

C A P . I I .

An Act respecting the Quebec, Montreal, Ottawa and Occidental Railway and to ratify certain arrangements made in connection therewith.

[Assented to 30th June, 1881.]

Preamble.

WHEREAS, by the act of this Province, 39 Victoria, chapter 2, the government of Quebec was authorized to build and did build the Quebec, Montreal, Ottawa and Occidental Railway; that the construction of the said railway was commenced, in virtue of the said act, under the control of three commissioners and continued under the control of the commissioner of agriculture and public works, in virtue of the act, 41-42 Victoria, chapter 3;

Whereas by the said act, 39 Victoria, chap. 2, the line of the said railway should have been as follows: "commencing at the port of Quebec, and extending from deep water in the said port, *viâ* Montreal, to such point in the county of Pontiac as may be most suitable for connecting hereafter the said railway with the subsidized portion of the Canada Central railway;"

And whereas, in consequence of a change in the line, serious difficulties have arisen respecting the financial arrangements, relating to the said railway, made between the government and the City of Montreal, and sanctioned by the said Legislature,—the said city pretending that the conditions under which it subscribed the sum of one million dollars for the construction of the western section of the said railway, had been by such change, seriously affected and changed;

Whereas, for the purpose of settling these difficulties, new arrangements have been entered into between the Commissioner of Agriculture and Public Works, acting as such, and the corporation of the city of Montreal, in conformity with resolutions passed by the council of the said city; and whereas it is in the interest of the province that such resolutions and arrangements entered into between the government and the city of Montreal, should be ratified and confirmed;

Whereas, under the provisions of the act 43-44 Victoria, chap. 47, the Government of Quebec has the right, by means of a proclamation to that effect, to declare that it intends to carry on the work which the company organized by the said act, had prayed the legislature to be authorized to do, and that, in consequence of the powers granted to it by the provisions of the said act, the Government of Quebec did, on the fourth day of April last, issue a proclamation in accordance with the said act;

Whereas it is expedient that the government should construct a branch line connecting the Quebec, Montreal, Ottawa and Occidental Railway with the Grand Trunk Railway of Canada, starting from a certain point between Sault-au-Récollet and Mile End stations, upon the line of the Quebec, Montreal, Ottawa and Occidental Railway and joining the Grand Trunk Railway of Canada, at a point on its line, near Dorval station, in the parish of Lachine ;

Whereas the government of the province of Quebec was obliged, in order to procure the ballast absolutely necessary to complete the eastern section of the Quebec, Montreal, Ottawa and Occidental Railway, to construct a railway between the town of Joliette and a place in the parish of Ste. Elizabeth, where there is a gravel pit, now being worked on account of the Quebec, Montreal, Ottawa and Occidental Railway ; and whereas, in order to reach such gravel pit, it is necessary that the cars of the said railway should traverse the whole line of the Joliette railway from Lanoraie Junction to the town of Joliette ;

Whereas it is expedient to acquire the property in the Joliette railway company, as well as the property in the branch line connecting the town of Berthier with Berthier station, on the line of the Quebec, Montreal, Ottawa and Occidental railway, so as to establish a regular service and uniform tariff between these branches and the main line ;

Whereas it is expedient to have these branches and portions of road declared to be part of the main line of the Quebec, Montreal, Ottawa and Occidental railway ;

Whereas it is advisable to assure to the Quebec, Montreal, Ottawa and Occidental Railway as much local traffic as possible ;

Therefore, Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

1. The resolutions set forth in schedule A annexed to this act, passed by the council of the city of Montreal on the 15th November, 1880, respecting the Quebec, Montreal, Ottawa and Occidental Railway, are hereby ratified and confirmed, declared legal, final, complete and binding, to all lawful purposes, any former by-law, order or resolution of the council of the said city, and all statutes or laws to the contrary notwithstanding. Resolutions, set forth in Schedule A, ratified, &c.

2. The report set forth in Schedule B annexed to this act, of a Committee of the Honorable the Executive Council, dated the 26th November, 1880, and approved by the Lieutenant Governor on the 30th November, 1880, is also ratified and confirmed, declared valid, legal and binding, for all lawful purposes, any statute or law to the contrary notwithstanding. Report, set forth in Schedule B, ratified, &c.

Resolution,
set forth in
Schedule C,
ratified, &c.

