheppard on International boundary, B.C.		59.40

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
New Glasgow Iron, Coal and Railway Company, now Nova Scotia Steel Co.	From Ferrona Junction, I. C. R., to Sunny Brae		12.50
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway, to Cape Tormentine		36.00
Niagara Falls Park and River Electric Railway	Queenston to Chippewa		13.68
Northern Pacific and Manitoba	Winnipeg to International boundary	65.94	
	Portage Junction to Portage La Prairie	52.52	
	Morris to Brandon	145.42	
	Connection with C. P. R. at Winnipeg	1.23	
			265.11
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5.50
Nova Scotia Central	From Middleton, on the Windsor and Annapolis Railway to town of Lunenburg, on the Atlantic coast, N. S.		74.00
Nova Scotia Southern	Shelburne to New Germany, 11 miles under construction		
Ontario, Belmont and Northern	From Junction with Central Ontario Ry. to Iron Mines, in Township of Belmont		9.60
Oxford Mountain	Eastman, on C. P. R., to Kingsbury, Que.		26.50
Oshawa Electric Railway	From Port Oshawa, Lake Ontario, to Grand Trunk Ry. Stations and through town of Oshawa		8.50
Ottawa and Gatineau	Canadian Pacific Railway Junction at Hull, Que., to Gracefield		56.50
Ottawa, Arnprior, and Parry Sound	Ottawa to Rose Point, Parry Sound		260.30
Ottawa Valley	Lachute, on C. P. R., to St. Andrews on Ottawa River		7.00
Philipsburg	Standbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Mississquoi Co.		
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que.		6.75
Pontiac Pacific Junction	From Junction with Canadian Pacific Railway at Aylmer, Que., to Waltham		4.25
Port Arthur, Duluth and Western	Port Arthur to Gunflint Lake on Minnesota boundary (Connects with the C. P. R. at Port Arthur and Fort William)		71.00
Qu'Appelle, Long Lake and Saskatchewan	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert		85.50
Québec and Lake St. John	Québec to Roberval	192.00	
Québec Central	Chambord Junction to Chicoutimi	53.85	
			245.85
	Main Line—Sherbrooke to Harlaka Junction Intercolonial Railway, 5 miles from Levis, Que.	137.50	
	Chaudière Branch, Beauce Junction to St. Francis	15.00	
	Angus Branch—East Angus to Angus Mills	1.00	
	Tring Megantic—Tring Junction to Megantic	60.00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		213.50
Québec, Montmorency, and Charlevoix	Hedleyville, Parish of St. Roch, Que., to Cap Tourmente		30.00
Red Mountain	From International boundary Line, B. C., to Rossland		9.53

TABLE SHOWING LOCATION OF RAILWAYS, &c.—Continued.

NAME OF RAILWAY.	DESCRIPTION.	DISTANCE.	
		Miles.	Total.
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. Johns, Que., easterly to Waterloo		43 00
Shore Line (formerly Grand Southern)	St. John to St. Stephen, N.B.		82 50
St. Catharines and Niagara Central	(construction)		
St. John Bridge and Railway Extension	St. Catharines, Ont., to Niagara Falls		12 35
St. John Valley and Riviere du Loup	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System		2 00
Salisbury and Harvey (formerly Albert Railway)	From Fredericton, N.B., to Woodstock, N.B. (6 miles under construction)		
St. Lawrence and Adirondack	Salisbury to Albert, N.B.		45 00
South Shore (formerly Montreal and Sorel)	From Junction with Canada Atlantic near Valleyfield to International Boundary	19 80	
Sydney and Louisburg (Dominion Coal Co)	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	13 20	
Thousand Islands	From Junction with Grand Trunk at St. Lambert to Sorel, West		33 00
Temiscouata	Sydney Harbour to Louisburg Harbour	39 15	
Tilsonburg, Lake Erie and Pacific	Branches to Coal Mines	26 75	
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Gananoque, on St. Lawrence River to Gananoque Station, G.T.R.		65 90
United Counties	Riviere du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway	81 00	
Victoria and Sydney	Branch—Edmundston to Connors, on St. John River	32 00	
Winnipeg and Hudson Bay, now Winnipeg Great Northern	From Port Burwell on Lake Erie, to Tilsonburg		113 00
	Main Line—Waterford Junction on Canada Southern to Welland Junction on Canada Southern, passing through City of Hamilton	79 33	
	Branch—Chantlers to Fonthill	4 00	
			83 33
	Iberville Junction with Canadian Pacific Railway to St. Hyacinthe, thence to St. Robert Junction with Montreal and Atlantic, 4½ miles from Sorel		61 00
	City of Victoria to Sydney, Vancouver Island		16 26
	Winnipeg to Port Nelson on Hudson Bay		
	(Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba)		40 00

RAILWAY SUBSIDIES

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of subsidy granted for same Railways.

