

# ORDERS IN COUNCIL

HAVING FORCE OF LAW

IN THE

PROVINCE OF QUEBEC



THE HONOURABLE NARCISSE PÉRODEAU, LL.D.,

LIEUTENANT-GOVERNOR



QUEBEC

PRINTED BY Ls. A. PROULX

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

ANNO DOMINI 1926



# ORDERS IN COUNCIL



## EXECUTIVE COUNCIL CHAMBER

---

No. 1094.

QUEBEC, 13th OF JUNE, 1924.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

### RESPECTING THE USE OF MOTOR-TRAINS

Whereas, under section 68, subsection 1, sub-paragraph *d*, of the Motor Vehicle Act, 14 George V, chapter 24, the Lieutenant-Governor in Council may allow and regulate the use of motor-trains on all or certain public highways, and in all or certain localities, and determine either the total length of such trains or the number of vehicles of which they may be composed and the fees to be paid for such use;

Whereas several applications for such permits are being presently made;

THEREFORE IT IS ORDERED as follows:

1. A motor-train shall not be composed of more than two units in the cities and towns or of more than three units elsewhere.
2. Each vehicle, whether towing or towed, counts as one unit.
3. The provisions of section 40 of the Motor Vehicle Act shall apply to each unit composing the motor-train, save and except that the total weight of each unit, including its load, shall not exceed ten thousand pounds.
4. The wheels of a trailer or semi-trailer, as well as those of the tractor, must be equipped with rubber tires or with tires made of other materials having the same elasticity.
5. If the tires on all the wheels of the units composing a motor-train are pneumatic, the speed of such motor-train shall not exceed twelve miles per hour, whether all or any of such units are loaded or not.

If such tires are entirely or partly non-pneumatic, the speed of such motor-train shall not exceed eight miles per hour, whether all or any of such units are loaded or not.

If the trailer or semi-trailer is used for the transportation of passengers, all its wheels must be equipped with pneumatic tires.

6. The public highways on which or the localities in which the motor-trains may circulate must be indicated on the permit.

7. The fee payable for the registration of each trailer or each semi-trailer, owned in the Province and forming part of a motor-train, is based on the weight of such trailer or semi-trailer and is at the same rate per 100 pounds as the tractor. In addition to such fees based on the weight, a fixed fee of \$5.00 per motor-train is payable to the Province.

8. Each trailer or semi-trailer subject to registration shall carry a marker fixed outside on its rear.

9. When a motor vehicle is used as a tractor, its rear marker shall then be placed at the rear of the last trailer or semi-trailer composing the motor-train.

10. During the hours mentioned in paragraph 2 of section 27, a motor-train must carry a red light at the rear of the last unit constituting such motor-train.

11. A motor vehicle or a vehicle drawn by animal power towing a motor vehicle which, by accident, is out of running order, does not constitute a motor-train.

12. Subject to the prohibitions and restrictions imposed by the Motor Vehicle Act and subject to the modifications made to such act by the present Order-in-Council, the Motor Vehicle Act shall apply to motor-trains.

*(Certified)*

A. MORISSET,  
*Clerk of the Executive Council.*

---

## EXECUTIVE COUNCIL CHAMBER

No. 1047

QUEBEC, 20th of JUNE, 1925.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

## CONCERNING THE MOTOR VEHICLE ACT (R. S. 1925, C. 35)

IT IS ORDERED, under authority of section 68 of the Motor Vehicle Act:

1. That the maximum width, height and length of motor vehicles used on all the public highways of this Province, including their load, shall be ninety-six inches (96'') in width, twelve feet and six inches (12'6'') in height, and twenty-eight feet (28') in length;

2. That the maximum width, height and length of motor-trains used on all public highways of this Province, including their load, shall be ninety-six inches (96'') in width, twelve feet and six inches (12'6'') in height, and eighty-five feet (85') in length,—

Provided, however, that the public highways or bridges be of sufficient dimensions to admit motor vehicles or motor-trains of such dimensions.