3. The resolution set forth in schedule C annexed to this act, adopted by the council of the city of Montreal on the 19th January, 1881, respecting the extension of the Quebec, Montreal, Ottawa and Occidental Railway to the Quebec Gate Barracks, in Montreal, is ratified and confirmed, declared valid, legal and binding, for all lawful purposes, any statute or law to the contrary notwithstanding.

Changes in
line of railway,
ratified, &c.

4. The changes made during the year 1878, under the orders of the commissioner of Agriculture and Public Works, acting as such, respecting the line of the Quebec, Montreal and Occidental Railway, *viâ* St. Martin, between St. Vincent de Paul and St. Martin's Junction, in the county of Laval, are ratified, confirmed and legalized for all lawful purposes.

Line between
St. Vincent de
Paul and St.
Martin's Junc-
tion, made
permanent.

5. That part of the Quebec, Montreal, Ottawa and Occidental Railway, between St. Vincent de Paul and the said St. Martin's Junction shall, for the future, be considered as a permanent line, and as forming an integral portion of the said railway, in the same manner as if such line had been authorized by the act of this province, 39 Victoria, chapter 2.

Terminus at
Montreal es-
tablished.

6. The terminus of the said railway, is hereby established in Montreal, at the place called the: "Quebec Gate Barracks," in the said city.

39 Vict., c. 2.
sec. 1, repealed
and replaced.

7. Section 1 of the act of this province, 39 Victoria, chap. 2, is repealed and replaced by the following, which shall be considered as having always been section 1 of the said act:

Railway to be
built:

"1. There shall be a railway constructed, commencing at the port of Quebec and extending from deep water in the said port, *viâ* St. Martin's Junction, in the county of Laval, to Montreal, and from the said St. Martin's Junction to such point in the county of Pontiac, as may be most suitable for connecting hereafter the said railway with the subsidized portion of the Canada Central Railway and with any other railway, as the Lieutenant Governor in council may hereafter decide, including therein a branch line from the city of Three Rivers to the Grand Piles, and another from St. Thérèse to St. Jérôme; and such railway shall be styled and known as: "The Quebec, Montreal, Ottawa and Occidental Railway."

Where;

Branches;

Name.

Municipal
subscriptions
not affected.

8. The location of the said railway as it now exists and made permanent by this act shall not, in any manner,

affect the municipal subscriptions which shall be considered as having been made for the railway, as set forth in the preceding section.

9. The provisions of the Consolidated Railway Act, 1880, and all other provisions of law relating to the Quebec, Montreal, Ottawa and Occidental Railway, respecting any work and undertaking therein mentioned, shall apply to this act, in so far as they are consistent with it and of a nature to forward the construction and final completion of the said Quebec, Montreal, Ottawa and Occidental Railway. Consolidated Railway Act, 1880, applies.

10. It shall be lawful for the lieutenant governor in Council, to order the construction of a branch line to connect the Quebec, Montreal, Ottawa and Occidental Railway with the Grand Trunk Railway of Canada, the said branch to start from any point between the Sault au Recollet and Mile End stations, and connecting the said line with the Grand Trunk Railway of Canada, at a point on the line of the latter near Dorval station; provided that the cost of the construction of the said line, shall not exceed the sum of one hundred thousand dollars. Branch to connect Q. M. O. and O., with Grand Trunk authorized. Proviso.

11. The said branch shall form part of the main line of the said Quebec, Montreal, Ottawa and Occidental railway, as if such branch had been authorized by the act 39 Victoria, chapter 2. Branch to form part of main line.

12. It shall be lawful for the lieutenant governor in Council to authorize the commissioner of railways to acquire, from the Joliette railway company, the property in its road from the river Saint Lawrence, at Lanoraie, as far as the town of Joliette for a sum not to exceed sixty-five thousand seven hundred and fifty dollars. Joliette railway may be acquired. Amount.

13. It shall be lawful for the lieutenant governor in Council to authorize the commissioner of railways to acquire the Berthier branch, extending from the town of Berthier as far as Berthier station on the line of the Quebec, Montreal, Ottawa and Occidental railway, including the right of way, the wharves, station and the switch line to the factory of the *Union Sucrière*, the whole for a sum not to exceed twenty nine thousand dollars. Berthier branch may be acquired. Amount.

14. The Joliette Railway Company is authorized to transfer to the government of this province, all its property both movable and immovable and all rights held by it under its charter. Joliette railway authorized to transfer its property to government.

