

in virtue of any contract with the Government for the support and maintenance of the insane;

c. That the said Hospital shall give, in favour of the Government, to secure the repayment of any sum which it may pay in virtue of the guarantee, a hypothec, to the satisfaction of the Lieutenant-Governor in Council, upon all the buildings and lands upon which they are built, belonging to the Hospital;

d. That the said Hospital shall insure the said buildings, to at least three-fourths of their value and shall transfer to the Government the policies evidencing such insurance.

2. This act shall come into force on the day of its sanction. Coming into force.

CHAP. 5

An Act respecting subsidies to certain railway companies.

[Assented to 3rd April, 1912.]

HIS MAJESTY, with the advice and consent of the Legislative Council and of the Legislative Assembly of Quebec, enacts as follows:

1. It shall be lawful for the Lieutenant-Governor in Council to grant the subsidies hereinafter mentioned, to aid the construction of the railways hereinafter enumerated: Subsidies to certain railways.

a. To the Orford Mountain Railway Company in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *b*, a subsidy of two thousand acres of land per mile, not convertible into money, to aid it to build: Orford Mountain.

- (1). 3.12 miles of railway from Mansonville to the boundary line;
- (2). 7.54 miles from Bolton to Mansonville;
- (3). 8 miles from Windsor Mills to Brompton Falls;
- (4). 3.50 miles from the Melbourne railway crossing to the village of Melbourne.

b. To the Canadian Northern Quebec Railway Company, a subsidy of two thousand acres of land per mile not convertible into money, to aid it to complete a branch line of railway from a point at or near Limoilou to a point on the Montmorency river, at l'Etang, a distance of 7.62 miles, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *c* for a length of six miles, to the Quebec and Lake St. John Railway Company; Canadian Northern Quebec.

Quebec,
Montreal &
Southern.

c. To the Quebec, Montreal and Southern Railway Company, in lieu of the unearned part of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraphs *d* and *e*:

(1). A subsidy of 99,444 acres of land not convertible into money, to aid it to build 52.66 miles of railway from Ste. Philomène, in the direction of Levis; and

(2). A subsidy of 6740 acres of land, not convertible into money, to build a branch 3.37 miles long from the main line at Bécancour to the St. Lawrence river;

Can. North-
ern Que.

d. To the Canadian Northern Quebec Railway Company, to aid it to build or complete a railway in the county of Montcalm, from St. Jacques to the village of Rawdon, and thence in a northerly direction towards Lake Archambeault, a subsidy of 3,000 acres of land per mile not convertible into money, for a distance of 15.96 miles in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *i*;

Id.

e. To the same company, a subsidy of 2,000 acres of land per mile not convertible into money, to aid it to build 65 miles of its railway from a point at or near Montreal to a point of junction with the Canadian Northern Quebec Railway at or near Grenville, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *j*;

Quebec &
Lake St.
John.

f. To the Quebec & Lake St. John Railway Company, to help it to complete 3.8 miles of its line from Valcartier to St. Catherine, a subsidy of 3,000 acres of land per mile not convertible into money, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *k*;

Id.

g. To the same company, a subsidy of 3,000 acres of land per mile not convertible into money, to aid it to build 4.50 miles of branch line of railway, from Valcartier station, in the direction of the township of Gosford. This subsidy and that mentioned in paragraph *f* shall be granted on condition that the company shall give a free right of way, by the building and maintenance of a bridge and approaches at each end on the Jacques Cartier river, for foot passengers, vehicles and animals, at or near the old railway bridge on the said river, according to plans to be approved by the Lieutenant-Governor in Council, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *l*;

Id.

h. To the same company, a subsidy of 3000 acres of land per mile, not convertible into money, to aid it to build 12 miles of railway for the extension of the Valcartier branch mentioned in paragraph *g*, to the township of Gos-

