

CAP. LXXXVIII.

An Act respecting certain subsidies to railways and other companies and undertakings.

[Assented to 30th December, 1890.]

HER MAJESTY, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

Certain subsidies may be granted to certain railway companies, &c.

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 or to the railway and other enterprises, to wit :

		Total subsidies in money.	Total subsidies in lands.
St. Lawrence and Adirondack Railway.	(a) To the Saint Lawrence and Adirondack Railway Company, to aid the construction of 22 miles of its road, provided such road passes through the villages of Huntingdon and Athelstan or near thereto, a subsidy not exceeding \$3,200 per mile and not exceeding in all.....	\$ 70,400 00	
Canada Atlantic Railway.	(b) To the Canada Atlantic Railway Company, as aid in the construction of bridges upon its line, from Côteau Landing to the frontier of the Province, a subsidy not exceeding in all.....	200,000 00	
United Counties Railway.	(c) To the United Counties Railway Company to aid it in building 60 miles of its line, a subsidy of ten thousand acres of land per mile, and not exceeding in all.....		600,000

	Total subsidies in money.	Total subsidies in lands.
<p>The said subsidy to be in place of that granted to it at the rate of 5,000 acres of land per mile by the act 51-52 Victoria, chapter 91, section 6 for the same distance.</p>		
<p>Drummond County Railway. (d) To the Drummond County Railway Company, to aid the construction of the extension of its road between Drummondville and Ste. Rosalie, near St. Hyacinthe, to a point of junction with the Grand Trunk Railway at that place, a subsidy of 10,000 acres of land per mile, on a length not exceeding 27 miles, and not exceeding in all.....</p>		270,000
<p>do (e) To the same company, to aid it to construct its road from its station at Carmel Hill, to Arthabaska station, in the town of Victoriaville, a distance of 23 miles, 10,000 acres of land per mile, and not exceeding in all.....</p>		230,000
<p>do (f) To the same company, to aid it in the cost of the construction of bridges built and to be built on its line, a subsidy not exceeding in all.....</p>	\$50,000 00	
<p>Great Northern Railway. (g) To the Great Northern Railway Company, to aid it in the cost of building its line: 1. On a distance of 33 miles, from St. Jérôme to a point between the town of Joliette and St. Félix de Valois, to connect with the road of the Canadian Pacific Railway, and 2. On a distance of 7 miles between St. Andrews and</p>		

	Total subsidies in money.	Total subsidies in lands.
<p>Lachute, in the county of Argenteuil, a subsidy not exceeding 10,000 acres of land per mile for such total length of 40 miles, and not exceeding in all.....</p>	<p>.....</p>	<p>400,000</p>
<p>The said subsidy shall take the place of that of 4,000 acres of land per mile, converted into money, which is still due, under the act 49-50 Victoria, chapter 77, section 8, paragraph 1, upon 3 miles of the section between New Glasgow and Ste. Julienne, and of a similar subsidy in lands converted into money, due under the act 51-52 Victoria, chapter 91, section 6, paragraph c, upon the section of 7 miles between Ste. Julienne and Montcalm, and of a similar subsidy due under the acts 45 Victoria, chapter 23, section 1, paragraph g; 49-50 Victoria, chapter 77, section 6; and 53 Victoria, chapter 101, section 3, upon the section between St. Andrews and Lachute, forming a total length of 17 miles; and deducting from the 10,000 acres of land per mile, hereby granted, the grants of 4,000 acres of land per mile, converted into money at the rate of 70 cents per acre, and one half paid, which were granted to the said company by the acts 45 Victoria, chapter 23, section 1, paragraph h; and 49-50 Victoria, chapter 77, section 8, paragraph 1, for a</p>		

