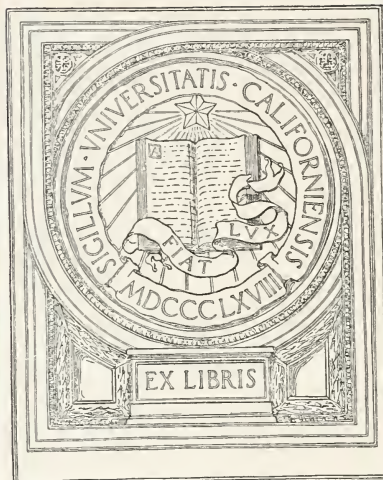


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RAILWAY LEGISLATION
OF THE
DOMINION OF CANADA
1867 - 1905



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RAILWAY LEGISLATION

OF THE

DOMINION OF CANADA

FROM

1867 TO 1905 INCLUSIVE.

PREPARED AND COMPILED BY

J. E. W. CURRIER

OF THE

Canada DEPARTMENT OF RAILWAYS AND CANALS

SECOND EDITION

OTTAWA

1905

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1905

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INTRODUCTORY AND EXPLANATORY.

The accompanying Index, being a continuation and extension of the first edition, published in 1898, embraces all public and special Acts passed by the Parliament of the Dominion of Canada respecting railways, railway bridges and tunnels, and street and electric railways, to which "The Railway Act", 1903, and amendments, is applicable, in whole or in part, from the year 1867 (Confederation) down to and including the year 1905.

The number of the chapter and the year in which each separate Act was passed is contained in the Index. The numbers that appear in brackets opposite to Acts referring to subsidies indicate the description of each subsidy under a corresponding number in the Report of the Department of Railways and Canals for the year ended June 30th, 1904, Part III. The Roman numbers refer to land subsidies in the Reports of previous years, Part III. The division of the Statutes into two volumes applies to the years following 1874, and the Special Acts passed since that year will be found in the second volume.

Subsidies have been granted to a number of railway companies that are incorporated under Acts of the different Provincial Legislatures; the titles of all such railways that have earned the whole or any portion of the subsidies granted by the Dominion Parliament, or to which subsidies have been voted, or which have entered into subsidy contract, are included in the Index. In addition to which, the title of each company so subsidized is followed (in brackets) by the year of its incorporation and the number of the chapter, only; no reference is made to subsequent legislation, if any, by the Provinces relating thereto.

Subsidies have also been voted towards the construction of railways between certain points without specifically naming any chartered company in the Acts; in such cases the subsidy may be granted to any company which, in the judgment of the Governor in Council, is competent to undertake and complete the work.

Following the titular name of each railway company, the Acts amending the Act incorporating such company are placed in chronological order, and these are followed by the subsidies, if any, granted to the company, also in sequence.

By my system of grouping, after the Special Acts, the subsidies granted to each company, ready reference can be made to them in the Annual Reports of the Department of Railways and Canals, by means of the numbers in brackets in each case, as already explained; the full text of each of such Acts being contained in the Reports from year to year.

In the reports of the Deputy Minister, published year by year, in the Annual Reports of the Department of Railways and Canals there are given detailed sketches, in alphabetical order, of the action taken in respect of the various railways actually subsidized under contract, and a complete statement of the amounts paid each year on subsidy account from the beginning of the system of railway subsidy.

The various statements relating to cash and other subsidies, location of railways, capitalization and statistics, are taken from the Railway Statistics of Canada for the year ended June 30th, 1904.

Reference is made to a number of Acts that, while not technically Railway Acts, have a bearing on matters connected with the operation, construction and sale of railways, namely:—The Manitoba Grain Act; the Expropriation Act; the Exchequer Court Act; the Companies Act; the Electric Telegraph Companies Act and others. Certain provisions of the two latter are frequently incorporated in and form part of Special Acts.

Many of the Special Acts in the Statutes have expired, or have become *effete* by non-user or other cause; but, as these are not in any case repealed by statutory enactment, no accurate information can be given in regard to them.

To find the names of the leased and allied lines of the various railway companies in Canada, (many of which have lost their identity) and the mileage of the railways in operation, see tables of "Location of Railways," taken from the Railway Statistics of Canada for the year ended June 30th, 1904.