Number	NAME OF RAILWAY.	ON FOLLOWING NAMED RAILWAYS.				
		No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available at June 30, 1897.	Subsidy paid to 30th June, 1897.	Subsidy paid to 1st Nov., 1897.
				\$ cts.	\$ cts.	\$ cts.
1	Albert Southern.....	16	16	50,460 00	50,460 00	50,460 00
2	Baie des Chaleurs.....	70	70	620,000 00	620,000 00	620,000 00
3	Beauharnois Junction.....	19 50	19 50	62,400 00	62,400 00	62,400 00
4	Belleville and North Hastings	6 84	6 84	21,888 00	21,888 00	21,888 00
5	Brantford, Waterloo and Lake Erie	18	18	57,600 00	57,600 00	57,600 00
6	Brockville, Westport and Sault Ste. Marie.....	44 50	44 50	105,200 00	105,200 00	105,200 00
7	Buctouche and Moncton.....	31 75	31 75	101,600 00	101,600 00	101,600 00
8	Canada Atlantic.....	54 05	54 05	282,355 20	282,355 20	282,355 20
9	Canada Central.....	120	120	1,525,250 00	1,525,250 00	1,525,250 00
10	Canada Eastern.....	107	107	342,400 00	342,400 00	342,400 00
11	Canadian Pacific.....	1,905	1,905	25,000,000 00	25,000,000 00	25,000,000 00
12	“ (extension).....	185	185	1,580,000 00	1,580,000 00	1,580,000 00
13	Caraquet.....	67	67	224,000 00	224,000 00	224,000 00
14	Central (of New Brunswick).....	44 50	59 50	185,100 00	75,639 00	137,100 00
15	Cornwallis Valley.....	14	14	44,800 00	44,800 00	44,800 00
16	Columbia and Cootenay.....	27 75	27 75	88,800 00	88,800 00	88,800 00
17	Cumberland.....	14	14	39,850 00	39,850 00	39,850 00
18	Dominion Lime Co.....	4 80	4 80	15,360 00	15,360 00	15,360 00
19	Dominion Coal Co.....	27 44	27 44	87,808 00	87,808 00	87,808 00
20	†Drummond County.....	89 98	135 60	433,920 00	287,936 00	287,936 00
21	Elgin, Petitecodiac and Havelock.....	12	12	38,400 00	38,400 00	38,400 00
22	Erie and Huron.....	30	30	96,000 00	96,000 00	96,000 00
23	Esquimalt and Nanaimo.....	71	71	750,000 00	750,000 00	750,000 00
24	Fredericton and St. Mary's Bridge Co.....	1 33	1 33	30,000 00	30,000 00	30,000 00
25	Grand Trunk, Georgian Bay and Lake Erie.....	12 42	12 42	39,744 00	39,744 00	39,744 00
26	Great Eastern.....	12 50	12 50	40,345 00	40,345 00	40,345 00
27	†Great Northern.....	44 05	143 59	517,588 00	142,688 00	142,688 00
28	Guelph Junction.....	15 25	15 25	46,000 00	46,000 00	46,000 00
29	Harvey Branch.....	3	3	5,553 57	5,553 57	5,553 57
30	Hereford.....	48 50	48 50	155,200 00	155,200 00	155,200 00
31	Irondale, Bancroft and Ottawa	45	50	160,000 00	144,000 00	144,000 00
32	International.....	49	49	156,800 00	156,800 00	156,800 00
33	Joggins.....	12	12	37,500 00	37,500 00	37,500 00
34	Kingston and Pembroke.....	15	15	48,000 00	48,000 00	48,000 00
35	Kingston, Napanee and Western.....	61 35	61 35	208,732 80	208,732 80	208,732 80
36	L'Assomption.....	3 50	3 50	11,200 00	11,200 00	11,200 00
37	Lake Erie and Detroit River	84 04	84 04	338,731 00	338,731 00	338,731 00
38	Lake Temiscamingue Colonization	45 84	45 84	310,335 95	310,335 95	310,335 95
39	Leamington and Lake St. Clair.....	16	16	51,200 00	51,200 00	51,200 00
40	Lotbiniere and Megantic.....	30	30	96,000 00	96,000 00	96,000 00
41	Montreal and Sorel.....	44 67	44 67	93,757 57	93,757 57	93,757 57
42	Montreal and Lake Champlain.....	83	83	103,600 00	103,600 00	103,600 00
43	Montreal and Western.....	70	70	361,270 00	361,270 00	361,270 00
44	Montreal and Lake Maskinonge.....	12 90	12 90	41,280 00	41,280 00	41,280 00
45	Montreal and Ottawa.....	33	60	192,000 00	105,600 00	105,600 00
46	Montfort Colonization.....	21	33	171,600 00	67,200 00	67,200 00
47	Nakusp and Slovan.....	36 80	38	121,600 00	117,760 00	117,760 00
48	New Brunswick and P. E. I.	35 45	35 45	113,440 00	113,440 00	113,440 00
	Carried forward.....	3,815 71	4,021 07	35,204,669 00	34,363,684 09	34,425,145 09

RAILWAY SUBSIDIES.—Table of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—Continued.