- ford, including a branch of 3.50 miles, at a point on the river aux Pins, in the parish of St. Gabriel West, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *m*;
- i.* To the Joliette and Lake Manuan Colonization Railway Company, to aid it to build 60 miles of its railway from Joliette, in the direction of Lake Manuan, a subsidy of 4000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *n*;
- j.* To the Little Nation River Railway Company, to aid it to build a railway from a point between Thurso and Montebello, on the left bank of the Ottawa river, and thence to the village of Cheneville, and beyond, towards the north, to a point on Lake Nominigue, near the line of the Canadian Pacific Railway Company, a subsidy of 3000 acres of land per mile, not convertible into money, for a length of 30 miles, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *o*;
- k.* To the Interprovincial and James Bay Railway Company, to aid it to build 50 miles of railway, from the present terminus of the Canadian Pacific line at Gordon Creek, to Ville Marie, a subsidy of 4000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *p*.
- l.* To the Grand Lake and Bell River Railway Company, to aid it to build a railway of 45 miles from a point on the Transcontinental Railway, at or near Bell river, to Twenty-one Mile Bay, on the arm of Grand Lake or Lake Lapin, on the Ottawa river, in the county of Pontiac, a subsidy of 2,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *q*;
- m.* To the James Bay and Eastern Railway Company, to aid it to build 30 miles of railway from Roberval to the west, in the direction of James Bay, a subsidy of 4000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *s*, to a company;
- n.* To the Metabetchouan Company, a subsidy of 1000 acres of land per mile, not convertible into money, to aid it to build 13 miles of railway from Lake Bouchette to St-André, on the Metabetchouan river, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *v*;
- o.* To the Canadian Northern Quebec Railway Company, a

Joliette and
Lake Ma-
uan Coloni-
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Little Nation
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James Bay.

Grand Lake
and Bell
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and Eastern.

Metabet-
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ern Que.

- subsidy of 2000 acres of land per mile, not convertible into money, to aid it to build and complete 82.56 miles of railway, from a point at or near the city of Quebec to a point on the Canadian Northern Quebec Railway, at or near Garneau Junction or Grand'Mère, for a distance of 77.40 miles, and a branch connecting with the Transcontinental Railway, near the Quebec bridge, a distance of 5.16 miles, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph *n*, to the Great Northern Railway Company of Canada;
- Great North-
ern of Can-
ada. *p.* To the Great Northern Railway Company of Canada, a subsidy of 2000 acres of land per mile, not convertible into money, to aid it to build 15.20 miles of railway from St. Sauveur to St. Jérôme, in the county of Terrebonne, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph *s*;
- Quebec
Central. *q.* To the Quebec Central Railway Company, a subsidy of 3000 acres of land per mile, not convertible into money, to aid it to build 1.34 miles of its road from the 30th mile from St. George to the 31.34th mile on the boundary line between the counties of Dorchester and Bellechasse;
- Id. *r.* To the Quebec Central Railway Company, a subsidy of 2,000 acres of land per mile, not convertible into money, to aid it to extend the Quebec Central Railway from the 31.34th mile, on the boundary line between the counties of Dorchester and Bellechasse, going towards the east, for a distance of 25 miles;
- Napierville
Junction. *s.* To the Napierville Junction Railway Company, a subsidy of 1000 acres of land per mile, not convertible into money, to aid it to build its line from St-Constant to the frontier near Rouses' Point for a distance of 27.25 miles ;
- Ha! Ha! Bay. *t.* To the Ha ! Ha ! Bay Railway Company, a subsidy of 4000 acres of land per mile, not convertible into money, to help it build and complete its railway from the 10th mile to Ha ! Ha ! Bay, a distance of 9.39 miles, in lieu of the ungranted part of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *h* ;
- Id. *u.* To the same company, a subsidy of 2000 acres of land per mile, not convertible into money, to aid it to build a branch, four miles long from the main line going towards the north to the town of Chicoutimi ;
- Id. *v.* To the same company, a subsidy of 2000 acres of land per mile, not convertible into money, to help it to build a branch from the main line going south towards lake Kenogami, and passing through Laterrière village, a distance of 12 miles ;