Certain branches declared part of main line.

15. The Berthier Branch, as well as the line of the Joliette Company and the continuation of the railway now built, from the town of Joliette, to a point in the parish of Saint Elizabeth, where there is a gravel pit, is declared to be a portion of the Quebec, Montreal, Ottawa and Occidental Railway, as if the provisions of the Act 39 Victoria, Chapter 2, applied to the construction of these lines.

Letters-patent may be issued to build branch to near St. Therese

16. It shall be lawful for the lieutenant governor in council to grant letters-patent authorizing a company to build a branch line, starting from a point on the line of the Quebec, Montreal, Ottawa and Occidental Railway, at or near the parish of St. Thérèse and extending to another point in the parish of St. Joseph *viâ* the village of Saint Eustache, the said branch not to exceed ten miles in length.

Letters-patent may be issued to build branch to St. André.

17. It shall be lawful for the lieutenant governor in council to grant letters-patent to permit any company to construct a branch line, starting from a point in the parish of St. Jerusalem d'Argenteuil (Lachute) and extending to another point in the parish of St. André, in the county of Argenteuil.

How such companies to be governed.

18. The companies formed by letters-patent in virtue of the two preceding sections, shall be governed by and have all the powers conferred by the consolidated railway act of Quebec, 1880, upon companies regularly incorporated.

Bonus may be granted to Pontiac Pacific Junction Railway in lieu of building certain line.

19. The lieutenant governor in council, in lieu of constructing that portion of the Quebec, Montreal Ottawa and Occidental Railway, between the village of Aylmer and that point in the county of Pontiac most suitable to connect the same with the subsidized portion of the Canada Central Railway, as provided by the act 39 Victoria, chap. 2, and its amendments, may grant a bonus of six thousand dollars per mile, for a length not exceeding eighty-five miles, to the Pontiac Pacific Junction Railway Company, for each mile which the said Railway Company shall construct between the said village of Aylmer or the City of Hull and the town of Pembroke: such bonus shall be payable as each ten miles of the said road is put in good running order to the satisfaction of the lieutenant governor in council.

Bonus how payable.

Schedules part of Act.

20. The schedules annexed to the present act, shall be considered as forming part thereof.

Act in force.

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

SCHEDULE A.

Extract from minutes of council, adjourned monthly meeting, Monday, fifteenth November, one thousand eight hundred and eighty.

PRESENT: His worship the acting mayor, alderman Gilman.

ALDERMEN: Laurent, Grenier, Hood, Donovan, Holland, Généreux, Robert, Allard, Greene, McShane, Hagar, Jeannotte, Gauthier, Lavigne, Watson, Mooney, Dubuc, Fairbairn, Wilson, McCord, Proctor, Kennedy, Thibault.

The order of the day being read, to consider a report from the special committee on the proposition of the government, relative to the terminus of the Quebec, Montreal, Ottawa and Occidental Railway, the following reports were brought up and read.

TO THE CITY OF MONTREAL.

The special committee on the railway respectfully report:

On the accompanying letter of the Hon. Mr. Chapleau, Commissioner of Agriculture and Public Works, of date the 5th November, 1880, submitting the conditions upon which the government will settle the question of the terminus of the Quebec, Montreal, Ottawa and Occidental Railway in this city;

That, after recapitulating the proceedings and arrangements already taken and arrived at, as regards this long pending question, the Hon. Mr. Chapleau submits the following conditions as the basis of the arrangement to intervene between the government and the corporation, viz:

" 1. The government will extend at their cost, within
" one year from this day, the line of the Quebec, Montreal,
" Ottawa and Occidental Railway, from its terminus at
" Hochelaga to the property known as "*the Quebec Gate*
" *Barracks*" following the line indicated on the plan trans-
" mitted to the government by your corporation, that is to
" say: running along the river St. Lawrence from Hoche-
" laga as far as the Barracks, or, if the cost of the expro-
" priation be not higher, following a direct line from the
" Hochelaga station to the vacant lot in rear of the Montreal

“ common gaol, and thence crossing St. Mary street and
 “ running along the river by the line above indicated ;

“ 2. The government will build a suitable freight and
 “ passenger station and other buildings in connection with
 “ a station on the barracks property ;