Number.	Name of Railway.	ON FOLLOWING NAMED RAILWAYS.				
		No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available at June 30, 1897. for.	Subsidy paid to 30th June, 1897.	Subsidy paid to 1st Nov., 1897.
				\$ cts.	\$ cts.	\$ cts.
	Brought forward.....	3,815.71	4,021.07	35,204,669 09	34,363,684 09	34,425,145 09
49	New Glasgow Iron and Coal Co	12.45	12.45	39,840 00	39,840 00	39,840 00
50	Northern Pacific Junction.....	110	110	1,320,000 00	1,320,000 00	1,320,000 00
51	Nova Scotia Central.....	73.50	73.50	230,700 00	230,700 00	230,700 00
52	Ontario, Belmont and Northern.....	9.60	10	32,000 00	30,720 00	30,720 00
53	Ontario and Quebec.....	61.25	61.25	196,000 00	196,000 00	196,000 00
54	Orford Mountain.....	26.50	26.50	84,800 00	84,800 00	84,800 00
55	Oshawa Railway and Navn. Co.	7	7	22,400 00	22,400 00	22,400 00
56	Ottawa and Gatineau Valley.....	54	54	320,000 00	284,138 00	284,138 00
57	†Ottawa, Arnprior and Parry Sound.....	107	163	609,600 00	430,400 00	430,400 00
58	Parry Sound Colonization.....	47.75	47.75	152,800 00	152,800 00	152,800 00
59	Pontiac and Pacific Junction.....	70	70	307,850 00	193,578 00	193,578 00
60	†Phillipsburg Junction.....	6.75	7.41	23,712 00	21,600 00	21,600 00
61	Pontiac and Renfrew.....	4.25	4.25	13,600 00	13,600 00	13,600 00
62	Port Arthur, Duluth and Western.....	84.75	84.75	271,200 00	271,200 00	271,200 00
63	Quebec Central.....	74.86	74.86	348,342 00	348,342 00	348,342 00
64	Quebec and Lake St. Jöhre.....	245.85	245.85	1,006,743 50	1,006,743 50	1,006,743 50
65	Quebec, Montmorency and Charlevoix.....	30	30	96,000 00	96,000 00	96,000 00
66	Shuswap and Okanagan.....	51	51	163,200 00	163,200 00	163,200 00
67	South Norfolk.....	17	17	54,400 00	54,400 00	54,400 00
68	St. Catharines and Niagara Central.....	12	12	38,400 00	38,400 00	38,400 00
69	St. Clair Frontier Tunnel.....	2.23	2.23	375,000 00	375,000 00	375,000 00
70	St. Lawrence and Lower Laurentian.....	38.85	38.85	217,600 00	217,600 00	217,600 00
71	St. Louis, Richibucto and Buctouche.....	7	7	22,400 00	22,400 00	22,400 00
72	†St. Lawrence and Adirondack.....	20.32	33.81	108,201 60	65,001 60	65,001 60
73	Temisconta.....	112.95	112.95	645,950 00	645,950 00	645,950 00
74	Thousand Island.....	4.33	4.33	24,400 00	24,400 00	24,400 00
75	†Tilsonburg, Lake Erie and Pacific.....	16	19.50	62,400 00	51,200 00	51,200 00
76	Tobique Valley.....	27.88	27.88	134,016 00	134,016 00	134,016 00
77	Toronto, Grey and Bruce.....	4.60	4.60	14,656 00	14,656 00	14,656 00
78	†United Counties.....	59	65	208,000 00	187,328 00	187,328 00
79	Waterloo Junction.....	10.25	10.25	32,800 00	32,800 00	32,800 00
80	Western Counties.....	20	20	500,000 00	500,000 00	500,000 00
81	Western Ontario Pacific.....	18.75	18.75	60,000 00	60,000 00	60,000 00
82	Cap de la Magdeleine.....	2.32	3	9,600 00	7,424 00	7,424 00
83	†Gulf Shore.....		17.50	56,000 00	28,635 05	38,400 00
84	†St. Stephen and Milltown.....	3.50	4.64	14,848 00	9,635 89	9,635 89
	Total.....	5,281.19	5,573.93	43,201,328 19	41,738,582 13	41,809,808 08

*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, a subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent. on so much of the average cost of the said specified mileage subsidized as in excess of \$15,000 per mile, such subsidy not exceeding in the whole sum of \$6,400 per mile.

RAILWAY SUBSIDIES.—Table of per mile Cash Subsidies granted and paid in-aid of Railway construction, &c.—*Concluded.*

The amount of certain of the subsidies authorized by Parliament, given in this Statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

The following is the mileage of certain of the Railways shown in this statement and subsidized under 60-61 Vic., cap. 4:—

	MILES
Ottawa, Arnprior and PARRY Sound.....	56
Phillipsburg Junction.....	0 66
St. Lawrence and Adirondack.....	13 50
Tilsonburg, Lake Erie and Pacific.....	3 50
United Counties.....	1
Great Northern.....	44
Gulf Shore.....	5 50
St. Stephen's and Milltown.....	1 14
Drummond County.....	42 50

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount paid up to June 30, 1897.
1	International (Atlantic and North-West Railway Co.).....	252	\$93,300 per $\frac{1}{2}$ year for 20 years.....	\$ 1,492,800
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$3,136 per $\frac{1}{2}$ year for 21 years.....	Nil.
	Total.....	308		1,492,800

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ cts.
1	Albert Railway Co.....	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co.....	300,000	300,000 00
3	St. John Bridge and Railway Extension Co.....	500,000	433,900 00
		815,000	748,625 56

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy in used Rails paid.
			\$ cts.	\$ cts.
1	Central Railway Co. of New Brunswick.....	4,052	83,612 54	83,612 54
2	Elgin, Petitcodiac and Havelock Ry. Co.....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co.....	958	24,439 84	24,439 84
	Total.....	7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			\$ cts.	
1	Kent Northern Railway Co	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O. C. had been passed authorizing transfer.)
2	Halifax Cotton Co.	233	4,335 00	
3	Steel Company of Canada	597	11,964 66	
4	Albert Railway Company	726	14,665 45	
	Total	4,105	89,299 38	

LAND GRANTS made by Governments to Railways completed and under construction up to 30th June, 1897.

