

The Missisquoi Valley Railway Company ;  
 The Montreal and Laurentian Colonization Railway Company ;  
 The Pontiac Pacific Junction Railway Company, for that portion of its railway in the Province ;  
 The Quebec Central Railway Company ;  
 The Quebec and Lake St. John Railway Company ;  
 The South Eastern Railway Company ;  
 The Waterloo and Magog Railway Company.

### C A P . X X I I I .

An Act to grant subsidies for the construction of certain railways.

[Assented to 27th May, 1882.]

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

1. The Lieutenant-governor in Council is authorized to <sup>Subsidies</sup> grant the following subsidies in aid of the construction of <sup>granted to cer-</sup> the railways hereinafter designated :

(a) The sum of one thousand dollars per mile, in addition <sup>Road from</sup> to the subsidy already granted by the Legislature and a <sup>Quebec to</sup> quantity of five thousand acres of land per mile, provided <sup>Lake St. John.</sup> that the total number of miles does not exceed one hundred and seventy miles, for a railway, starting from the Quebec, Montreal, Ottawa and Occidental Railway, four miles from Quebec and going to Lake St. John ;

The subsidy of four thousand dollars, granted by pre- <sup>Application of</sup> vious acts, to be allowed for the whole length of such road, <sup>former sub-</sup> to wit, for one hundred and seventy miles ;

(b) A quantity of ten thousand acres of land per mile, for <sup>Road from</sup> a railway, starting from the Matapedia station in the <sup>Matapedia</sup> county of Bonaventure, on the Intercolonial Railway, as <sup>Station to</sup> far as Gaspé Basin, passing by the Port of Paspebiac in the <sup>Gaspé Basin.</sup> county of Bonaventure, on the Bay des Chaleurs, provided the length of such road does not exceed one hundred and eighty miles ;

(c) A quantity of ten thousand acres of land per mile, for <sup>Road from</sup> a railway, starting from any point between Rivière Ouelle <sup>Fraserville to</sup> and Fraserville, or in the vicinity of either of these places, <sup>New Bruns-</sup> to a point on the frontier of New Brunswick, in the direc- <sup>wick.</sup> tion of Edmonton, in New Brunswick, provided the length of such road does not exceed sixty six miles ;

Road from the Piles road to Lake Edward. (d) A quantity of eight thousand acres of land per mile, for a Railway, starting from the north end of the Piles Railway and going northwards, to a point of intersection with the Lake St. John Railway, towards the southern extremity of Lake Edward, provided the length of such road does not exceed sixty miles ;

Road from Hull Station to Le Desert village. (e) A quantity of six thousand acres of land per mile, for a railway, starting from Hull Station in the County of Ottawa upon the Canadian Pacific Railway, as far as Le Desert village, in the County of Ottawa, provided the length of such road does not exceed seventy five miles ;

Road from Buckingham to Aylwin. (f) A quantity of four thousand acres of land per mile, for a railway, starting from a point between Buckingham and Rockland on the Canadian Pacific Railway, as far as the village of Aylwin, in the County of Ottawa, provided the length of such road does not exceed fifty two miles ;

Road from Lachute to St. Andrew's. (g) A quantity of four thousand acres of land per mile for a railway, starting from the village of Lachute, at a point of junction with the Canadian Pacific Railway, as far as the village of St. Andrews, in the County of Argenteuil, provided the total length of such road does not exceed seven miles ;

Road from St. Jérôme to St. Agathe and New Glasgow. (h) A quantity of four thousand acres of land per mile, for a railway, starting from the village of St. Jérôme, at a point of junction with the branch of the Canadian Pacific Railway, as far as the village of St. Agathe to the north, and as far as or near the village of New Glasgow, in the County of Terrebonne, provided the length of such road does not exceed forty five miles ;

Road from Canadian Pacific Branch to Wentworth. (i) A quantity of four thousand acres of land per mile, for a railway, starting from a point upon a branch of the Canadian Pacific Railway, as far as a point in the township of Wentworth, provided the length of such road does not exceed twenty-one miles ;

Road from St. Lin to Ste. Julienne. (j) A quantity of four thousand acres of land per mile, for a railway, starting from the village of St. Lin, in the County of L'Assomption, at a point of junction with the branch of the Canadian Pacific Railway as far as the village of Ste. Julienne, in the County of Montcalm, provided the length of such road does not exceed twenty miles ;