“ 3. They will build, besides, on the grounds belonging
 “ to them in rear of the Montreal gaol, the engine-houses,
 “ workshops and other necessary erections for the western
 “ section of the Quebec, Montreal, Ottawa and Occidental ;
 “ an accomodation station shall also be established in the
 “ immediate vicinity of the gaol, the corporation giving,
 “ for the construction of that part of the railway, the right
 “ of crossing St. Mary street, in the most convenient man-
 “ ner for the circulation of carriages and foot passengers in
 “ the said street ;

“ 4. The corporation, on their part, will undertake to
 “ carry out the expropriation of the necessary lots of
 “ ground for the construction of the said railway, less
 “ however the lots already belonging to the government,
 “ and, for such expropriation, the government bind them-
 “ selves to pay a sum not exceeding \$132,000, if however
 “ that sum be required for the complete payment of all
 “ the lots so expropriated ;

“ 5. The government bind themselves to ask, for the
 “ corporation of the city of Montreal, at the next session
 “ of the Legislature, the necessary powers for expropria-
 “ tion, if required ;

“ 6. The corporation shall cede gratis to the govern-
 “ ment the lots of ground above mentioned, that is to say :

“ (1) The property known as the “ Quebec Gate Bar-
 “ racks ” 252,404 feet in superficies ;

“ (2) The portions of Dalhousie square and St. Paul and
 “ Lacroix streets, &c, &c, specified on plan submitted to
 “ the government, comprising 53,526 square feet ;

“ (3) The land and buildings of the military store, com-
 “ prising 12,256 square feet ;

“ 7. The corporation shall give, as a contribution towards
 “ the construction of the bridge at Hull, a sum of \$50,000,
 “ so soon as that bridge shall be open to traffic and the
 “ arrangements now proposed shall be accepted by the
 “ corporation and the government ;

“ 8. The corporation, moreover, shall waive all claims,
 “ rights and interests that they may pretend to have in

“ relation to the sum of \$346,644, already paid to the
 “ Government for the construction of the said railway,
 “ the said sum, as well as the new grants of lots of ground
 “ and money being considered as a final settlement ; ”

That, in the opinion of your Committee, the offer contained in the fore part of condition *number one*, to bring the said railway from Hochelaga to the Quebec Gate Barracks property, by a line running along the river St. Lawrence, commends itself to the favorable consideration of the council and they respectfully suggest that it be adopted, subject to the conditions *numbers two, three, four, five, six, seven, and eight* in the said letter;—but with the understanding that the number of superficial feet of ground to be ceded by the city, as specified in condition *number six*, shall be subject to verification by the city's engineer, according to plans and titles, and that the sum of \$50,000, to be paid by the corporation towards the construction of the bridge at Hull, shall be payable only after the cars shall be ready to run into the proposed station at the Quebec Gate barracks ;

In case the government should determine to adopt and carry out the line referred to in the latter part of condition *number one*, that is to say, following a direct line from the Hochelaga station to the vacant lot in rear of the Montreal gaol, and thence crossing St. Mary street, and running along the river as far as the Quebec Gate Barracks, your committee are not of opinion that the corporation should assist in the carrying out of such line further than by the gratuitous cession of the Quebec Gate Barracks property and the portions of Dalhousie square and St. Paul and Lacroix streets aforesaid, and the contribution of \$50,000 towards the construction of the bridge at Hull as aforesaid : and, in doing so, your committee deem it their duty to direct the attention of the government to the fact that, in adopting this line, the railway will have to cross eight or nine streets, thus causing much danger to life and property, to say nothing of the great inconvenience and interruptions that will be thereby occasioned to the public in that important section of the city.

The whole nevertheless respectfully submitted.

(Signed,)

H. A. NELSON,
 J. GRENIER.
 M. LAURENT,
 THOS. D. HOOD,
 E. K. GREENE,
 J. McSHANE, JR.

COMMITTEE ROOM, CITY HALL,
 MONTREAL, 9th November, 1880.

The Finance Committee respectfully report:—

That, as directed by the Council, they have considered the accompanying report of the special committee on railway, concerning the location of the terminus and workshops of the Quebec, Montreal, Ottawa and Occidental railway, and that they concur in the recommendation therein made.

The whole, nevertheless, respectfully submitted.

(Signed,)

H. A. NELSON,
M. LAURENT,
E. K. GREENE,
J. GRENIER,
J. H. MOONEY,
E. A. GÉNÈREUX,
J. McSHANE, JR.

COMMITTEE ROOM, CITY HALL,
MONTREAL, 9th November, 1880.