Name of Railway.	Government.	Acres granted.	Acres sold.	Amount realized.
Alberta Railway and Coal Co.— Dunmore to Lethbridge Lethbridge to International Boundary	Dominion	700,800	834,048	\$ cts. 1,101,733
do	do	413,568		
Calgary and Edmonton	do	2,176,000	1,481,046	*
Canadian Pacific	do	26,611,520	3,658,366	11,918,196
Do	do		†6,793,014	10,189,521
Do	do	Town sites (other than land grants) net proceeds		1,396,265
Great North-west Central	do	320,000		
Manitoba and North-western	do	2,918,000	644,927	735,703
Saskatchewan and Western	do	99,008		
Manitoba and South-western Colonization	do	1,396,800	259,719	1,174,607
Manitoba and South-eastern	do	627,200		
Qu'Appelle, Long Lake and Sas- katchewan	do	1,623,344	128,000	121,600
Winnipeg Great Northern	do	8,480,000	998,230	*
Lake Manitoba Railway and Canal Co.	do	800,000		
Yarmouth and Annapolis	Nova Scotia	150,000		
Columbia and Kootenay	British Columbia	200,000	Town sites	95,697
Esquimalt and Nanaimo	do	1,900,000	258,820	\$10,011
Nelson and Fort Sheppard	do	614,400		
Kaslo and Slocan	do	198,240	161	2,339

* Again after efforts to obtain a statement of the amounts realized from the sale of these lands, the companies have failed to give the information—the return therefore in this respect is incomplete.

† Sold to the Dominion Government at \$1.50 per acre.

TABLE showing the growth of the Railways from year to year, since the opening of the first line in 1836.

Year	Miles in Operation	Year	Miles in Operation.
1835	0	1867	2,278
1836	16	1868	2,278
1837	16	1869	2,524
1838	16	1870	2,617
1839	16	1871	2,695
1840	16	1872	2,899
1841	16	1873	3,613
1842	16	1874	3,832
1843	16	1875	4,331
1844	16	1876	4,804
1845	16	1877	5,218
1846	16	1878	5,782
1847	54	1879	6,126
1848	54	1880	6,558
1849	54	1881	7,194
1850	66	1882	7,331
1851	159	1883	8,697
1852	205	1884	9,577
1853	506	1885	10,273
1854	764	1886	10,773
1855	877	1887	11,793
1856	1,414	1888	12,184
1857	1,444	1889	12,585
1858	1,863	1890	13,151
1859	1,954	1891	13,838
1860	2,065	1892	14,564
1861	2,146	1893	15,005
1862	2,189	1894	15,627
1863	2,189	1895	15,977
1864	2,189	1896	16,270
1865	2,240	1897	16,550
1866	2,278		

GOVERNMENT and Municipal Loans, Bonuses, &c., promised to Railways completed and under construction up to 30th June, 1897 :—

Dominion Government	\$ 155,627,345 74
Ontario do	7,357,116 03
Quebec do	16,672,870 38
New Brunswick Government	4,500,590 71
Nova Scotia do	2,280,116 53
Manitoba do	2,626,611 77
British Columbia do	37,500 00
Municipalities in Ontario	12,420,753 78
Do Quebec	4,359,074 00
Do New Brunswick	356,500 00
Do Nova Scotia	261,685 00
Do Manitoba	595,660 00
Do British Columbia	37,500 00
Do North-west Territories	
Total	\$ 207,133,264 54

Department of Railways and Canals,

OTTAWA,

189

(CIRCULAR.)

TO RAILWAY COMPANIES AND OTHERS MAKING APPLICATION FOR ASSISTANCE FROM PARLIAMENT TOWARDS THE BUILDING OF A RAILWAY.

Before any application can be taken into consideration it is essential that information be furnished upon the points following:—

The charter of the company, together with reference to any Acts by which it may have been amended.

The means definitely in hand and those promised or contemplated, whether by way of Provincial or Municipal bonuses or otherwise, on which the company are relying for the satisfactory completion of the undertaking.

The number of miles the construction of which is proposed, whether to the final terminus of the road, or to the terminus of the portion as to which a subsidy is being sought from Parliament.

The estimated cost, per mile, of the railway as a whole, or that of the portion for which a subsidy is asked, together with information as to the data upon which such estimate has been formed.

The important streams, if any, to be crossed, and the estimated cost of bridging them; together with the length and character of the bridge structure proposed.

The character of the country to be traversed; the nature of the soil; the extent of existing settlement and of indication or development of mineral wealth, or of other features contributory to traffic and to public advantage.

In addition to the foregoing it is requisite that the company furnish maps indicating the general location of the road, or the general direction of the line contemplated; and also, if at the time practicable, the curves and gradients which it is proposed to adopt.

It is to be observed that the furnishing of information of this character in as full, yet concise, form as possible will greatly expedite the arriving at a conclusion as to the advisability, or the reverse, of aiding the enterprise.

By order.

Secretary,
Dept. of Railways and Canals.

MEMORANDUM OF ACTION NECESSARY IN CONNECTION WITH MAKING AN APPLICATION TO ENTER INTO A CONTRACT UNDER THE SUBSIDY ACT.

1. Address an application to the Secretary of the Department of Railways and Canals, quoting the Act or Acts incorporating the Company; also the Act or Acts granting them the subsidy applied for, and describing the line proposed to be contracted for.