Road from St. Félix de Valois to St. Gabriel de Brandon. (k) A quantity of four thousand acres of land per mile, for a railway, starting from the village of St. Félix de Valois, at a point of junction with the branch of the Quebec, Montreal, Ottawa and Occidental, as far as the village of St. Gabriel de Brandon, in the County of Berthier, provided the length of such road does not exceed ten miles ;

(*l*). A quantity of four thousand acres of land per mile, Road from Louiseville Station to the river Mattawin. for a railway, starting from the Louiseville Station, upon the North Shore Railway, passing by the village of Hunterstown, as far as a point on the River Mattawin, near the township of Brassard, in the county of Maskinongé, provided the length of such road does not exceed sixty miles ;

(*m*). A quantity of four thousand acres of land per mile, Road from Quebec to Malbaie. for a railway, starting from a point on the bank of the river St. Charles, in the city of Quebec, as far as the village of Malbaie, in the county of Charlevoix, provided the length of such road does not exceed ninety miles ;

(*n*). A quantity of four thousand acres of land per mile, Road from Leeds to Quebec Central Railway. for a railway, starting from a point in the township of Leeds, in the county of Megantic, as far as a point upon the Quebec Central Railway or the Grand Trunk Railway, provided the length of such road does not exceed twenty miles ;

(*o*). A quantity of four thousand acres of land per mile, Road to join Boston, Concord and Montreal Railway. for a railway, starting from a point on the frontier of the province of Quebec, to effect a junction with the Boston, Concord and Montreal Railway, to a point ten miles from Hall's stream, provided the length of such road does not exceed thirty miles ;

(*p*). A quantity of three thousand acres of land per mile, Road from Epiphany station to Assumption village. for a railway, starting from the station at l'Épiphanie or l'Assomption on the Quebec, Montreal, Ottawa and Occidental Railway, to the village of L'Assomption, provided the length of such road does not exceed three miles and a half ;

(*q*) If, at any time within a period of two years from the passing of this act, the Missisquoi Valley Railway Company shall have completed, to the satisfaction of the Lieutenant Governor in Council, that portion of their railway which entitles them to a subsidy of four thousand dollars per mile, under the provisions of the act of this Province 41 Victoria, chapter 2, section 3, the company will be entitled to receive such further sum as will ensure them a subsidy of four thousand dollars per mile for the then uncompleted portion of their railway ; Additional grant to Missisquoi Valley Railway on certain conditions.

(*r*). A quantity of eight thousand acres of land per mile, Road from Marieville to St. Paul d'Abbottsford. for a railway, starting from a point on the main line of the Montreal, Portland and Boston railway, at or near the village of Marieville, and running as far as a point on the Lake Champlain and St. Lawrence Junction Railway, in the parish of St. Paul d'Abbottsford, in the county of Rouville, provided the length of such road does not

exceed fifteen miles; such grant being subject to the conditions which the Lieutenant Governor in council may establish.

Lieut. - Governor in Council to have choice of lands.

How to be fixed.

Conditions.

Proof required from companies on applying for subsidy.

Effect of not furnishing such proof within two years.

Lieutenant Governor in Council to fix amount of work to be performed if grants have been located.

Effect of default to perform work as required.

Rights of holders of limits preserved and the renewal of licenses provided for.

Price of sale of lands adjoining railway lands.

**2.** The choice of the land, so to be given as subsidies, shall be left entirely to the Lieutenant Governor in Council who shall, as much as possible, fix the same along each line or in the vicinity thereof respectively, in alternate blocks of not more than two square miles or four miles, in superficies; subject to the following conditions:

**1.** Within the two years next after the passing of this act, the companies entitled to such subsidies shall furnish to the Lieutenant Governor in Council proof of the resources at their command for the construction of their respective roads, and upon such proof shall apply for the subsidy hereby granted: and at the expiration of the said two years, if such proof has not been made to the satisfaction of the Lieutenant Governor in council, such subsidy shall be null and void and cease to be authorized by-law.

**2.** If, within such delay of two years after the passing of this act, the Lieutenant Governor in Council deems it advisable to determine the alternate blocks to be granted to each company respectively, the Lieutenant Governor in Council shall, at the same time, establish the quantity of work which each company shall perform within the six months following the expiration of the two years above-mentioned; and in default of such work being performed, the Lieutenant Governor may, upon a report of the commissioner of railways, cancel, by proclamation in the *Quebec Official Gazette*, the order in Council specifying the blocks of land for such company so in default, and in such case such subsidy shall also be null and void and cease to be authorized by law.