Alderman Grenier moved, seconded by Alderman Hood,
That the said reports be adopted.

Alderman Jeannotte moved, in amendment, seconded
by Alderman Gauthier ;

That the said report of the special committee on railway be amended, by striking out all the words after "that in the opinion of your committee," and substituting in their stead, the following: "That this council is of opinion the line last mentioned in the letter of the Honorable Premier, *i. e.*, starting from Hochelaga, in a straight line to the vacant lot in rear of the Common gaol of Montreal, thence across St. Mary street, and running along the river side as far as the Quebec gate Barracks, together with the engine-houses, the work-shops in rear of the gaol, and a station in St. Catherine street, is highly advantageous for the Quebec suburbs in particular, and the whole city in general; That this council do, therefore, accept this last proposition, which would only be carrying out, in part, the promises and agreements entered into by the corporation as well as by the Government, and be an act of justice to that portion of the city, with the understanding, however, that the number of superficial feet of ground to be ceded by the corporation, as specified in the Honorable Mr. Chapleau's letter, shall be subject to verification by the

“city’s engineer, according to plans and titles, and
 “that the sum of \$50,000, to be paid by the corporation
 “towards the construction of the bridge at Hull, shall be
 “payable only after the cars shall be ready to run into the
 “proposed station at the Quebec gate Barracks;

“This council deems it its duty to direct the attention
 “of the Government to the fact that, in adopting the line
 “on the river side, from Hochelaga to the Gaol, (the wharf
 “between these points being only 80 feet wide) much
 “damage will be caused to trade and navigation, and life
 “and property endangered, to say nothing of the great
 “inconvenience and greater expenditure that will be
 “thereby occasioned to trade and shipping, as well as to the
 “public in that important section of the city.”

The Council divided thereon :

YEAS :—Gauthier, Jeannotte,—2.

NAYS :—Thibault, Kennedy, Proctor, McCord, Thos-
 Wilson, Fairbairn, Dubuc, Mooney, Watson, Lavigne,
 Hagar, McShane, Greene, Allard, Robert, Généreux,
 Holland, Donovan, Hood, Grenier and Laurent.—21.

So it was lost.

Alderman Jeannotte then moved in amendment seconded
 by Alderman Gauthier.

That a space of 50 feet in width along the line of Notre
 Dame street, in front of the proposed station, be reserved
 for the purpose of widening said street.

The Council divided thereon :

YEAS.—Gauthier, Jeannotte.—2.

NAYS :—Thibault, Kennedy, Proctor, McCord, Thos-
 Wilson, Fairbairn, Dubuc, Mooney, Watson, Lavigne,
 Hagar, McShane, Greene, Allard, Robert, Généreux,
 Holland, Donovan, Hood, Grenier and Laurent.—21.

So it was lost.

The question then being put on the main motion.

The Council divided thereon.

YEAS :—Kennedy, Proctor, McCord, Thos. Wilson,
 Fairbairn, Dubuc, Mooney, Watson, Lavigne, Hagar,
 McShane, Green, Allard, Robert, Généreux, Holland,
 Donovan, Hood, Grenier, Laurent —20.

NAYS :—Thibault, Gauthier and Jeannotte.—3.

So it was carried in the affirmative and resolved accor-
 dingly.

(Certified),

(Signed) CHS. GLACKMEYER, City Clerk.

Letter of the Honorable Mr. Chapleau, referred to in the foregoing report of the special committee on Railway.

DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS.

Quebec, 5th November, 1880.

To His Honor the Mayor, the Aldermen
and citizens of the city of Montreal.

Gentlemen,

Since the last interview which the Government of Quebec had the honor of having with the members of the committee of your council delegated to see to the settling of the question of a terminus of the Quebec, Montreal, Ottawa and Occidental Railway in Montreal, I have submitted to the Executive Council, the proposals which I had made to your Committee.