2. Submit plan and profile of the proposed location, with full information thereon (in triplicate).

3. Estimate of quantities for each description of work on each 10-mile section.

4. State *bona fides* of the Company, showing the resources available with which to construct and equip the Railway or section of Railway under subsidy, and whether any Provincial, Municipal or other aid is granted them.

5. Give, duly certified, by the Secretary of the Company, a list of the names of the Directors, stating names in full of its President and of its Secretary, with place of business or address of the Company.

6. Give a list of the Stockholders, with the amount subscribed for by each, also the amount paid up, with a certificate from a chartered bank that the amount is deposited.

7. Apply for one of the Departmental printed Forms of Specification and return same, with blanks, as to maximum grade and minimum radius of curve proposed, properly filled in.

8. State in your application to enter into a contract, that you are prepared to proceed with the work without delay, and when you propose to commence and to complete the same.

9. If the Minister is satisfied with the information given, and as to ability of the Company to construct the line subsidized, he causes an agreement to be prepared and sent to the Governor in Council for approval.

10. When approved by Council the draft of agreement is sent to the Company for execution.

MEMO. showing plans, etc., the furnishing of which to the Department of Railways and Canals, and to the Railway Committee of the Privy Council respectively, is either directly required, or is desirable in order to facilitate business, under the several clauses of the Railway Act of 1888.

TO THE DEPARTMENT OF RAILWAYS AND CANALS.

TO EXPROPRIATE LAND.

1st Set.	{	1. Plan. 1. Profile. 1. Book of Reference.	} To be examined, and certified, and deposited in the Department of Railways and Canals.
2nd Set.	{	1. Plan. 1. Profile. 1. Book of Reference.	} To be examined, and certified, and returned to the Company.
3rd Set.	{	1. Plan. 1. Profile. 1. Book of Reference.	

The Company can dispense with this 3rd Set if they choose.

SCALE.—Plans—400 feet to the inch.

Profiles—{ Horizontal 400 feet.
Vertical 20 feet.

(*Sec. 125, Railway Act.*)

Note.—Deposit and certification of plans under this Section 125 carries no sanction or approval of any kind

AFTER COMPLETION OF RAILWAY.

One Set.	{	1. Plan. 1. Profile.	} Showing railway as completed, to be filed in the Department within six months after completion.
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SCALE.—Plans—400 feet to the inch.

Profiles—{ Horizontal 400 feet.
Vertical 20 feet.

(*Sec. 134, Railway Act.*)

FOR AUTHORITY OF THE MINISTER TO TAKE EXTRA LANDS FOR TRAFFIC, SNOW, ETC.

PLAN.—(Scale 400 feet to the inch) and Book of Reference in triplicate.
The Company may dispense with the 3rd Set if they choose.

(*Sec. 105, Railway Act.*)

TO THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

BRANCH LINES NOT EXCEEDING SIX MILES IN LENGTH.

- | | | |
|----------|---|---|
| 1st Set. | {
1. Plan.
1. Profile.
1. Book of Reference. | {
To be submitted for approval of Rail-
way Committee of the Privy Council,
and when approved to be so certified,
and fyled in the office of the Railway
Committee of the Privy Council. |
| 2nd Set. | {
1. Plan.
1. Profile.
1. Book of Reference. | {
To be certified as approved, and re-
turned to the Company with the order
of the Railway Committee approving. |

SCALE.—Plans—400 feet to the inch.

Profiles— (Horizontal 400 feet.
Vertical 20 feet.

With these there should be furnished a map showing the adjacent country, neighboring lines, etc.

(*Sec. 121, Railway Act.*)

Note.—This does not relieve the Company from the necessity of subsequently fyling plans, profiles, and books of reference under the land expropriation clauses of the Act, in the event of the branch being authorized.

RAILWAY CROSSINGS OR JUNCTIONS.

Plan and profile of both roads at the point of crossing, on a scale of 100 feet to the inch for the plan, and of 100 feet to the inch horizontal, and 20 feet to 1 inch vertical for the profile.

Plan and profile of both roads on either side of the crossing for a distance of two or three miles (or as far as the road runs, if short of that distance), on a scale of 400 feet to the inch for the plan, and 400 feet to 1 inch horizontal, and 20 feet to 1 inch vertical for the profile.

These should be in triplicate so that each Company may have a copy certified as approved, the third being fyled in the office of the Railway Committee, Privy Council.

(*Sec. 173, Railway Act.*)

WORKS UPON OR OVER ANY NAVIGABLE WATERS, OR BEACH, OR BED THEREOF.

Plan showing site and soundings, and plans showing proposed works.	{ These should be in triplicate, one set being fyled in the office of the Railway Committee of the Privy Council, one in that of the Privy Council and the third, duly certified, to be sent to the Company as constituting the Order of the Governor in Council based on the Report of the Committee.
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Scale.—Plan of site 100 feet to the inch.
Structural plans 4 feet to the inch.

(*Sec. 181, Railway Act.*)

CROSSING OR USE OF STREET OR PUBLIC HIGHWAY.

Plans and Profiles in duplicate. { One set to be certified as approved, and to be sent to the Company with the Order of the Railway Committee of the Privy Council approving. The other to be certified and filed in the office of the Committee.

Note.—If protection by gates or otherwise is ordered, or if the road is to be passed by bridge or arch, or if the street or highway is to be diverted, an *extra plan and profile* must be furnished for the approval of the Governor in Council, which plan and profile will be filed in the office of the Privy Council.