	Total subsidies in money.	Total subsidies in lands.
<p>distance of 18 miles between St. Jérôme and a point near Ste. Julienne.</p> <p>Bridge Grand Cascapédiac River. (i) To contribute to the cost of constructing the bridge to be built over the Grand Cascapédiac river, on the Baie des Chaleurs railway, a subsidy not exceeding in all.....</p> <p>Upon condition that the said bridge be built at the place fixed by the Lieutenant-Governor in Council, who may order that such bridge be built for the passage of vehicles and foot passengers as well as for the passage of railway trains, if he deems it in the public interest.</p>	<p>\$50,000 00</p>	
<p>Baie des Chaleurs Railway. (j) To aid in completing and equipping the Baie des Chaleurs Railway, throughout its whole length, for the part not commenced and that not finished, about 80 miles, going to or near Gaspé Basin, a subsidy of ten thousand acres of land per mile, not to exceed in all.....</p> <p>Payable to any person or persons, company or companies, establishing that they are in a position to carry out the said works and to supply the rolling stock for the whole road and keep it in good working order, and also upon condition that the balance of the privileged debts due by the Baie des Chaleurs Railway Company be paid, the whole to the satisfaction of the Lieutenant-Governor in Council.</p>		<p>800,000</p>

	Total subsidies in money.	Total subsidies in lands.
Lower Laurentian Railway.	\$165,000 00	165,000
Hereford Railway.	54,000 00	
Lachine and Hochelaga Railway.	48,000 00	
Joliette and St. Jean de Matha Railway.	80,000
To take the place of the sub-		

(k) To the Lower Laurentian Railway Company, to aid it to build the extension of its line upon a length of 33 miles; a subsidy not exceeding \$5,000 per mile, and 5,000 acres of land per mile, and not exceeding in all.....

Upon condition that the line of such extension crosses the river St. Maurice at or near the Grandes Piles, and passes through the parishes of Ste. Flore, Shawenegan and St. Etienne, as far as the city of Three Rivers.

(l) To the Hereford Railway Company, as assistance in the cost of building the extension of its line from its junction at Cookshire, to the place known as "Lime - Ridge," in the county of Wolfe, on a length not exceeding 18 miles, a subsidy of \$3,000 per mile and not exceeding in all.....

(m) To the Lachine and Hochelaga Railway Company, to aid it in building its line from a point of the parish of Saint Laurent to the Hochelaga wharves, in the city of Montreal, a subsidy of.....

(n) To the Joliette and Saint Jean de Matha Railway Company, to aid it to build its line for a distance of 8 miles, between Saint Félix de Valois and Saint Jean de Matha, a subsidy of 10,000 acres of land per mile and not exceeding in all.....

	Total subsidies in money.	Total subsidies in lands.
Napierville Junction Railway.	<p>sidy in land of 4,000 acres per mile, granted for the same distance by the act 51-52 Victoria, chapter 91, section 3, paragraph <i>c</i>.</p> <p>(o) To the Napierville Junction Railway Company, to aid in building its road in the county of Napierville across the parishes of Saint Cyprien, Saint Edouard and Saint Rémi, on a length of 15 miles, a subsidy of 10,000 acres of land per mile, but not exceeding in all.....</p>	<p>150,000</p>
Quebec and Lake St. John Railway.	<p>(p) To the Quebec and Lake St. John Railway Company, to aid it to prolong its line for a length of 66 miles, from Chambord to St. Alphonse or Ha! Ha! Bay, a subsidy of \$5,000, and 5,000 acres of land per mile, but not to exceed in all.....</p>	<p>330,000</p>
Quebec and Lake St. John Railway for certain bridges.	<p>In lieu of the grants of 10,000 acres of land per mile granted to it for the same distance by the acts 51-52 Victoria, chapter 91, section 1, paragraph <i>d</i>; and 53 Victoria, chapter 101, section 2, and provided that works on such extension be begun before the 1st June, 1891.</p> <p>(q) To the same company, to contribute towards the costs of the construction of three bridges to be erected over the rivers Metabetchouan, Kouspiganische and Belle Rivière, on the aforesaid extension of its line between Metabetchouan and Ha! Ha! Bay, a subsidy not exceeding.....</p>	<p>150,000</p>