I now have the honor to represent :

That it is of the greatest importance both for the city of Montreal and for the Quebec Government that the question, so long discussed and too frequently postponed, of a terminus of the Quebec, Montreal, Ottawa and Occidental Railway in the city of Montreal, should be finally settled ;

That the conditions of the by-law originally passed by the council have already been considerably modified by new agreements entered into by the Quebec Government and the corporation of Montreal, to wit by the agreements and the legislation of 1875 and by the compromise made by the corporation of Montreal in February 1879 ;

That as early as the 25th of May 1877, the Quebec Government had notified your corporation that it was prepared to place the terminus of the said railway and to build a passenger and freight station as well as workshops for the western section of the road in the eastern portion of the city of Montreal, provided that the corporation would fulfil its obligations ;

That this offer of the Government was unfortunately refused by a resolution of the council of your corporation, bearing date the 30th of May 1877, which resolution was however set aside by another one of your council, bearing date the 21st of February 1879 ;

That since that date, one of the chief conditions of the agreements and of the legislation of 1875, to wit the point of junction of the two lines of railway running from Quebec and Ottawa respectively to Montreal which was, under the terms of the agreements, to be within the limits of the city, has been irrevocably altered and changed by

the accomplished fact of the building of the road as far as St. Martin ;

That on the 15th of March 1880, at an interview which took place at Montreal between the Government and the delegates of the corporation, the latter caused an offer to be made to the Government to settle, in a definite manner, the question of a site for the said terminus of the railway as also all questions connected with the reciprocal obligations of the government and corporation ;

That at the said interview the corporation proposed to the Government that, in the event of the latter building a terminus at the place known as the "Quebec Gate Barracks," the corporation would undertake not to make any claim against the Government for the \$346,644, already paid by it for the construction of the said road and to raise no objections on account of the non-fulfilment of the obligations of the Government towards the corporation, as to the construction of the said road and moreover to give the Government : 1. a sum of \$50,000 in money, such sum to be considered as the contribution of the city of Montreal towards the building of the Hull Bridge ; 2. The property of the barracks, properly so-called, namely : 252,404 square feet ; 3. a certain extent of ground, now forming part of Dalhousie square, and St. Paul, Lacroix streets, &c., &c., namely : 53,596 square feet ; 4. The property on which are built all the military stores attached to the said barracks' property, the whole covering an extent of 12,256 square feet, according to the plan then transmitted by the corporation to this Department ;

This proposal of the corporation was to take the place of a final settlement, between the government and itself, and to replace all provisions contained, either in the by-laws or in the agreements between the corporation and the government, notwithstanding any legislative enactments to the contrary ;

That, subsequently, by a letter which I addressed to your corporation in the course of last April, I insisted, before communicating the intentions of the government as to these new proposals, that, in the event of an understanding being arrived at, the corporation would itself undertake to make the expropriations which might be necessary, for the construction of the line, from Hochelaga to the "Barracks" and the building of a station at the latter place, in accordance with the plans then submitted, the government promising, if the proposed arrangement was accepted, to pay for the said expropriations, an amount not exceeding \$120,000 and 10 o/o additional on the latter amount, to complete, if necessary, the payment of such expropriations, the corporation itself to pay all amounts

beyond the \$120,000 and the 10 o/10 additional to be paid for such expropriations ;

That at a meeting held on the 30th April last, the select committee charged by your corporation with the Quebec, Montreal, Ottawa and Occidental Railway matter, recommended the accepting of the proposal contained in my letter, by asking that the corporation be clothed with the necessary authority to proceed with such expropriations, in the event of the powers already conferred upon the city by its charter, being insufficient, and, at a subsequent meeting of the council, the report and recommendation of the said committee were adopted ;

That, by reason of the premises, the government came to the following conclusions which it submits to your Honorable council, asking for its concurrence :

1. The government will extend at their cost, within one year from this date, the line of the Quebec, Montreal, Ottawa and Occidental Railway, from its terminus at Hochelaga to the property known as "*The Quebec Gate Barracks*," following the line indicated on the plan transmitted to the government by your corporation, that is to say : running along the river St Lawrence from Hochelaga as far as the *Barracks*, or, if the cost of the expropriation be not higher, following a direct line from the Hochelaga station to the vacant lot in rear of the Montreal common gaol, and thence crossing St. Mary street and running along the river by the line above indicated ;

2. The government will build a suitable freight and passenger station and other buildings, in connection with a terminus on the barracks property ;

3. They will build, besides, on the grounds belonging to them, in rear of the Montreal gaol, the engine-houses, workshops and other necessary erections for the western section of the Quebec, Montreal, Ottawa and Occidental Railway ; an accommodation station shall also be established in the immediate vicinity of the gaol ; the corporation undertaking to give, for the construction of that part of the railway, the right of crossing St. Mary street, in the most convenient manner for the circulation of carriages and foot passengers in the said street ;