- z. To a railway company to aid it to build a railway from A company. Ville Marie to the Des Quinze river, a subsidy of 3000 acres of land per mile, not convertible into money, for a distance of 50 miles ;
- y. To the Richmond, Magog and Stanstead Railway Com-^{Richmond,}pany, a subsidy of 2,000 acres of land per mile, not con-^{Magog &}vertible into money, to aid it to build: ^{Stanstead.}
- (1.) 55 miles of railway from a point at or near the town of Richmond, by any practicable route, through the counties of Richmond, Sherbrooke and Stanstead, passing through or near the town of Magog, to a point situated in or near the village of Stanstead ;
 - (2.) 20 miles of a branch line, from a point on the main line at Cherry River to the village of Waterloo ;
- z. To the Roberval and Saguenay Railway Company, a sub-^{Roberval}sidy of 3,000 acres of land per mile, not convertible into ^{and Sague-}money, to aid it to build 80 miles of railway from a ^{nay.}point of junction at or near the junction of the Ha! Ha! Bay Railway and of the Quebec and Lake St. John Railway, in the township of Jonquières, crossing to the north of the Saguenay river and extending to the north west to the Mistassini river ;
- aa. To a railway company to aid it to build a railway from A railway St. Léonard junction, on the Intercolonial Railway, to ^{company.}a point of junction with the Quebec Central railway and the Main Central railway, in the township of Dudswell, a subsidy of 2,000 acres of land per mile, not convertible into money, for a distance of 50 miles ;
- bb. To a railway company, a subsidy of 2,000 acres of land ^{Id.}per mile, not convertible into money, to aid it to build 27 miles of railway, from Richmond or the village of Melbourne to the town of Drummondville ;
- cc. To the Northern Colonization Railway Company, to aid ^{Northern}it to extend its line from Mont Laurier, in the direction ^{Colonizat-}of Lac des Quinze, a subsidy of 3,000 acres of land per ^{ion.}mile, not convertible into money, for a distance of 100 miles ;
- dd. To the St. Charles and Huron River Railway Company ^{St. Charles}to aid it to build 8 miles of railway from St. Ambroise ^{and Huron}de la Jeune Lorette to St. Edmond de Stoneham, a sub- ^{River.}sidy of 2,000 acres of land per mile, not convertible into money ;
- ee. To the North Shore Power Railway and Navigation ^{North Shore}Company, a subsidy of 3,000 acres of land per mile, not ^{Power Rail-}convertible into money, to help it to build a railway of ^{way and}15 miles from the Seven Islands Bay, going in the di- ^{Navigation.}rection of Clark City to the St. Margaret river ;

- Quebec East-
ern. *ff.* To the Quebec Eastern Railway Company, a subsidy of 2,000 acres of land per mile, not convertible into money, to aid it to build;
- (1.) 120 miles of railway from Chaudière Junction, in the county of Levis, to a point in or near the city of Sherbrooke;
 - (2.) 10 miles of a branch line from the main line, at or near St. Agathe, in the county of Lotbinière, to Lyster Station;
 - (3.) 30 miles of a branch line from the main line, at or near Ste. Agathe, in the county of Lotbinière to Black Lake, in the county of Megantic, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1, paragraph *t*, to the Lotbinière and Megantic Railway Company;
- Canada and
Gulf Terminal.
al. *gg.* To the Canada and Gulf Terminal Railway Company, to aid it to extend its line from Matane to Gaspé Basin passing through the interior of the Gaspé peninsula, a subsidy of 3,000 acres of land per mile, not convertible into money, for a distance of 190 miles;
- A railway
company. *hh.* To a railway company, to aid it to build a railway from a point at or near the city of Montreal to James Bay, a subsidy of 4,000 acres of land per mile, not convertible into money, for the section extending from Montreal to or near the 837th mile to the west of Moncton of the National Transcontinental Railway, for a distance of 200 miles, and 5,000 acres of land per mile, not convertible into money, for the section from the said point on the National Transcontinental Railway to the mouth of the Nottaway river, at James Bay, for a length of not more than 300 miles;
- Quebec and
Saguenay. *ii.* To the Quebec and Saguenay River Railway Company, a subsidy:
- (1.) Of 3000 acres of land per mile, not convertible into money, to help it build and complete 63 miles of railway from St. Joachim in the county of Montmorency to Nairn falls in the county of Charlevoix, and
 - (2.) Of 3,000 acres of land per mile, not convertible into money, for 72 miles, from the Nairn falls, in the county of Charlevoix to Ha ! Ha ! Bay ;
- Indian
River. *jj.* To the Indian River Railway Company, a subsidy of 3,000 acres of land per mile, not convertible into money, for a railway of 19 miles from a point at or near the north end of lake Megantic, and going towards the south along the said lake, to a point on the international boundary line, in lieu of the subsidy granted by the act 8 Edward VII, chapter 5, section 1 paragraph *f* ;

- kk.* To the Argenteuil Railway Company, a subsidy of 2,000 Argenteuil acres of land per mile, not convertible into money, to aid it to build 15 miles of its railway from the Grenville canal in the township of Grenville, in the direction of Arundel, in the township of Arundel;
- ll.* To the Kamouraska and L'Islet Railway Company, Kamouraska and L'Islet a subsidy of 2,000 acres of land per mile, not convertible into money, to aid it to build 25 miles of railroad from the River Ouelle wharf to at or near the church of Ste. Anne de la Pocatière, in the county of Kamouraska, and thence running towards the National Transcontinental Railway at Ste. Perpétue in the county of L'Islet;
- mm.* To a railway company, a subsidy of 2,000 acres of land per mile, not convertible into money, to aid the building of 60 miles of railway starting from the parish of Caughnawaga at or near the Adirondack Junction of the New York Central Railway running southwards through the parishes of St. Urbain and Ste. Clothilde to the village of St. Jean Chrysostôme in the county of Chateauguay, thence to Vicars, Maritana St. Antoine Abbé, Franklin Centre, Rockburn, Herdman and Athelstan and thence to Dundee in the county of Huntingdon;
- nn.* To the Canadian Pacific Railway Company or to some other railway company, a subsidy of 2,000 acres of land per mile, not convertible into money, to aid it to build a railway of 20 miles from Waltham station to Creuse river or to Ferguson's Point, in the county of Pontiac.

