

3. Section 3 of the said act is amended by adding after the word : " towns ", in the fifth line, the words : " in aiding the establishment by school commissioners, of commercial academies in poor municipalities to the amount of twenty thousand dollars." Id., s. 3,
amended.

4. Section 4 of the said act, as amended by the act 5 Edward VII, chapter 2, section 3, is again amended : Id., s. 4,
amended.

a. By replacing the words : " one hundred and twenty ", in the third line, by the words : " one hundred and eighty ";

b. By replacing the words : " one hundred ", in the fourth line, by the words : " one hundred and fifty."

5. Section 5 of the said act, as amended by the act 5 Edward VII, chapter 2, section 4, is again amended by replacing the words : " one hundred and twenty ", in the first, sixth and eleventh lines ", by the words : " one hundred and eighty." Id. s. 5,
amended.

6. 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 25th April 1908].

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 rail-
ways.

a. To the Quebec Central Railway Company to assist it to construct 30 miles of its railway from St. George de Beauce, going in the direction of Cabano on the Temiscouata railway, following the Famine river to its source near the village of Langeville, and thence following the waters of the river St. Jean across the counties of Beauce, Dorchester, Bellechasse, Montmagny, L'Islet, Kamouraska and Temiscouata, a subsidy of 3,000 acres of land per mile, not convertible into money; Quebec
Central.

b. To the Orford Mountain Railway Company, a subsidy of 2,000 acres of land per mile not convertible into money, to aid it to construct ; Orford
Mountain.

- (1). 3.12 miles of railway from Mansonville to the boundary line;
 - (2). 7.54 miles of the Bolton and Mansonville line;
 - (3). 8 miles from Windsor Mills to Brompton Falls;
 - (4). 3.50 miles from the Melbourne road crossing to the village of Melbourne;
 - (5.) 5 miles from a point on the main line to lake Bonallie (on the south side) in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (t).
- Quebec and Lake St. John. c. To the Quebec and Lake St. John Railway Company, a subsidy of 2,000 acres per mile, not convertible into money, to aid it to build a branch line from the main line at Charlesbourg to L'Etang on the Montmorency river for a distance of 6 miles;
- Quebec, Montreal and Southern. d. To the Quebec, Montreal and Southern Railway Company, a land subsidy of 2,000 acres per mile not convertible into money, for a line of 107 miles from Yamaska in the direction of Levis;
- Id. e. To the same company a land subsidy of 2,000 acres per mile not convertible into money, to aid it to build a branch from the main line at Bécancourt to the St. Lawrence river, for a distance of not more than 4 miles;
- Indian River. j. To the Indian River Railway Company, a subsidy of 4,000 acres of land per mile not convertible into money, for a railway, 19 miles long, from a point at or near the north end of lake Megantic and towards the south along said lake to a point on the international boundary line, in lieu of the subsidy granted by the act 4 Edward VII, chapter 2, section 1, paragraph (d);
- Matane and Gaspé. g. To the Matane and Gaspé Railway Company, a subsidy of 4,000 acres of land per mile, not convertible into money, to aid it to build 37 miles of its line from a point at or near Ste. Flavie on the Intercolonial railway to Matane.
- In lieu of a certain subsidy. This subsidy is to be in lieu of the subsidy granted to said company by the act 6 Edward VII, chapter 4, section 1, paragraph b, for 30 miles of its road from St. Octave de Métis to Matane.
- From Jonquières towards Ha! Ha! Bay. h. To a railway company, a subsidy of 4,000 acres of land per mile, not convertible into money, to aid it to build 20 miles of railway from Jonquières in the direction of Ha! Ha! Bay, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (r):