**3.** The establishing of these alternate blocks shall not deprive the holders of limits under licenses of their rights acquired from the Government, and the holders thereof shall be entitled, subject to all existing conditions, to the renewal of their licenses on such lands, until the railway companies have completed the construction of their roads, and until they have established on such lands so conceded *bond fide* settlers, who shall clear the same in the manner required by the regulations of the Crown Lands Department.

**4.** The Government shall not sell, for less than one dollar an acre, the lands adjoining the blocks so conceded and delivered to the railways.

5. In case there should be mining lands amongst such lands so reserved for the railway companies, it shall be lawful for the companies to retain such lots, by paying to the Government a sum of two dollars an acre for such extent of land as the Commissioner of Crown Lands shall declare to be of a mining nature, or to proportionately diminish the grant to which they are entitled, calculating the value of the lands at one dollar an acre; but this option shall be allowed, only in so far as the other conditions imposed upon the companies shall have been fulfilled and as the latter shall have furnished proof that they are in a position to complete their undertaking.

Provision if  
lands are  
mining lands.

6. The Lieutenant Governor in Council may establish the price and regulate the quantity of acres of land so conceded per mile of railway, in such manner that this land subsidy shall not represent, at the date of the grant, more than the sum of:

Limit of value  
of lands in  
money at the  
time they are  
granted to  
each railway.

1. Ten thousand dollars per mile for the road from Matapedia to Gaspé Basin;

2. Ten thousand dollars per mile for the railway from Rivière du Loup (*en bas*) to the frontier of New Brunswick;

3. Eight thousand dollars per mile for the road from the terminus at the Piles to Lake Edward;

4. Six thousand dollars per mile for the road from the station at Hull to Le Desert;

5. Five thousand dollars per mile for the road from a point of intersection on the North Shore Railway in the county of Quebec to Lake St. John;

6. Four thousand dollars per mile for the roads:

(a). From a point of intersection between Buckingham and Rockland to Aylwin;

(b). From Lachute to St. Adreus;

(c). From St. Jerome to St. Agathe and New Glasgow;

(d). From a point on the Canadian Pacific branch to Wentworth;

(e). From St. Lin to Ste. Julienne;

(f). From St. Félix de Valois to St. Gabriel de Brandon;

(g). From Louiseville to the Mattawin;

(h). From the River St. Charles, opposite Quebec, to Murray Bay;

(i). From a point in the township of Leeds to the Quebec Central Railway or to the Grand Trunk Railway ;

(j). From a point of junction on the frontier with the Boston, Concord and Montreal Railway to ten miles from Hall's Stream ;

(k). From Marieville to St. Paul d'Abbotsford ;

7. Three thousand dollars per mile for a road starting from a point between the stations of l'Assomption and l'Épiphanie to l'Assomption ;

Proviso as to  
minimum  
value.

Provided always that the minimum of such valuation for each of such conceded lands shall be one dollar per acre.

Act in force.

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

## C A P . X X I V .

An Act respecting the subsidy granted to the Beet-Sugar Company of the Province of Quebec and the bonus to be paid out of such grant for the culture of beet-roots.

[Assented to 27th May, 1882.]

Preamble.

WHEREAS, by the acts of this province, 38 Victoria, cap. 4, and 39 Victoria, cap. 5, an annual subsidy of seven thousand dollars, during ten years, was voted to promote the manufacture of sugar from beet-roots in this province ;

And whereas the subsidy was granted, by the Lieutenant Governor in Council, to the Beet Sugar Company of the Province of Quebec, which has its manufactory at Farnham ;

And whereas the company has expended an amount far exceeding that anticipated in the establishment of its manufactory and has represented that the obtaining of an advance on the security of its subsidy would ensure the stability of the enterprise ;

And whereas, for the purpose of encouraging the culture of beet-roots, the company has agreed to expend out of its subsidy the sum of twenty eight thousand dollars, during the present season and the season of one thousand eight hundred and eighty three, in the payment of a bonus of seventy five cents per ton to the farmers cultivating such beet-roots for the company ; and whereas, for the purpose