	Total subsidies in money.	Total subsidies in lands.
<p>On condition that the company furnishes satisfactory proof to the Government that it is in a position to carry out the work required for completing the said three bridges; with the understanding that such subsidy shall be paid to the company proportionately to the value, established by the Government engineer, of the work done and materials delivered for such construction and according to the progress estimates of the company's engineers, and provided the work be begun before the first of June, 1891.</p>		
<p>Quebec and Lake St. John Railway; Extension to La Tuque.</p>	<p>(r) To the same company, to contribute towards the cost of construction of the extension of its main line from a point of junction at or near the Rivière à Pierre station to La Tuque, on the River St. Maurice, a length of 45 miles, a grant of 10,000 acres per mile, but not exceeding in all.....</p>	<p>450,000</p>
<p>Bridge over the River St Charles.</p>	<p>(s) To contribute to the cost of constructing the bridge over the river St. Charles, the station and other works at the terminus of the Quebec, Montmorency and Charlevoix railway, at Quebec, a subsidy not exceeding in all.....</p>	<p>\$30,000 00</p>
<p>Lake Temiscamingue Colonization Railway.</p>	<p>(t) To the Lake Temiscamingue Colonization Railway company, an additional subsidy of \$1,800.00 and 5,000 acres of land per mile, to complete the sections of 17 miles and 15 miles, (32 miles in all)</p>	

	Total subsidies in money.	Total subsidies in lands
<p>already subsidized by the acts 51-52 Victoria, chapter 91, section 11, and 53 Victoria, chapter 101, section 4. and a further subsidy of \$5,000.00 and 5,000 acres of land per mile, for 18 other miles of the said road, the said additional subsidies not to exceed in all.. In such manner that the said 50 miles of road shall receive \$5,000.00 and 5,000 acres of land per mile, on the condition that the entire road shall be built of a gauge of four feet eight and a half inches, instead of the narrow gauge used on a portion of the road; and also on the condition that the said road shall connect with the Canadian Pacific at Mattawa, and that arrangements be made with the Canadian Pacific Railway Company to run and maintain the said road after its completion</p> <p>(u) To the Lake St. Francis Railway and Navigation Company, to aid it in constructing a railway from a point of junction with the Quebec Central Railway, at some point between d'Israeli Station and Black Lake Station, thence by the shortest and most advantageous line, through the township of Price to the shores of Lake St. Francis, at or near the proposed establishment of the Christian Brothers, and thence towards the village of Lambton, in the county of Beauce, a subsidy of 10,000 acres of</p>	\$147,600 00	250,000

Lake St. Francis Railway and Navigation.

	Total subsidies in money.	Total subsidies in lands.
<p>land per mile for a distance of 20 miles, and not exceeding in all.....</p> <p>On condition that the Christian Brothers establish an agricultural and industrial institution at the north west extremity of the said Lake St. Francis, and that the railway pass in the immediate vicinity of such institution.</p>		200,000
<p>Matane Rail- way.</p>	<p>(v) To the Matane Railway Company, to aid in the construction of 30 miles of its railway, from a point of junction with the Intercolonial Railway, at or near St. Ociave de Metis, and thence through the parishes of Sandy Bay, Rivière Blanche and Matane, a subsidy of 10,000 acres of land per mile, but not to exceed in all.....</p>	300,000
<p>Vaudreuil and Prescott Rail- way.</p>	<p>(w) To the Vaudreuil and Prescott Railway, now known as the Montreal and Ottawa Railway, to contribute towards the cost of constructing a bridge to be built on its line over the river "La Graisse" at Rigaud, a subsidy not exceeding.....</p> <p>To be paid when works and materials to an equal amount have been done and supplied according to a favourable report of the Government engineer, and after satisfactory proof has been given to the Lieutenant-Governor in Council by the company that it is in a position to complete the work required to finish such bridge; also on</p>	<p>\$37,500 00</p>