SCALE.—Plan—100 feet to the inch.

Profiles— { Horizontal 100 feet.
Vertical 20 feet.

(Sec. 187, Railway Act.)

CHANGE OF LOCATION OF ANY PARTICULAR PART OF A CONSTRUCTED LINE.

1st Set. { 1. Plan.
1. Profile.
1. Book of Reference. { To be submitted for approval of the Railway Committee of the Privy Council; and when approved, to be so certified and filed in the office of the Railway Committee.

2nd Set. { 1. Plan.
1. Profile.
1. Book of Reference. { To be certified as approved and returned to the Company with the order of the Railway Committee approving.

SCALE.—Plans—400 feet to the inch.

Profiles— { Horizontal 400 feet.
Vertical 20 feet.

(Sec. 120, Railway Act.)

Note.—This does not relieve the Company from the necessity of subsequently filing plans, profiles and books of reference under the land expropriation clauses of the Act, in the event of approval being given for the change of location.

General Note.—Companies should bear in mind that plans sent in for *approval* should cover all information necessary for the understanding of the case, showing the right of way, station grounds, property lines, owners' names, the areas and length and width of land taken, in figures; every change of width being given, also the bearing.

The Profiles should show the grades, curves, and public road crossings.

The Books of Reference should describe the lots, their numbers, the areas, length, width, and owners' names.

All plans, etc., must be signed by the President or by the Engineer of the Company, and dated, the length of the section shown on each being stated in miles, and the names of the terminal points, if possible, being given.

Companies should take care that the particular purpose for which plans, etc. are sent be *expressly stated* in each case.

COLLINGWOOD SCHREIBER,

Deputy Minister and Chief Engineer of Railways and Canals.
and Secretary of the Railway Committee of the Privy Council.

GENERAL REQUIREMENTS FOR INTERLOCKING- DERAILING CROSSINGS AT RAIL LEVEL.

The plan and construction of interlocking, signalling and derailing apparatus to be used at rail level crossings of intersecting lines of Railways must be arranged to conform to the following general rules :—

1. The normal position of all signals must indicate danger, derail points open, and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.

2. The derail points must be placed not less than 500 feet from point of intersection of crossing tracks.

3. On side tracks the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules:

4. On single track Railways derail points, when practicable, should be on inside curve, and on double track Railways the derail points should be in outside rail of both tracks.

5. Home signal posts must be 50 feet beyond point of derail, and the distance between home and distant signals must be not less than 1,200 feet. Signal post should be placed on Engineman's side of track it governs.

6. Guard rails should be laid on outside of rail in which the derail is placed and commence at least 6 feet towards home signal from point of derail, extending from thence towards crossing, parallel with and 9 inches distant from track rail, for 400 feet.

7. In case there are crossovers, turnouts, or other connecting tracks involved in the general system, the movements of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between cars and trains of the same Railway, or between cars or trains of different Railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliances against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.

8. Application for inspection of interlocking plant must be accompanied by a plain diagram, showing location of crossing and position of all main tracks, sidings, switches, turnouts, &c.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, lock, &c., corresponding to levers in tower.

It is intended herein to state general rules, which will govern the construction of any proposed system of interlocking. The traffic to be done, relative position and operation of intersecting lines, may require safeguards not mentioned herein.

The system of derailing, signalling and interlocking must be connected and worked and be complete in each particular before it will be approved.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GEN. MANAGER,
OTTAWA, CANADA, 15TH APRIL, 1891.

Dominion Parliament.

Petitions for Private Bills are to be prepared in triplicate after the following forms, viz.:—

- (1) To His Excellency the Right Honourable SIR JOHN CAMPBELL HAMILTON-GORDON, Earl of Aberdeen, Viscount Formartine, Baron Haddo, Methlic, Tarves and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, County of Aberdeen, in the Peerage of the United Kingdom, Baronet of Nova Scotia, etc., etc., Governor-General of Canada,

IN COUNCIL:

THE PETITION of the undersigned of the city
of Humbly Sheweth:

THAT (here state the objects sought by Petitioner).

WHEREFORE your Petitioner humbly prays that Your Excellency may be pleased to sanction the passing of an Act for the purposes above mentioned.

AND as in duty bound your Petitioner will ever pray.

SEAL

Date.

Signature.

This Petition to be sent by Mail to the Office of the Secretary of State any time during the Session.

(2) TO THE HONOURABLE THE SENATE OF CANADA,
IN PARLIAMENT ASSEMBLED:

THE PETITION of the undersigned _____ of the city
of _____ Humbly Sheweth:

THAT (here state the objects sought by the Petitioner).

WHEREFORE your Petitioner humbly prays that your Honourable
House may be pleased to pass an Act for the purposes above men-
tioned.

AND as in duty bound your Petitioner will ever pray.

SEAL

Date.

Signature.

*This petition to be presented by a member of the Senate, from his place in the Senate,
within the first three weeks of the Session.*

(3) TO THE HONOURABLE THE HOUSE OF COMMONS OF
CANADA, IN PARLIAMENT ASSEMBLED:

THE PETITION of the undersigned _____ of the city
of _____ Humbly Sheweth:

THAT (here state the objects sought by the Petitioner).

WHEREFORE your Petitioner humbly prays that your Honourable
House may be pleased to pass an Act for the purposes above men-
tioned.