4. The corporation, on their part, shall undertake to carry out the expropriation of the necessary lots of ground for the construction of the said railway, less, however, the lots already belonging to the government, and, for such expropriation, the government bind themselves to pay a sum not exceeding \$132,000, if, however, that sum be required for the full payment of all the lots so expropriated ;

5. The government bind themselves to ask, for the corporation of the city of Montreal, at the next session of the Legislature, the necessary powers for expropriation, if required ;

6. The corporation shall cede *gratis* to the government the lots of ground above mentioned, that is to say :

(1). The property known as the Quebec Gate Barracks, 252, 404 feet in superficies ;

(2). The portions of Dalhousie square and St. Paul and Lacroix streets, etc., etc., specified on the plan submitted to the government, comprising 53,596 square feet ;

(3). The land and buildings of the military stores, comprising 12,256 square feet ;

7. The corporation shall give, as a contribution towards the construction of the Hull bridge, the sum of \$50,000, so soon as the said bridge shall be open to traffic, and the arrangements now proposed shall be accepted by the corporation and the government ;

8. The corporation, in fact, shall waive all claims, rights and interests that they may pretend to have, in relation to the sum of \$346,664, already paid to the government for the construction of the said railway, the said sum, as well as the new grants of lots of ground and money, being considered as a final and conclusive settlement.

I have the honor to be, gentlemen,
Your obedient servant,

J. A. CHAPLEAU,
Premier and Commissioner of
Agriculture and Public Works.

Quebec, 5th November, 1880.

SCHEDULE B.

Copy of the Report of a Committee of the Honorable the Executive Council, bearing date the 26th November, 1880, approved by the Lieutenant Governor on the 30th November, 1880.

Relating to the terminus of the Quebec, Montreal, Ottawa and Occidental Railway in the city of Montreal.

The honorable the commissioner of agriculture and public works, in a report of the twenty-sixth day of November instant, (1880), states that, in the beginning of the present month, the government of Quebec made certain formal propositions to the corporation of the city of Montreal, with a view of arriving at a definite understanding on both sides, with regard to the locality to be chosen for the terminus of the Quebec, Montreal, Ottawa and Occidental Railway, and the construction of the station and workshops in the city of Montreal.

The corporation of the city of Montreal having taken the proposition of the government into consideration, at the sitting of the city council on the fifteenth of November instant, adopted an order of the day, accepting the propositions of the government, which are stated at length in the minutes of that sitting of the city council (a copy of which is annexed to the report of the honorable the commissioner) and which are summed up as follows :

“ With a view to concluding this matter, the government of Quebec informs the council that should it accept the propositions made by the government, the alteration which the council seem to want, with respect to verifying the extent of ground to be given by the corporation, the date of payment of the fifty thousand dollars for the Hull Bridge and the scheme of a road from Hochelaga straight to the gaol grounds would be accepted by the government that is to say :

1. The number of feet in superficies of the ground to be given to the government by the corporation and mentioned in the written proposition of the government, shall be subject to verification by the city engineer according to the plans and titles;

2. The sum of fifty thousand dollars (\$50,000), contributed towards the Hull Bridge, shall be paid by the corporation to the government, so soon as trains shall run in to the Quebec Gate Barracks station ;

3. If the government adopts as the track, a straight line from Hochelaga to the grounds behind the gaol and from there along the river to the grounds at the Barracks, the contribution of the corporation towards the road and the terminus shall be limited to the gratuitous grant of the ground at the Barracks and the portions of Dalhousie square, St. Paul and Lacroix streets, agreed upon, and in the gift of fifty thousand dollars (\$50,000), towards the Hull Bridge, as above stated.

So soon as your council shall signify its acceptance of these propositions, with the above modifications, orders will be given for the immediate execution thereof.

Thus, the city council of Montreal were favorable to and adopted, at its sitting of the fifteenth of November instant, the propositions of the Government, offering a final settlement of the question of the terminus, etc., in Montreal, subject to the modification spoken of in the minutes of the said sitting.

Considering that it is expedient to carry out the clauses of the agreement, as accepted by both parties, which constitutes a definite settlement of this important question of the terminus of this railway in Montreal, upon conditions satisfactory to everyone, the honorable commissioner recommends that he be authorized to record by deed, the acceptance to the city council of Montreal, as stated in his letter of the said corporation, of the fifth November instant, and in the minutes of the said sitting of the fifteenth November instant, with the modification therein mentioned, and to notify the corporation of the city of Montreal, that the Government accepts the terms of the definite settlement of the question of the terminus, etc., in Montreal, as stated in the said minutes.

