

CHAP. 2

An Act respecting subsidies to certain Railway Companies

[Assented to 2nd June, 1904]

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

Subsidies to
certain rail-
ways :

Atlantic,
Quebec and
Western ;

Id. ;

Matane and
Gaspé ;

Quebec and
Lake St.
John ;

Indian River ;

Quebec Cen-
tral ;

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

(a) To the Atlantic, Quebec and Western Railway Company, to aid it to build 50 miles of its road, from a point on or near Gaspé Basin, running in the direction of Causapscal, on the Intercolonial Railway, passing through the interior of the Gaspé peninsula, a subsidy of 4,000 acres of land per mile, not convertible into money ;

To the same company, to aid it to build 100 miles of road, from Paspebiac to Gaspé, following the shore as nearly as possible, a grant of 4,000 acres of land per mile, not convertible into money, on condition that 10 miles be built within the delay of one year from the coming into force of this act ;

(b) 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 30 miles of its road, from a point at or near St. Octave de Métis, on the Intercolonial Railway, as far as Matane ;

(c) To the Quebec and Lake St. John Railway Company, a subsidy of 4,000 acres of land per mile, not convertible into money, to aid it to build 38 miles of railway, commencing at a point on the Quebec and Lake St. John Railway near Jeannotte river, as far as La Tuque on the River St. Maurice ;

(d) To the Indian River Railway Company, for a railway of 19 miles, running from a point at or near the northern extremity of Lake Megantic towards the south along the said lake, to a point on the international frontier, a subsidy of 4,000 acres of land per mile, not convertible into money ;

(e) To the Quebec Central Railway Company, a subsidy of 4,000 acres of land per mile, not convertible into money, on a length of 9 miles, for the extension of its road from St. Francis to St. George, Beauce ;

- (f) To the Joliette and Lake Manuan Colonization Railway Company, to aid it to build 60 miles of its road from Joliette running in the direction of Manan or Manuan lake, a subsidy of 4,000 acres of land per mile, not convertible into money ; Joliette and Lake Manuan Colonization';
- (g) To the Interprovincial and James Bay Railway Company, for a line of railway of 50 miles, running from Lake Temiscaming at the present terminus of the line of the Canadian Pacific Railway in a northerly direction, a subsidy of 4,000 acres of land per mile, not convertible into money ; Interprovincial and James Bay ;
- (h) To a railway company which will build a railway of 20 miles in length, from Waltham Station to Ferguson's Point, in the county of l'ontiac, a subsidy of 4,000 acres of land per mile, not convertible into money ; Waltham Station to Ferguson's Point ;
- (i) To the Quebec and Lake St. John Railway Company, to aid it to build one mile of railway, running from Roberval to the Government wharf at Lake St. John, a subsidy of 4,000 acres of land, not convertible into money ; Quebec and Lake St. John ;
- (j) 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 ; Hébertville towards St. Joseph d'Alma ;
- (k) 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 ; Roberval towards James Bay ;
- (l) To a railway company, to aid it to build 20 miles of railway, running from Jonquières in the direction of Ha ! Ha ! Bay, a subsidy of 4,000 acres of land per mile, not convertible into money ; Jonquières towards Ha ! Ha ! Bay ;
- (m) To the Orford Mountain Railway Company, to aid it to build and complete 12 miles of its railway from Eastman as far as the line of division between the township of East Bolton and the township of Potton, a subsidy of 1500 acres of land per mile, not convertible into money ; Orford Mountain ;
- (n) To the Great Northern Railway Company of Canada, a sum of \$6,000 in money, to be paid over to the municipality of the parish of St. Sophie and the municipality of the village of New Glasgow, for the amount of the debentures subscribed by these two municipalities to aid the building of the said railway from St. Jérôme to New Glasgow. Great Northern of Canada.

Mines, &c.,
reserved to
Crown.

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.

When sub-
sidies in land
exigible.

3. All the subsidies in land provided for in section 1 of 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 road is less than 10 miles in length ; and
- (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 and
location of
lands.

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 respectively.

Conditions of
grant of sub-
sidies.

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 :

- (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 Colonization and Public Works, 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 Colonization and Public Works may, for the advancement of colonization and the convenience of settlers, indicate the places where the company shall erect stations upon its line, 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 can not 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.

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, 1904, 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, except in so far as the 10 miles mentioned in the last clause of paragraph (a) of section 1 of this act, are concerned, 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 shall then remain incomplete.

Commencement and completion of works.

7. Before commencing or resuming works, the company to which subsidies are granted shall enter into a contract in writing with the Department of Colonization and Public Works, determining the conditions and nature of the works to be performed on the road, and the share of the subsidy to be assigned to each section of 10 miles of a continuous and uninterrupted road, in proportion to the cost of building as estimated by the railway engineer of the Department; and every such company shall, before claiming any part of the subsidies provided for in section 1 of 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.

Contract to be entered into between Department of Colonization and Public Works and railway company subsidized.

8. The company to which a subsidy shall be granted under this act shall notify the Minister of Colonization and Public Works whenever any section of its road is ready for inspection by the railway engineer of the Department and that in consequence it requires such inspection and report.

Notice to Minister of that Department that railway is ready for inspection.

9. The time within which the works upon the Orford Mountain Railway are to be completed is extended to the 31st December, 1906, subject to the conditions contained in the act 62 Victoria, chapter 4, section 4.

Extension of delay to complete Orford Mountain Railway.

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

Coming into force.