(Certified)

A. MORISSET

*Clerk of the Executive Council.*

## EXECUTIVE COUNCIL CHAMBER

No. 515

QUEBEC, 26th of MARCH, 1926.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

## CONCERNING THE MOTOR VEHICLE ACT (R. S. 1925, C. 35)

IT IS ORDERED, under the authority of sub-paragraph *m* of sub-section 1 of section 68 of the Motor Vehicle Act (R. S. 1925, chapter 35), that:

The driver of a motor vehicle, when about to slow down, stop or change the direction of his machine, must signal his intention to do so by extending the arm out of the machine, or by means of a device on the vehicle, in such a way that the signal may be seen by persons coming in the rear.

(Certified)

A. MORISSET,

*Clerk of the Executive Council.*

## EXECUTIVE COUNCIL CHAMBER

No. 516

QUEBEC, 26th OF MARCH, 1926.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

CONCERNING A TARIFF FOR THE REGISTRATION OF  
PLEASURE VEHICLES (LEASED)

Whereas some pleasure vehicles are leased without a chauffeur, and whereas it becomes expedient to establish a tariff for their registration, and to regulate the same, under the authority of sub-paragraph *a* of subsection 1 of section 68 of the Motor Vehicle Act (R. S. 1925, chapter 35);

THEREFORE IT IS ORDERED that:

1. The fee exigible for each registration and yearly renewal of any pleasure vehicle possessed in this Province, which is let for hire without a chauffeur, is based on the weight of such motor vehicle and is one dollar per hundred pounds or fraction thereof.

2. These vehicles carry the same markers as those issued for other pleasure vehicles, according to their respective weight.

3. The price of these markers is payable over and above the registration fees indicated above.

*(Certified)*

A. MORISSET,

*Clerk of the Executive Council.*

## EXECUTIVE COUNCIL CHAMBER

No. 517

QUEBEC, 26th OF MARCH, 1926.

*(As amended by O. C. No. 897, of May 21st, 1926)*

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

## CONCERNING THE MOTOR VEHICLE ACT (R. S. 1925, C. 35)

Whereas, under the authority of sub-paragraph *i* of subsection 1 of section 68 of the Motor Vehicle Act (Revised Statutes, 1925, chapter 35), the Lieutenant-Governor in Council may require that operators of motor vehicles pass an examination to establish their competency to drive a motor vehicle;

Whereas automobilists have requested that such competency be established before granting a license to an operator;

THEREFORE IT IS ORDERED that:

Every applicant for a license as an operator of a motor vehicle must show to the issuer of licenses the license issued to him for a preceding year, or other evidence that he was the holder of a license for said preceding year, or a certificate signed by one of the examiners mentioned in section 17 of the Motor Vehicle Act, to the effect that he is acquainted with the traffic laws, that he is able to drive a motor vehicle, and is familiar with the transmission and control system thereof.

*(Certified)*

A. MORISSET,  
*Clerk of the Executive Council.*

---

## EXECUTIVE COUNCIL CHAMBER

---

No. 518

QUEBEC, 26th OF MARCH, 1926.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

CONCERNING THE MOTOR VEHICLE ACT (R. S. 1925, C. 35)

IT IS ORDERED, in accordance with section 22 of the Motor Vehicle Act (Revised Statutes, 1925, chapter 35), that:

FIRSTLY: The rate of duty that the owner of certain public vehicles must pay monthly per ton per mile, to obtain a permit of circulation on public highways, be that appropriated respectively to each of the following cases:

	Locality served:	
	With a population of 20,000 or less	With a population of over 20,000
	Per ton per mile monthly	Per ton per mile monthly
1. Every autobus liable to the duty having a seating capacity of 8 to 12.....	1-12 of 1c.	1-6 of 1c.
2. Every autobus liable to the duty having a seating capacity of more than 12.....	1-8 of 1c.	1-4 of 1c.
3. Every taxi carrying on a regular service.....	1-8 of 1c.	1-4 of 1c.
4. Every delivery car.....	1-8 of 1c.	1-4 of 1c.

SECONDLY: The words "locality served" mean, in the case of an autobus, any local municipality in which it is put in circulation, or which it crosses or touches during its run, or which it reaches by means of a ferry-boat or a tramway, at a distance not exceeding three miles from such municipality; in the case of a taxi or delivery car, these words mean the local municipality where such public vehicle is generally stored.

The word "population" means the number of inhabitants in a municipality according to the last Dominion Census.

THIRDLY: The present Order-in-Council shall come into force on the first day of March, 1926, and from that date Order-in-Council No. 732, dated the 19th of April, 1924, is revoked.