	Total subsidies in money.	Total subsidies in lands.
<p>the condition that such bridge shall be used by the railway, and by vehicles and foot-passengers, if the Lieutenant-Governor in Council, considers it in the interest of the municipalities interested.</p>		
<p>Quebec and Boston Air Line Railway. (x) To the Quebec and Boston Air Line Railway Company, in aid of the construction of its line over a length not exceeding 100 miles, from or near Lime Ridge, in the township of Dudswell, county of Wolfe, by the shortest and most suitable line through the counties of Wolfe, Megantic, Lotbinière and Levis, to the town of Levis, or any other adjacent point of junction with another railway, passing through the township of Leeds, in the county of Megantic, a subsidy of \$3,000 per mile, but not exceeding in all.....</p>	<p>\$300,000 00</p>	
<p>Cap Rouge and St. Lawrence Railway. (y) To the Cap Rouge and St. Lawrence Railway Company, in aid of the construction of 9 miles of its road, a subsidy of \$3,200 per mile, not exceeding in all..... Provided the road follows a line starting from Ancienne Lorette to St. Felix du Cap Rouge, on the river side, and thence to the eastern limit of the parish of Sillery, and that the Federal Parliament grants at least an equal subsidy.</p>	<p>28,800 00</p>	
<p>St. Chrysostôme Railway. (z) To the St. Chrysostôme Railway Company, as aid towards the construction of</p>		

	Total subsidies in money.	Total subsidies in lands.
<p>its line over a length of 30 miles to connect the parish of that name in the district of Beauharnois, with the Montreal and Champlain Junction Railway and with the Canada Atlantic Railway, etc., a subsidy of 10,000 acres of land per mile, but not exceeding in all.</p>	<p>.....</p>	<p>300,000</p>
<p>Bridge Richelieu River.</p>	<p>(aa) As aid towards the construction of the projected bridge over the Richelieu river, opposite the city of Sorel, a subsidy not exceeding in all.</p>	<p>\$50,000 00</p>
<p>Montreal and Sorel Railway.</p>	<p>(bb) To any company or syndicate, regularly organized, which will undertake to complete and equip the Montreal and Sorel Railway between St. Lambert and the latter place, and to put and maintain the same in good working order, a subsidy not exceeding in all.....</p>	<p>150,000 00</p>
<p>Orford Mountain Railway.</p>	<p>(cc) To the Orford Mountain Railway Company, to aid in the completion of its</p>	

	Total subsidies in money.	Total subsidies in lands.
<p>road from Eastman, in the county of Brome, to Lawrenceville, in the county of Shefford, and thence to Richmond to join, at or near that town, the Grand Trunk Railway, an additional subsidy of \$1,500 per mile for a distance not exceeding 38½ miles, and not exceeding in all.....</p>	\$57,750 00	
<p>Lotbinière and Megantic Railway.</p>	<p>(dd) To the Lotbinière and Megantic Railway Company, to aid in the construction of its road, starting from a point at or near the church of the parish of St. Jean Deschaillons, in the county of Lotbinière, to another point situate at or near "Glen Lloyd," in the county of Megantic, a subsidy of 10,000 acres of land per mile for a distance of 25 miles, and not exceeding in all.....</p>	250,000
<p>East Richelieu Valley Railway.</p>	<p>(ee) To the East Richelieu Valley Railway, to aid in the construction of its road from a point in the county of Missisquoi, on the frontier, in the parish of St. Thomas, county of Missisquoi, as far as or near Iberville, passing through St Thomas and St. George de Clarenceville, in the same county, St. Georges de Henryville, Ste. Anne de Sabrevois and St. Athanase, in the county of Iberville, a subsidy of 10,000 acres of land per mile, for a distance of 25 miles, and not to exceed in all.....</p>	250,000
<p>Portage du Fort and Bristol Branch Railway.</p>	<p>(ff) To the Portage du Fort and Bristol Branch Railway</p>	