- i. To the Canadian Northern Quebec Railway Company, ^{Canadian Northern Quebec.} to aid it to build a railway in the county of Montcalm, from St. Jacques to the village of Rawdon, thence in a northerly direction towards lake Archambault, a subsidy of 3,000 acres of land per mile, not convertible into money, for a distance of 20 miles ;
- i. To the same company to aid it to build 65 miles of its ^{Id.} road from Montreal to Grenville, a subsidy of 2,000 acres of land per mile, not convertible into money.;
- k. To the Quebec and Lake St. John Railway Company, ^{Quebec and Lake St. John.} to aid it to complete 3.8 miles of its line from Valcartier to Ste. Catherine, a subsidy of 3,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (e) ;
- l. To the same company a subsidy of 3,000 acres of land ^{Id.} per mile, not convertible into money, to aid it to build $4\frac{1}{2}$ miles of a railway branch line from Valcartier station, in the direction of the township of Gosford. Such subsidy with that mentioned in paragraph k, shall be granted on condition that the company shall establish a free passage, by the building and maintenance of the bridge over and the approaches on both sides of the Jacques Cartier river, for foot-passengers, vehicles, and animals, at or near the old railway bridge over the said river, according to plans which shall be approved by the Lieutenant-Governor in Council, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (f) ;
- m. To the same company, a subsidy of 3,000 acres of land ^{Id.} 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 l, to Gosford township, including a branch of $3\frac{1}{2}$ miles long to a point on Rivière-aux-Pins, in the parish of St. Gabriel West, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (g) ;
- n. To the Joliette and Lake Manuan Colonization Railway ^{Joliette and Lake Manuan.} Company, to aid it to build 60 miles of its road from Joliette in the direction of Lake Manuan, a subsidy of 4,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (i) ;
- o. To the Little Nation River Railway Company, to aid ^{Little Nation River.} it in building a railway from a point between Thurso and Montebello, on the left bank of the Ottawa river, and thence to Chêneville and thence northwards to a

- point on lake Nominigüe, near the Canadian Pacific Railway, a subsidy of 3,000 acres of land per mile, not convertible into money, for a length of 30 miles ;
- Inter-provincial and James Bay. *n.* To the Inter-provincial and James Bay Railway Company, for a line of railway of 50 miles, running from the present terminus of the line of the Canadian Pacific Railway at Gordon Creek to Ville Marie, a subsidy of 4,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (*j*) ;
- Pontiac and Inter-provincial. *q.* To the Pontiac and Inter-provincial Railway Company, to aid it to build a railway of 20 miles in length, from Waltham Station to Ferguson's Point, in the county of Pontiac, a subsidy of 4,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (*k*) ;
- From Hébertville towards St. Joseph d'Alma. *r.* To a railway company, to aid it to build 10 miles of railway, starting from a point in the village of Hébertville, in the county of Lake St. John, running towards St. Joseph d'Alma, a subsidy of 4,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (*p*) ;
- From Roberval towards James Bay. *s.* To a railway company, to aid it to build 30 miles of railway from Roberval, running towards the west in the direction of James Bay, a subsidy of 4,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (*q*) ;
- Lotbinière and Megantic. *t.* To the Lotbinière and Megantic Railway Company, a subsidy of 2,000 acres of land per mile, not convertible into money, to aid it to build 60 miles of railway from Lyster station in the township of Nelson, county of Megantic, running towards Lime Ridge, county of Wolfe, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (*o*) ;
- Atlantic, Quebec and Western. *u.* To the Atlantic Quebec and Western Railway Company,, to aid it to construct 50 miles of its road from a point at or near Gaspé Basin running in the direction of Causapscal on the Intercolonial Railway, passing through the interior of the peninsula of Gaspé, a subsidy of 4,000 acres of land per mile, not convertible into money, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (*a*) ;
- Id. To the same company, to aid it to construct 100 miles of road from Paspebiac to Gaspé, 20 miles having been

built between Paspebiac and Port Daniel, following the shore as nearly as possible, a subsidy of 4,000 acres per mile, not convertible into money, for a length not exceeding 80 miles, in lieu of the subsidy granted by the act 6 Edward VII, chapter 4, section 1, paragraph (a) ;

- v. To the Metebetchouan Company, a subsidy of 1,000 Metabetchouan acres of land per mile, for 13 miles, from lake Bouchette, to St. André on the river Metebetchouan, not convertible into money.

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. Mines, etc., reserved to Crown.

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

- a. Upon the completion of the portion of the road for which the subsidy was granted, if such portion of 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.

4. The choice of the lands so to be given as subsidy shall be left entirely to the Lieutenant-Governor in Council ; the lands chosen shall not be comprised within any timber limits under license at the time of the grant, and shall, as much as possible, be located along or in the neighborhood of each railway for which they are granted. Choice and location of lands.

5. 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 : Conditions of grant.

- 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 Lieutenant-Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and imposed by the company upon its railway ;
- e. 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 ;
- f. 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 Labour.

Commence-
ment and
completion
of works.

6. The works of construction upon the railways for which subsidies in land shall be granted under this act, shall be commenced, if not so already, within two years next after the first of July, 1908, 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.

Contract
between cer-
tain Depart-
ment and
companies
subsidized.

7. 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.

Notice that
railway is
ready for
inspection.

8. The company to which a subsidy shall be granted under 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.

Coming into
force.

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