*(Certified)*

A. MORISSET,  
*Clerk of the Executive Council.*

---

#### EXECUTIVE COUNCIL CHAMBER

---

No. 672

QUEBEC, 22nd OF APRIL, 1926.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

#### CONCERNING PROSPECTING FOR MINERALS IN THE NATIONAL PARK

IT IS ORDERED that the prospecting for minerals be permitted in the National Park, for a width of about five miles on each side of the Saguenay road, from the Petit Lac à l'Epaule to the Lac des Iles, and that all mining claims, which have previously been staked out and recorded by the Department, be considered as having been validly staked out. The bearers of miner's certificates and holders of claims or of mining licenses shall, nevertheless, observe and comply with all laws and regulations regarding the National Park, under penalty of forfeiting all their rights, and without prejudice to the penalties provided by these laws and regulations.

*(Certified)*

A. MORISSET,  
*Clerk of the Executive Council.*

---



## EXECUTIVE COUNCIL CHAMBER

No. 676

QUEBEC, 22nd OF APRIL, 1926.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

## CONCERNING THE SAFETY OF THE WORK IN MINES

IT IS ORDERED, under section 150 of the Quebec Mining Act (R. S., 1925, chapter 80), as follows:

## REGULATIONS FOR THE SAFE USE OF EXPLOSIVES

*Storage*

1. For the purpose of these regulations, any place where explosives are kept in quantities exceeding 150 pounds shall be termed a "permanent magazine". Where smaller quantities are kept, the place shall be known as a "temporary magazine".

2. A "permanent magazine" shall be a place used exclusively for the safe keeping of explosives. It shall be located and built subject to the approval of the Inspector of mines.

3. The location of a "permanent magazine" shall be determined by the maximum quantity of explosives to be stored therein.

4. No "permanent magazine" shall be located at a distance less than four hundred feet from any other building, railway, highway, or working place; except where the magazine is surrounded by an embankment of stoneless earth, of sufficient thickness, and exceeding by at least three feet in height the coping of the building.

5. The location of a "temporary magazine" shall be at least one hundred feet from any inhabited building, railway, highway or working place; and, if it consists of a compartment or receptacle, it shall not be in any building used for the keeping of other materials liable to spontaneous ignition, or otherwise adding to fire or explosive risk.

6. No blasting caps and detonators shall be stored with other explosives; but they shall be kept in a place of safety at least one hundred feet away.

7. Magazines, as well as other places of storage, shall be kept scrupulously clean; be reserved exclusively for the keeping of explosives and authorized implements; shall be of substantial construction, fitted with strong doors and locks, and clearly marked on the outside with the words "Danger-Explosives".

8. No fire lights, matches or any substance or article likely to cause explosion or fire shall be permitted at any time in a magazine. And when the introduction of artificial light is necessary, it shall be furnished by means of an electric torch, or lantern of such construc-

tion, position or character as not to cause any danger of fire or explosion.

9. Cases containing explosives shall not be opened in a magazine, but shall be removed well clear therefrom, one at a time, and opened by means of wood or copper wedge and mallet.

10. All magazines for explosives shall be in charge of a competent person appointed by the owner or his representative at the mine.

#### *Thawing*

11. The use of frozen explosives is forbidden.

12. Explosives shall not be thawed in a magazine, but in places specially provided for the purposes. But such places shall be considered magazines, and subject to the same regulations.

13. In thaw-houses, as well as in temporary arrangements for the thawing of explosives, the cartridges shall be so placed as to be protected from direct contact with the source of heat, whether steam, hot water, electricity, or manure; and no stove, boiler, or electric heater shall be within ten feet of a building containing explosives.

#### *General Provisions*

14. No explosives shall be used at any mine, unless there is plainly printed or marked on every original package containing such explosives the name and place of business of the manufacturer, the strength, and the date of its manufacture.

15. Only competent persons shall be permitted to handle explosives. Smoking while handling explosives is prohibited.

16. Dynamite cartridges brought to the works, to be used during the shift, shall be placed in stout wooden boxes exclusively used for this purpose, and placed not less than one hundred feet from a working place and fifty feet from a haulage way. Detonators shall be kept in a box or a case apart from other explosives.