	Total subsidies in money.	Total subsidies in lands.
<p>Company, to aid in the construction of a road from, at or near the village of Quyon, on the line of the Pontiac and Pacific Junction Railway Company, passing by the townships of Onslow, Bristol and Clarendon to the village of Portage du Fort, a subsidy of 10,000 acres of land per mile for a distance of 15 miles, not exceeding in all.....</p>		150,000
<p>Montfort Colonization Railway.</p>	<p>(gg) To the Montfort Colonization Railway Company, to aid in the construction of its road from a point on the Canadian Pacific Railway or the Montreal and Occidental Railway, either from Lachute, St. Jérôme or St. Sauveur, or near these places, to Montfort, in the townships of Wentworth, and thence to a point on the river Rouge, in the township of Arundel, a subsidy of 10,000 acres of land per mile, for a distance not exceeding 21 miles, and not exceeding in all.....</p>	
<p>Arthabaska and Wolfe Counties Railway.</p>	<p>In lieu of the subsidy of 4,000 acres of land per mile granted by the act 45 Victoria, chapter 23, section 1, paragraph <i>i</i>, to a railway with the same distance and direction. (hh) To the Arthabaska and Wolfe Counties Railway Company, to aid in the construction of its road from a point on the Grand Trunk Railway, at or near Victoriaville, passing by the south eastern part of the county of Artha-</p>	210,000

	Total subsidies in money.	Total subsidies in lands.
<p>baska and traversing the county of Wolfe as far as a point suitable to connect with the Hereford and Maine Central Railways, or with the Quebec and Boston Air Line Railway in the county of Wolfe, a subsidy of \$3,200 per mile, for a distance of 60 miles, and not exceeding in all.....</p>	<p>\$192,000 00</p>	
<p>The said subsidy is granted on the express condition that the road passes through Arthabaskaville, that the works of construction be commenced first at Victoriaville, and that they be completed, for three miles at least, on the Arthabaskaville side within two years from the first of June next.</p>		
<p>Montreal Bridge Com- pany.</p>	<p>(ii) To the Montreal Bridge Company ; in aid towards the necessary explorations for the construction of a projected bridge over the St. Lawrence, near Montreal, provided such aid does not exceed one third of the total and actual cost of such explorations and that such third does not exceed. And that such sum be payable to the said company as vouchers are filed showing the amount expended by it for such explorations.</p>	<p>10,000 00</p>
<p>Philipsburg Quarries Junction Railway.</p>		

	Total subsidies in money.	Total subsidies in lands.
<p>Company, between Stand-bridge and Philipsburg, a subsidy of \$4,000 per mile for a distance of 6$\frac{3}{4}$ miles, and not exceeding in all.....</p> <p>Being the balance, which had lapsed and is now renewed, on the subsidy of \$4,000 per mile granted by the acts 37 Victoria, chapter 2, section 1, and 38 Victoria, chapter 2 section 1, to the aforesaid Philipsburg, Farnham and Yamaska Railway.</p>	<p>\$25,720 00</p>	
<p>Quebec, Montmorency and Charlevoix Railway.</p>	<p>(kk) To the Quebec, Montmorency and Charlevoix Railway, to aid in the construction, equipment and completion of its road, a subsidy of \$4,000 per mile on a distance of 60 miles between St. Joachim and Malbaie, and not exceeding in all.....</p>	<p>240,000 00</p>
<p>Pontiac and Renfrew Railway.</p>	<p>(ll) To the Pontiac and Renfrew Railway Company, to aid in the construction of the section of its railway comprised between the place where are situated the mines worked by the Bristol Iron Mines Company and a point of junction with the Pontiac and Pacific Junction Railway, a subsidy of 10,000 acres of land per mile, for a distance of 5 miles, and not exceeding in all.....</p>	
<p>Massawippi Railway.</p>	<p>(mm) To the Massawippi Railway Company, to aid in the construction of its road between Magog and Coaticooke, in the county of Stanstead, a subsidy of \$3,200 per mile, for a distance of 25 miles, and</p>	<p>50,000</p>