2. The mines and minerals, as defined in the Quebec Mining Law, including coal and petroleum, which may be in or on the lands granted under this act, are reserved in favor of the Crown.

3. The property in the water powers, the rivers and their beds, which are in the lands granted by this act, are specially reserved by the Crown.

4. All the subsidies in land provided for by this act shall be exigible as follows:

- a.* Upon the completion of the portion of the road for which the subsidy was granted, if such portion of the road is less than 10 miles in length;
- b.* Upon the completion of each section of 10 miles, in the proportion which the cost of such completed section bears to that of the whole of the subsidized portion of the road.

- Choice of lands. **5.** The choice of the lands so to be given as subsidy shall be left entirely to the Lieutenant-Governor in Council.
- Conditions of grant. **6.** The granting of the subsidies in land under this act, and the acceptance thereof by the respective companies, shall be subject to the following conditions:
- a. The cost of the inspection and survey of the lands granted shall be paid by the company to which they are granted;
 - b. The company shall be obliged to sell, within the delay from time to time fixed by the Minister of Public Works and Labour, to settlers in good faith who apply therefor, lots out of the lands granted as subsidies, at a price not exceeding \$2.50 per acre;
 - c. The Minister of Public Works and Labour may, for the advancement of colonization and the convenience of settlers, indicate the places where the company shall erect stations upon its lines, and such stations shall be erected accordingly;
 - d. The company shall build its road with rails made and purchased in Canada, and shall equip its line with materials also so made and purchased, unless such rails and materials cannot be procured in Canada at as low a price and upon as favorable conditions as elsewhere, and unless such company has been previously authorized by the Lieutenant-Governor in Council to procure such rails and materials outside Canada;
 - e. The railway shall be built in accordance with plans, profiles, books of reference, specifications and estimates, and under the conditions approved by the Lieutenant-Governor in Council, upon the report of the Minister of Public Works and Labor.
- Wages of workmen, &c. **7.** The workmen, laborers and servants employed in the building or working of a railway for which a subsidy is granted in virtue of this act, shall receive wages equal to those which could be paid to workmen, laborers or servants employed in similar occupations in the district where such road is built or worked.
- Regulations of L.-G. in C. **8.** Each of the companies to which a subsidy is granted in virtue of this act shall comply with the regulations which shall be, from time to time, promulgated by the Lieutenant-Governor in Council for the protection against fire of the woods and forests situated near its line of railway, and shall also adopt the most modern methods used for that purpose.
- Beginning and completion of work. **9.** The works of construction upon the railways for which subsidies in land shall be granted under this act, shall be com-

menced, if not so already, within two years next after the sanction thereof, and be completed within a reasonable delay to be determined by the Lieutenant-Governor in Council, not to exceed four years from the said date; and, in default of the commencement and completion of the works within the prescribed delays, the subsidies shall lapse for that portion of the railway which then remains incomplete.

10. Before commencing or resuming work, the company to which subsidies in land shall be granted, shall enter into a contract in writing with the Department of Public Works and Labour, determining the conditions and nature of the work to be performed on the road, and the share of the subsidy to be assigned to each section of ten miles of a continuous and uninterrupted road, in proportion to the cost of building the whole line or the subsidized portion thereof, as estimated by the railway engineer of the Department; and every such company shall, before claiming any part of the subsidies provided for by this act, establish to the satisfaction of the Lieutenant-Governor in Council that it has the means necessary to complete its road and to maintain it in regular operation.

11. The timber cut on the lands granted as subsidies in virtue of this act shall be subject to any regulation ordering the manufacture thereof within Canada, which the Lieutenant-Governor in Council may order.

12. When construction work for which subsidies have been granted by this act shall have been begun before the coming into force thereof, the companies, which are entitled thereto, shall enter into the contract mentioned in section 10 of this act within a delay of six months from the date of the sanction of this act, provided that the works have been inspected and approved by the Government engineer.

13. Any company to which a subsidy has been granted in virtue of this act shall, whenever any section of its road is ready for inspection by the railway engineer of the department, notify the Minister of Public Works and Labour thereof, and that, in consequence, it requires such inspection and report of the engineer.

14. This act shall come into force on the day of its sanction.