17. Old or greasy cartridges must not be used in loading holes for blasting; they shall be destroyed.

18. The priming of dynamite cartridges shall be done only when loading the holes.

19. It is forbidden to use metal rods or tools other than copper in any hole containing explosives.

20. All blasting and firing of explosives shall be done exclusively by means of a detonating cordeau, a safety fuse or an electric current of a lower voltage than 250 volts. The length of fuse to be used shall be such as to allow sufficient time to the blaster to seek shelter. No fuse shorter than three feet shall be used in any blasting operation.

21. Every workman before blasting shall cause all entrances to the place where such blasting is to be done to be effectively guarded, so as to prevent inadvertent access to such a place.

22. Every workman before blasting shall give or cause to be given to persons in the vicinity due warning by a conventional signal.

23. In no case shall a workman light a fuse in underground workings without having a second light placed conveniently close.

24. All firing of shots in the course of shaft sinking shall be done by the electric current.

25. When explosives are to be fired by an electric current from a power or light circuit, two distinct switches or interruptors shall be incorporated in the blasting circuit and kept open except at the immediate time of firing. One of these interruptors shall be a standard, and shall be kept securely locked, and shall be accessible to one authorized shot firer only.

When explosives are fired by an electric current from a blasting battery, the wires shall be connected only at the instant of firing, and they shall be disconnected immediately after.

26. No explosives shall be withdrawn from a hole whether it has been fired or not.

27. In the case of a missed shot, a fresh hole should not be bored at a distance less than nine inches from the first, and in a direction which shall not approach it.

28. It is forbidden to drill into the bottom of drill holes left from blasting operations, or to undertake the cleaning of such bottoms left intact.

29. When a workman fires a round of holes, he shall, where possible, count the number of shots exploding. If there is any report missing, he shall report the same to the mine captain, or shift boss. If a missed hole has not been fired at the end of a shift, that fact, together with the location of the hole, shall be reported by the outgoing mine captain or shift boss to the mine captain or shift boss in charge of the next relay of workmen, before work is commenced by them.

30. Where parties working contiguous properties disagree as to the time of setting off blasts, either party may appeal to the Inspector of mines, who shall decide upon the time at which blasting operations thereon may be performed, and the decisions of the Inspector shall be final and conclusive and shall be observed by them in future blasting operations.

*(Certified)*

A. MORISSET,  
*Clerk of the Executive Council.*

---

## EXECUTIVE COUNCIL CHAMBER

No. 519.

QUEBEC, 26th OF MARCH, 1926.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

## CONCERNING QUEBEC SUCCESSION DUTIES' ACT

IT IS ORDERED, under the authority of section 21 of the Quebec Successions Duties' Act (R. S., 1925, chapter 29), as follows:

## FIRSTLY:

The declaration, required by section 14 or section 33 of the Quebec Successions Duties' Act (R. S., 1925, chapter 29), shall be made in conformity with each and all of the provisions of the subsection 2, of either one of these sections, as the case may be, without excepting or omitting any of them.

## SECONDLY:

The oath required by the said sections, in the event of the death of a person domiciled within the Province of Quebec, shall be made in the form of an affidavit accompanying the declaration and be worded as follows:

Province of Quebec,  
District of.....

*Affidavit accompanying a declaration made in conformity with the Quebec Succession Duties' Act (Revised Statutes, 1925, chapter 29.)*

I, the undersigned, .....  
.....  
being sworn according to law, declare:

1. That I am the person who has made and signed the hereto annexed declaration concerning the estate of M.....  
.....  
in h... lifetime of.....  
who died on the.....

2. That this declaration has been made after a searching and complete inquiry to ascertain all the property and rights which compose this estate; that it gives exactly the financial situation of such estate, the real value of each item of property and rights which compose the same, and the relationship of every one of the beneficiaries;