	Total subsidies in money.	Total subsidies in lands.
<p>Quebec Oriental Railway.</p> <p>not exceeding in all.....</p> <p>(nn) To the Quebec Oriental Railway Company, to aid in the construction of the portion of its projected line between St. Anselme, in the county of Dorchester, through the counties of Dorchester, Bellechasse, Montmagny, l'Islet, Kamouraska and Temiscouata, a subsidy of 10,000 acres of land per mile, for a distance of 100 miles, and not to exceed in all.....</p>	\$80,000 00	
<p>Municipalities of St. Lin and Ste. Anne des Plaines.</p> <p>(oo) To the municipalities of St. Lin and Ste Anne des Plaines, to assist them in the settlement of the law suits in which they have been engaged for several years in consequence of the sale of the Laurentian Railway, and of the act of 1882 respecting the sale of the Quebec, Montreal, Ottawa and Occidental Railway, in such proportion between the two municipalities as the Lieutenant-Governor in Council may be pleased to fix, a sum of.....</p>		1,000,000
	30,000 00	

Ottawa and Gatineau Valley Railway.

2. The Lieutenant-Governor in Council may apply the proportion on the 5th and 6th sections of its line, out of the subsidies in money and in land, which were granted to the Ottawa and Gatineau Valley Railway Company by the acts 45 Victoria, chapter 23, section 1, paragraph e, and 51-52 Victoria, chapter 91, section 7, upon the first and second sections of its road, and as soon as the first and second ten miles have been completed to the satisfaction the Lieutenant-Governor in Council ; such doubling up being made by reason of the expensive nature of the works to be done in building the said first two sections

of the road, and greatly exceeding the estimates of the engineers.

Montreal and
Occidental
Railway.

3. It shall be lawful for the Lieutenant-Governor in Council to apply and double up on the first three ten mile sections of the Montreal and Occidental Railway, between St. Jérôme and St. Agathe, in the direction of Iroquois Falls, a proportion of \$2,500.00 per mile, on the amount of the grants which shall be exigible on the 4th, 6th and 7th sections of the railway, out of the amount of subsidies in money and in lands granted to this company by the act 51-52 Victoria, chapter 91, section 5, and by the acts therein mentioned, for the same considerations above set forth respecting the Ottawa and Gatineau Valley Railway; on condition that the proportion of the subsidies so doubled up shall be payable only when the said first three sections between St. Jérôme and St. Agathe, shall have been completed to the satisfaction of the Government engineer.

Quebec Central
Railway.

4. It shall be lawful for the Lieutenant-Governor in Council to allow the Quebec Central Railway Company to continue the extension of its road, either from the station of St. Francis, Beauce, to the frontier of the State of Maine and beyond to a point of intersection with the eastern extension of the International Railway, at or near Moose River, or from a point on its railway, at or near Beauce Junction, between Chaudière River and Tring Station, to a point on the International Railway, at or near lake Megantic, in such manner that the subsidies, or balances of subsidies, in money and in lands, granted for such extension, shall be paid to the company under the terms of the acts 37 Victoria, chapter 2, section 1; 38 Victoria, chapter 2, section 1; 40 Victoria, chapter 3, section 4; 52 Victoria, chapter 86, section 1; and 53 Victoria, chapter 101, section 8, proportionately to the number of miles subsidized which shall be completed on the line definitively selected, provided that the interests of the localities concerned as far as St. George, at least, be protected to the satisfaction of the Lieutenant Governor in Council, and with the understanding that the \$40,000, retained by the acts 52 Victoria, chapter 86, section 2, and 53 Victoria, chapter 101, section 9, may be paid, under the terms of the law, at the same time as the surplus of the subsidies granted in the event of the extension of the road being built entirely on Canadian territory in the direction of, and as far as, lake Megantic.