AND as in duty bound your Petitioner will ever pray.

SEAL

Date.

Signature.

*This petition to be presented by a Member, from his place in the House, within the first
three weeks of the Session.*

**N.B.—All Petitions must be signed by the Petitioner, signature
by Attorney or Agent not being admissible.**

MODEL BILL.

[No.]

BILL.

[18

An act to incorporate the Railway Company.

Preamble. **W**HEREAS a petition has been presented praying for the incorporation of a company to construct and operate a railway as hereinafter set forth, and it is expedient to grant the prayer of the said petition: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Incorporation. **1.** (*Insert here names of those applying for incorporation*), together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of (*here insert name of Company*), hereinafter called "the Company."

Head Office. **2.** The head office of the Company shall be in the

Line of railway described. **3.** The Company may lay out, construct and operate a railway of the gauge of four feet, eight and one-half inches from a point in or near the to a point in or near the (*here insert and define clearly the route of the proposed railway and specify the principal points along the said route*).

Provisional directors. **4.** The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

Capital stock and calls thereon. **5.** The capital stock of the Company shall be dollars, and may be called up by the directors from time to time, as they deem necessary, but no one call shall exceed ten per cent. on the shares subscribed.

Annual general meeting. **6.** The annual general meeting of the shareholders shall be held on the first in in each year.

Number of directors. **7.** At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Amount of bonds, &c., limited. **8.** The Company may issue bonds, debentures or other securities to the extent of thousand dollars per mile of the railway and branches, and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

9. The Company may enter into an agreements with *(name* Agree-
ments with
another
company.
the company or companies it is proposed to make agreements with)
for conveying or leasing to such company the railway of the
company hereby incorporated, in whole or in part, or any rights
5 or powers acquired under this Act, as also the franchises, sur-
veys, plans, works, plant, material, machinery, and other pro-
perty to it belonging, or for an amalgamation with such com-
pany, on such terms and conditions as are agreed upon, and
subject to such restrictions as to the directors seem fit, provided
10 that such agreement has been first approved by two-thirds of Approval
of the
share-
holders
and of the
Governor
in Council the votes at a special general meeting of the shareholders duly
called for the purpose of considering the same,—at which
meeting shareholders representing at least two-thirds in value
of the stock are present in person or represented by proxy,—
15 and that such agreement has also received the sanction of the
Governor in Council :

2. Such sanction shall not be signified until after notice of Notice of
application
for sanc-
tion.
the proposed application therefor has been published in the
manner and for the time set forth in section two hundred and
20 thirty-nine of *The Railway Act*, and also for a like period
in one newspaper in each of the counties (*or* electoral districts)
through which the railway of the Company hereby incorporated
runs, and in which a newspaper is published.

25 Section 239 of The Railway Act, 1888, referred to in Sub-section
2 of Section 9, Model Bill :—

239. Before such approval is given, notice of the appli- Notice of
application
for ap-
proval.
cation therefor shall be published in the *Canada Gazette* for at
least two months previously to the time therein named for the
making of such application ; and such notice shall state a time
30 and place when the application is to be made, and that all per-
sons interested may then and there appear and be heard on
such application.

PRIVATE BILLS.

APPLICATIONS TO PARLIAMENT.

CONDENSED RULES *in re* NOTICES FOR PRIVATE BILLS.

All applications for Private Bills, properly the subjects of legislation by the Parliament of Canada, within the purview of The British North America Act, 1867, for granting to any individual or individuals, any exclusive or peculiar rights or privileges whatever, or for doing any matter or thing which, in its operation, would affect the rights or property of other parties, or relate to any particular class of the community; or for making any amendments to any former Act, shall require a Notice, clearly and distinctly specifying the nature and object of the application; such notice (except in the case of existing corporations) shall be signed by, or on behalf of the applicants, and be published as follows, viz.:

In the Provinces of Quebec and Manitoba.

In the *Canada Gazette*, in the English and French languages, and in one newspaper in the English, and in one in the French language in the District affected, or in both languages in one paper, if there be but one in the said District, or if there be no paper published therein, then, in both languages, in a paper in the nearest District in which a newspaper is published.

In any other Province or Territory.

In the *Canada Gazette*, and in one newspaper published in the County or District, or Union of Counties affected, or if there be no paper published therein, then in a newspaper in the nearest County or District in which a newspaper is published. Such Notices shall be continued in each case, for a period of at least two months during the interval of time between the close of the next preceding Session and the consideration of the Petition. Marked copies of all the newspapers containing the first and last insertion of such notices shall be sent to the Clerk of each House, endorsed "Application for a Private Bill."

When a Petition is for leave to bring in a Private Bill for the erection of a Toll Bridge, the petitioners shall also, at the same time and in the same manner, give notice of the proposed rates of toll, the extent of the privilege, the height of the arches, the interval between the abutments or piers

for the passage of rafts and vessels, and, if a drawbridge, the dimensions of the same.

Any person seeking to obtain a Private Bill shall, at least eight days before the meeting of Parliament, deposit with the Clerk of the House, in which the Bill is to originate, a copy of such Bill in the English or French language, with a sum sufficient to pay for translating and printing the same. The applicant shall also, after the second reading, and before the consideration of the Bill by any committee, pay the Clerk of the Senate, or the Accountant of the House of Commons (as the case may be) a fee of \$200, and a sum sufficient to pay the cost of printing the Act in the Statutes, and lodge the receipt of the same with the Clerk of the Committee to which such Bill is referred.