3. That, with the exception of those which are enumerated,

described and mentioned at their real value in this declaration, the deceased person, namely: M..... has not, to my knowledge and belief, left at h.... death:

a. any moveable or immoveable property or rights, the ownership, usufruct or enjoyment thereof, is transmitted by h.... death;

b. any moveables or immoveables, more particularly any moveable securities payable to the bearer, any deposits in bank or elsewhere, any jewels and objects of art, the property of which ..... has given in all or in part in any manner whatsoever before h.... death, but of which ..... has reserved for h.... self, in any manner whatsoever, the possession, the control or the revenue, either in all or in part, until h.... death;

c. any immoveables or moveables, more particularly any moveable securities payable to the bearer, any deposits in bank or elsewhere, any jewels and objects of art, the possession, control or revenue of which ..... has given, in any manner whatsoever, either in all or in part, before h.... death, but the property of which, either in all or in part ..... had reserved to h.... self, in any manner whatsoever until h.... death;

d. any insurance on h.... life under a policy effected or appropriated according to the provisions of section 3 of the Husbands' and Parents' Life Insurance Act (Revised Statutes, 1925, chapter 244);

e. any other sums of money due by an insurer by reason of h.... death.

4. That the deceased person, namely M.....

..... has not, to my knowledge and belief, disposed of any moveable or immoveable property or rights by gratuitous title, in any manner whatsoever by a disposition which has taken effect less than three years before h.... death, except those which are enumerated, described and declared at their real value in this declaration;

5. That this declaration establishes that the total assets of the estate amount to \$....., that h.... total debts amount to \$....., and there is no reason to believe that any part of such debts will be reimbursed to the estate by the creditor or that he will remit such debts;

6. That since the death of the said person, no conversion has been made of the assets which ..... has transmitted, to the effect either of reducing the net value of h.... estate or of including or adding assets which benefit from an exemption of duty.

And I have signed.

.....  
(Signature of the person who makes the affidavit).

Sworn before me (name, surname, address and quality of the person who receives the affidavit) at ..... this ..... 19 ..

.....  
(Signature of the person who receives the affidavit).

## THIRDLY:

The affidavit may be received by a Notary, an Officer of the Provincial Revenue employed in this Succession Service, a Commissioner of the Superior Court for the district, and, in special cases, by the other persons mentioned in Articles 25 and following of the Code of Civil Procedure.

## FOURTHLY:

If the person who receives the affidavit is a Commissioner of the Superior Court, he must file once, at the Provincial Revenue Office, a certified copy of his appointment and of his oath of office.

## FIFTHLY:

The present Order-in-Council shall be published in the *Quebec Official Gazette* and shall be in force from the 1st of May, 1926.

(*Certified*)

A. MORISSET,  
*Clerk of the Executive Council.*

---

EXECUTIVE COUNCIL CHAMBER

---

No. 703

QUEBEC, 30th OF APRIL, 1926.

PRESENT: THE LIEUTENANT-GOVERNOR IN COUNCIL.

RESPECTING THE TARIF OF FEES PAYABLE TO THE  
PUBLIC SERVICE COMMISSION IN CONNECTION  
WITH CERTAIN MATTERS SUBMITTED TO IT.

IT IS ORDERED that, from and after the 29th day of April instant, 1926, the tariff of fees (as reproduced hereunder) be the tariff of fees payable to the Quebec Public Service Commission on the matters therein enumerated which are submitted to it, the whole in conformity with the provisions of the Revised Statutes, 1925, chapter 17, section 36, as amended by 16 George V, chapter 16, section 10.

(*Certified*)

A. MORISSET,  
*Clerk of the Executive Council.*

*Tariff of fees payable on certain approvals to be given by the Quebec Public Service Commission.*

1. For approval given to any public service to construct or operate an electric line or part of line on poles or pylons:

For each mile or fraction of mile in length of line:

a. When the tension of the projected line does not exceed 7,500 volts.....	\$15.00
b. When the tension of the projected line is from 7,500 to 50,000 volts exclusively.....	25.00
c. When the tension of the projected line is from 50,000 to 100,000 volts exclusively.....	50.00
d. When the tension of the projected line is from 100,000 to 200,000 volts exclusively.....	100.00
e. When the tension of the projected line is of 200,000 volts or more.....	200.00

2. For approval given to any public service to construct or operate a telegraph, telephone or signal line:

For each mile or fraction of mile in length of line..... \$ 5.00

3. For approval given to any public service to operate a system for the conveyance of passengers or goods by autobus, taxis or delivery cars:

For each vehicle..... \$ 5.00

The said fees must be paid to the Secretary of the Commission on any approval given for the purposes hereabove indicated, from and after the 29th of April, 1926.