The honorable commissioner further recommends that he be authorized to carry out the said agreement, to order the necessary works for this object, and to sign all such deeds and documents as may be necessary to carry out the said agreement.

The Committee concurs in the above report, and submits it to the Lieutenant-Governor for his approval.

(Certified), FELIX FORTIER,
Clerk of the Executive Council.

SCHEDULE C.

EXTRACT

From the Minutes of a Meeting of the City Council, held on the 19th January, 1881.

Submitted and read a letter from the Honorable Mr. Chapleau, dated 15th January, 1881, transmitting a copy of the Order in Council, concerning the extension of the Quebec, Montreal, Ottawa and Occidental Railway to the Quebec Gate Barracks.

On motion of Alderman Laurent, seconded by Alderman Nelson, it was

Resolved,—That, in view of carrying out, without further delay, the proposition contained in the letter of date 17th instant, of the Honorable Premier of the Province of Quebec, to his Worship the Mayor, suggesting that this council agree to proceed, forthwith, to the expropriation of the properties required for the continuation of the Quebec, Montreal, Ottawa and Occidental Railway, on the river side, to the Quebec gate barracks, a special committee be appointed with full power and authority to confer with the Quebec Government and decide upon the mode of procedure to be followed, in order to carry out the said expropriation; said committee to be composed of Aldermen Nelson, Grenier, Allard, Laurent, Hood, Greene and McShane.

(Certified),

CHS. GLACKMEYER,

City Clerk.

EXTRACT

From the Minutes of a Meeting of the Special Committee on Railway Extension, held on the 22nd January, 1881.

PRESENT:—Aldermen Nelson, Laurent, Grenier, Allard and Greene.

Submitted and read the letter of the Hon. Mr. Chapleau, dated the 17th January instant, concerning the extension of the Quebec, Montreal, Ottawa and Occidental Railway to the Quebec Gate Barracks property.

Resolved,—That the proposition to appoint two persons to secure so much of the property required for such extension, as may be required, by amicable arrangement be approved of, and that Jean Baptiste Resther, architect, be appointed by this Committee to act with the gentleman to be chosen by the government for that purpose; and that Alderman Laurent be requested to assist and co-operate with these gentlemen in attaining the object in view.

(Certified),

CHS. GLACKMEYER,

City Clerk.

EXTRACT

From a letter of the Honorable J. A. Chapleau, Commissioner of Railways, dated the 17th January, 1881, to His Worship the Mayor of the city of Montreal.

There now remains only the question of expropriation which may retard the carrying out of our arrangement.

I wish to inform your Council that if the corporation of Montreal consent to accept the system of expropriation prescribed for the building of the railway, the government will commence expropriation proceedings immediately, and this, after all, would be the best plan to adopt.

If, on the contrary, you wish to have the expropriation made according to the plan adopted for municipal improvements, you would be obliged to wait special legislation for that purpose, and that would necessarily cause considerable delay.

In the meantime the government is ready to appoint a person who, with the person appointed by the corporation for that purpose, would attend to the expropriation in all cases in which it will be possible to come to an amicable arrangement with the proprietors.

I have reason to believe that by this means we could acquire nearly all the property required for the construction of the railway without having recourse to forced expropriation.

On receipt of your reply the government will immediately appoint some one, so that proceedings may be taken without delay.

(Signed), J. A. CHAPLEAU,
Commissioner.

CAP. III.

An Act to amend the Acts respecting Subsidies in Money to certain Railways.

[Assented to 30th June, 1881.]

WHEREAS, by an Act passed during the present Preamble. Session, the franchise of the Levis and Kennebec Railway Company has been transferred to the Quebec Central Railway Company, and power given to the latter company, under certain conditions, to change the proposed route of the Levis and Kennebec Railway, and it has thereby become necessary and advisable to confirm to the said Quebec Central Railway Company all rights and privileges, in regard to subsidies to which the Levis and Kennebec Railway Company was entitled: Therefore, Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows:

1. All aid, in the form of subsidy, to which the Levis Subsidy under and Kennebec Railway Company was entitled from this cert. in acts to Province, under the several aid Acts, 32 Victoria, chapter Levis and Kennebec