Provisions of
38 V., c. 6, may
be revived by
Lieutenant.

5. The Lieutenant-Governor in Council may revive the provisions contained in section 6 of the act 38 Victoria, chapter 2, in favour of railways not yet built or entirely

completed, to which subsidies in lands and in money, but not lapsed, have been granted by previous statutes and by this act, on the conditions and for all the purposes set forth in the said section 6.

(a) A sum of seventy-five dollars per mile may also be paid to any railway company which has previously fulfilled the conditions, imposed by the said section 6 of the said act, and applies for the same, with the object of employing the sum in paying a portion of the cost to be incurred for explorations, surveys and locating the line of its projected railway; the whole to the satisfaction of the Lieutenant-Governor in Council.

6. The Lieutenant-Governor in Council may extend to the last day of the next session of the Legislature, the delays in which railway companies already subsidized by the Province were and are bound to complete their works, if he considers that such extension is in the public interest.

7. It shall be lawful for the Lieutenant-Governor in Council to revive the provisions contained in section 14 of the act 51-52 Victoria, chapter 91, in favour of the railway companies to which subsidies are hereby granted.

8. All lines, for the construction of which subsidies have been already granted, and upon which there shall remain subsidies due under statutes in force, and also all lines of railway to which subsidies are hereby granted, shall commence their works—if they have not already done so—and continue the same, *bona fide*, on or before the first of June next, and complete the same within a reasonable delay, not to exceed four years, which delay shall be determined by Order in Council.

The said lines shall also be constructed according to locations, plans, books of reference, profiles, specifications and estimates approved by the Lieutenant-Governor in Council.

Before claiming any portion of the subsidies above mentioned, the company shall establish, to the satisfaction of the Lieutenant-Governor in Council, that it has sufficient means and is in a position to complete the projected road and keep it in good working order.

9. The Lieutenant-Governor in Council may, if he deems expedient, appoint one or two competent persons as member or members of the board of directors of any railway company incorporated by the laws in this Province, which has received, receives or shall receive subsidies from this Province, and it shall not be necessary that such person or persons so appointed be a shareholder or shareholders in the said company; the subsidies granted by the Legis-

lature being considered as constituting a sufficient interest on the part of the Province in the undertaking for such purpose.

Certain sum may be paid to corporation of Fraserville.

10. The Lieutenant-Governor in Council is authorized to pay the twenty thousand dollars being the capital of the debentures issued by the corporation of Fraserville for the construction of the Court House of the district of Kamouraska, at Fraserville aforesaid.

Certain percentage of subsidies to be repaid annually to Province.

11. A sum not exceeding one half of one per cent on the total amount of subsidy with has been paid, or which shall hereafter be paid by the Province of Quebec to any railway company, shall be levied annually on such railway company, and shall be payable in two equal half-yearly payments, on the first day of July and the first day of January, in each year.

Sums so paid to be fund to repay Province its advances.

12. All sums thus levied shall constitute a fund for the reimbursement to the Province of all amounts which have been paid, and which shall be paid in future, on account of subsidies to railway companies.

Investment of such fund.

13. The said fund shall, by the Treasurer of the Province of Quebec, be invested in Provincial or in Federal debentures, or employed in the redemption of debentures of the Province outstanding, or invested in any other securities approved by the Lieutenant-Governor in Council.

Not to be applied to other purposes.

14. The said fund shall not, at any time, even temporarily, be employed for any other purpose than that mentioned in the preceding provisions.

Coming into force.

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

C A P. L X X X I X

An Act to incorporate The Drummondville and Richmond Railway Company.

[Assented to 30th December, 1890.]

Preamble.

WHEREAS the persons hereinafter named and others have, by their petition, represented that the construction of a railway between the town of Drummondville and the town of Richmond would be of great public benefit, and have, by their said petition, prayed that an act be passed to incorporate a company to construct such