---

## REGIONAL HIGHWAYS

ORDERS of the Lieutenant-Governor in Council, published in the *Quebec Official Gazette*, classifying certain roads as Regional Highways. (See also 13 *George V*, page ix; 14 *George V*, page vii, and 15 *George V*, pages v, vi, vii and viii).

---

### AYLMER-CHAPEAU HIGHWAY.

Order No. 414 of the 6th of March, 1924, O. G., page 905.

### BEAUCE-JUNCTION-SHERBROOKE HIGHWAY.

Orders No. 1510 of the 7th of September, 1923, O. G., page 2944; and No. 166 of the 4th of February, 1926, O. G., page 686.

### BEAUHARNOIS-SAINT-JEAN HIGHWAY.

Orders No. 407 of the 19th of March, 1925, O. G., page 1194; and No. 178 of the 4th of February, 1926, O. G., page 693.

## EDWARD VII HIGHWAY.

Order No. 1561 of the 13th of September, 1923, O. G., page 2974.

## GRANDE-BAIE-SAINT-BRUNO HIGHWAY.

Orders No. 1577 of the 17th of September, 1925, O. G., page 3007; and No. 172 of the 4th of February, 1926, O. G., page 689.

## HULL-AYLMER HIGHWAY.

Order No. 433 of the 13th of March, 1924, O. G., page 991.

## HULL-MANIWAKI HIGHWAY.

Orders No. 316 of the 19th of February, 1924, O. G., page 774; and No. 168 of the 4th of February, 1926, O. G., page 687.

## IBERVILLE-SAINT-ALBANS HIGHWAY.

Orders No. 434 of the 13th of March, 1924, O. G., page 992; and No. 399 of the 19th of March, 1925, O. G., page 1183.

## JOLIETTE-SAINT-JACQUES HIGHWAY.

Order No. 404 of the 19th of March, 1925, O. G., page 1188.

## LACOLLE-KNOWLTON HIGHWAY.

Orders No. 139 of the 24th of January, 1924, O. G., page 487; No. 387 of the 19th of March, 1925, O. G., page 1199; and No. 177 of the 4th of February, 1926, O. G., page 692.

## LAKE-SAINT-JOHN-BELT HIGHWAY.

Orders No. 1891 of the 25th of October, 1923, O. G., page 3413; No. 223 of the 8th of February, 1924, O. G., page 775; No. 435 of the 13th of March, 1924, O. G., page 992; No. 402 of the 19th of March, 1925, O. G., page 1185; and No. 180 of the 4th of February, 1926, O. G., page 694.

## LEVIS-JACKMAN HIGHWAY.

Orders No. 683 of the 9th of April, 1924, O. G., page 1240; and No. 392 of the 19th of March, 1925, O. G., page 1202.

## LEVIS-RIVIERE-DU-LOUP-RIMOUSKI HIGHWAY.

Orders No. 94 of the 23rd of January, 1924, O. G., page 486; No. 956 of the 21st of May, 1924, O. G., page 1697; No. 1085 of the 13th of June, 1924, O. G., page 1878; No. 398 of the 19th of March, 1925, O. G., page 1181; and No. 175 of the 4th of February, 1926, O. G., page 691.

## LEVIS-SAINT-LAMBERT HIGHWAY.

Order No. 406 of the 19th of March, 1925, O. G., page 1192.

## LEVIS-SHERBROOKE HIGHWAY.

Orders No. 92 of the 23rd of January, 1924, O. G., page 484;



No. 388 of the 19th of March, 1925, O. G., page 1200; No. 400 of the 19th of March, 1925; O. G., page 1182; No. 1578 of the 17th of September, 1925, O. G., page 3008; and No. 171 of the 4th February, 1926, O. G., page 689.

MARIEVILLE-COWANSVILLE HIGHWAY.

Orders No. 222 of the 8th of February, 1924, O. G., page 775; No. 389 of the 19th of March, 1925, O. G. page 1200; and No. 174 of the 4th of February, 1926, O. G., page 690.

MONTREAL-MONT-LAURIER HIGHWAY.

Orders No. 706 of the 3rd of May, 1923, O. G., page 1477; No. 386 of the 19th of March, 1925, O. G., page 1199; No. 185 of the 4th of February, 1926, O. G., page 700; and No. 507 of the 26th of March, 1926, O. G., page 1296.