The fee of \$200 payable on any Private Bill is paid only in the House in which such Bill originates; but the charges for reprinting and translation consequent thereon are paid in the House in which such charges are incurred.

No Petition for a Private Bill is received by the Senate or by the House of Commons after the first three weeks of the Session.

No Private Bill may be presented to the Senate or to the House of Commons after the first four weeks of the Session.

EDOUARD J. LANGEVIN,
Clerk of the Senate.

JOHN GEORGE BOURINOT,
Clerk of the Commons.

SPECIAL RULE OF THE SENATE.

49. (c) When a Bill is to operate in more than one Province, Territory or District, the notices shall be published in the *Canada Gazette* and in a leading newspaper published in each Province, Territory or District in which the Bill is to operate.

EDOUARD J. LANGEVIN,
Clerk of the Senate.

ADDITIONAL RULES OF THE HOUSE OF COMMONS RESPECTING PRIVATE BILLS.

All Private Bills for Acts of Incorporation shall be so framed as to incorporate by reference the *clauses* of the *General Acts* relating to the details to be provided for by such Bill;—special grounds shall be establish-

ed for any proposed departure from this principle, or for the introduction of other provisions as to such details, and a note shall be appended to the Bill indicating the provisions thereof, in which the *General Act* is proposed to be departed from;—Bills which are not framed in accordance with this *Rule*, shall be recast by the promoters, and reprinted at their expense, before any Committee passes upon the *Clauses*.

51*a*. All Private Bills for Acts of incorporation of, or in amendment of Acts incorporating Railway Companies, shall be drawn in accordance with the Model Bill, copies of which may be obtained from the Clerk of the House.

(*a*) The provisions contained in any Bill which are not in accord with the Model Bill, shall be inserted between brackets, and when revised by the proper officer shall be so printed, and Bills which are not in accordance with this Rule shall be returned to the promoters to be recast before being revised and printed;

(*b*) Any sections of existing Acts which are proposed to be amended shall be reprinted in full with the amendments inserted in their proper places and between brackets;

(*c*) Any exceptional provisions that it may be proposed to insert in any Bill shall be clearly specified in the Notice of Application for the same.

51*b*. No Bill for the incorporation of a Railway Company, or for changing the route of the railway of any company already incorporated, shall be considered by the Railway Committee until there has been filed with the Committee, at least one week before the consideration of the Bill:—

(*a*) A Map or Plan drawn upon a scale of not less than half an inch to the mile, showing the location upon which it is intended to construct the proposed work, and showing also the lines of existing or authorized works of a similar character within, or in any way affecting the district, or any part thereof, which the proposed work is intended to serve, and such map or plan shall be signed by the Engineer or other person making the same;

(*b*) An exhibit showing the total amount of capital proposed to be raised for the purposes of the undertaking, and the manner in which it is proposed to raise the same, whether by ordinary shares, bonds, debentures, or other securities, and the amount of each, respectively.

JOHN GEORGE BOURINOT,

Clerk of the Commons.

SPECIAL ORDERS OF THE HOUSE OF COMMONS.

Resolved, That the Clerk of the House do have a copy of the new Rule 49 sent to those persons giving notice in the *Canada Gazette* of their intention to apply to Parliament for the passing of a Private Bill, together with a notification that the said Rule will be strictly adhered to for the future :—

49. Petitions for Private Bills shall only be received by the House within the first *three weeks* of the Session, and Private Bills may only be presented to the House within the first *four weeks* of the Session, and it shall be the duty of any Committee to which any Private Bill may be referred to consider and report the same to the House with all convenient speed.

2. That it be an instruction to all Committees on Private Bills, in the event of promoters not being ready to proceed with their measures when the same have been twice called *on two separate occasions* for consideration by the Committee, that such measures shall be reported back to the House forthwith, together with a statement of the facts and with the recommendation that such Bills be withdrawn.

JOHN GEORGE BOURINOT,

Clerk of the Commons.

TO ADVERTISERS IN THE GAZETTE.

PARTIES sending advertisements to be inserted in the *Canada Gazette* will please observe the following rules :

1st. Address "The Canada Gazette, Ottawa, Canada."

2nd. Indicate the number of insertions required.

3rd. Invariably remit the fees for such advertisements, together with the price of one Gazette, as below. Otherwise they will not be inserted. The rates are 10 cents for the first insertion, and five cents for each subsequent insertion per line of nine words, each figure counting as one word. No advertisement is inserted for a less charge than one dollar.

By settled or understood practice as prescribed by law, the rules of Parliament or decisions of the Department of Justice, notices receive the following insertions :—

Notices of applications for divorce—27 insertions.

Notices of the withdrawal of deposits of Insurance Companies—13 insertions.

Notices of ordinary applications to Parliament—9 insertions.

Notices of applications for Letters Patent—6 insertions.

Notices of dividends and meetings of Banks and Insurance Companies
—1 calendar month, or 5 insertions.

Subscribers will also notice that the subscription, \$4 per annum, is invariably payable in advance, and that the "Gazette" will be stopped at the end of the period paid for. Single numbers will be charged ten cents each, and when more than one are required by advertisers, must be remitted for likewise.

S. E. DAWSON,

Queen's Printer and Controller of Stationery.

Department of Public Printing and Stationery.

Ottawa, November, 1891.