MONTREAL-OTTAWA, VIA HULL HIGHWAY.

Orders No. 394 of the 19th of March, 1925, O. G., page 1198; No. 396 of the 19th of March, 1925, O. G., page 1180; and No. 183 of the 4th of February, 1926, O. G., page 697.

MONTREAL-QUEBEC HIGHWAY.

Orders No. 1056 of the 26th of June, 1923, O. G., page 2114; and No. 439 of the 14th of March, 1924, O. G., page 992.

MONTREAL-ROUSE'S POINT, VIA SAINT-JEAN HIGHWAY.

Orders No. 91 of the 23rd of January, 1924, O. G., page 483; No. 682 of the 9th of April, 1924, O. G., page 1240; No. 395 of the 19th of March, 1925, O. G., page 1198; and No. 165 of the 4th of February, 1926, O. G., page 686.

MONTREAL-SHERBROOKE HIGHWAY.

Orders No. 90 of the 23rd of January, 1924, O. G., page 483; No. 681 of the 9th of April, 1924, O. G., page 1239; No. 163 of the 4th of February, 1926, O. G., page 685; and No. 426 of the 17th of March, 1926, O. G., page 1147.

MONTREAL-TORONTO HIGHWAY.

Orders No. 1509 of the 7th of September, 1923, O. G., page 2944; No. 724 of the 23rd of April, 1924, O. G., page 1402; and No. 170 of the 4th of February, 1926, O. G., page 688.

QUEBEC-SAINT-SIMEON HIGHWAY.

Orders No. 93 of the 23rd of January, 1924, O. G., page 882; No. 390 of the 19th of March, 1925, O. G., page 1201; and No. 173 of the 4th of March, 1926, O. G., page 690.

## RAWDON-L'ASSOMPTION HIGHWAY.

Orders No. 148 of the 20th of January, 1924, O. G., page 489;  
No. 401 of the 19th of March, 1925, O. G., page 1184; and No.  
167 of the 4th of February, 1926, O. G., page 687.

## RICHMOND-YAMASKA HIGHWAY.

Orders No. 385 of the 19th of March, 1925, O. G., page 1199;  
and No. 649 of the 24th of April, 1925, O. G., page 1521.

## RIMOUSKI-MATAPEDIA HIGHWAY.

Orders No. 1060 of the 26th of June, 1923, O. G., page 2114;  
No. 391 of the 19th of March, 1925, O. G., page 1201; and  
No. 182 of the 4th of February, 1926, O. G., page 696.

## RIMOUSKI-SAINTE-ANNE-DES-MONTS HIGHWAY.

Order No. 169 of the 4th of February, 1926, O. G., page 688.

## SAINT-GEORGES-LAC FRONTIÈRE HIGHWAY.

Orders No. 181 of the 4th of February, 1926, O. G., page 695;  
and No. 798 of the 6th of May, 1926, O. G., page 1722.

## SAINT-HYACINTHE-MELBOURNE HIGHWAY.

Orders No. 405 of the 19th of March, 1925, O. G., page 1190;  
and No. 164 of the 4th of February, 1926, O. G., page 686.

## SAINT-VALLIER-SAINT-CAMILLE HIGHWAY.

Orders No. 408 of the 19th of March, 1925, O. G., page 1196;  
and No. 184 of the 4th of February, 1926, O. G., page 698.

## SHERBROOKE-NORTON-MILLS HIGHWAY.

Orders No. 140 of the 24th of January, 1924, O. G., page 488;  
and No. 315 of the 19th of February, 1924, O. G., page 774.

## VICTORIAVILLE-SAINT-ANGELE HIGHWAY.

Orders No. 221 of the 8th of February, 1924, O. G., page 774;  
and No. 179 of the 4th of February, 1926, O. G., page 776.

## VICTORIAVILLE-WOBURN HIGHWAY.

Orders No. 224 of the 8th of February, 1924, O. G., page 776;  
No. 403 of the 19th of March, 1925, O. G., page 1187; No. 176  
of the 4th of February, 1926, O. G., page 691; and No. 334 of  
the 27th of February, 1926, O. G., page 923.

## WATERLOO-NEWPORT HIGHWAY.

Orders No. 225 of the 8th of February, 1924, O. G., page 776;  
and No. 393 of the 19th of March, 1925, O. G., page 1202.