In addition to what I have enumerated above, I have included some information relative to transportation by water routes and by canals, which may be of interest in connection with railway questions.

I have also given some tables of quantities of materials entering into railway construction, in a general way, but which may serve a useful purpose on occasions where such information may not be readily accessible, together with some condensed rules in respect of curvatures and grades and concrete construction.

A supplementary index of public and special Acts respecting Telegraph, Telephone and Cable Companies that have been incorporated in the years 1867 to 1905, inclusive, will be found on page 136.

Synopses of Orders in Council having the Force of Law, which have been published in *The Canada Gazette*, affecting railways, from the year 1867 to 1905, inclusive, will be found on page 140.

It will be obvious to any person having experience in this class of work that the greatest care must be exercised to produce accurate results. Although I have taken every precaution to guard against such a contingency, there may be errors, and I would esteem it a favour if patrons would call attention to any such that they may discover.

Economy in the construction, maintenance and operation of railways is a consideration to which the energies of the executive officers of all railways are now directed,—in these days of keen competition,—more than ever; and very properly and wisely so. But while many roads are increasing the weight of their rolling stock enormously, they are not increasing the weight of rails and strength of fastenings and stability of bridges in the same relative proportion.

The session of Parliament just closed (1905) has been noted for the volume and importance of the railway legislation enacted. Amongst others, authority has been granted for the purchase of the Canada Atlantic System by the Grand Trunk Railway Company; the sale of the Esquimalt & Nanaimo Railway to the Canadian Pacific Railway Company has been ratified, also the purchase by the Dominion Atlantic Railway of the Midland Railway Company, Limited. The Canadian Northern Railway has obtained power to amalgamate a number of railways the control of which has been held by Mackenzie, Mann and Company, Limited.

The era of railway construction in Canada will probably reach its climax within the next few years, when the various links comprising the Canadian Northern Railway System will be connected, thus completing a second through railway from the Atlantic to the Pacific coast, while the completion of the National Transcontinental Railway will soon follow. Immense areas of valuable timber, mineral and arable lands will, in consequence, become accessible for rapid development, all of which will add enormously to the wealth and prosperity of the Dominion as a whole.

J. E. W. C.

RAILWAY LEGISLATION

OF THE

DOMINION OF CANADA

1867-1905

REIGN. CHAP.	A	YEAR
48-49 88	ALBERTA AND ATHABASKA RAILWAY COMPANY, incorporated	1885
50-51 78	“ Authority to issue land grant bonds, to be first lien on lands	1887
52 65	“ Name changed to THE NORTH-WESTERN RAILWAY COMPANY OF CANADA, and extension of line authorized	1889
50-51 23	(No. X.) Subsidy Act, land	1887
1 Edw. VII 44	ALBERTA CENTRAL RAILWAY COMPANY, incorporated	1901
3 Edw. VII 75	“ Time for construction extended	1903
4-5 Edw. VII 51	“ Time for construction extended	1905
47 86	ALBERTA RAILWAY AND COAL COMPANY, incorporated	1884
52 50	“ Company again incorporated	1889
53 85	“ Change of gauge authorized; certain Imperial Acts to apply if N.-W. Coal and Nav. Co.'s property purchased	1890
54-55 77	“ Approving issue of debentures, and providing for issue of perpetual or redeemable stock	1891
55-56 30	“ Providing for further extension of railway, and construction of irrigating works	1892
56 38	“ Authority to sell or lease to C. P. Railway	1893
58-59 45	“ Financial arrangements; issue of consolidated debenture stock and reduction of ordinary share capital	1895

ALBERTA RAILWAY AND COAL CO.—*Continued.*

REIGN.	CHAP.		YEAR
3 Edw. VII	76	“ Power to amalgamate with St. Mary’s River Railway Company	1903
1 Edw. VII	45	“ Power to enter into agreement with Canadian Pacific or Calgary and Edmonton Railway Companies	1901
3 Edw. VII	76	“ Power to amalgamate with the St. Mary’s River Railway Company	1903
4 Edw. VII	43	“ Providing for amalgamation with Alberta Railway and Irrigation Company.....	1904
	53	3 (No. XXV.) Subsidy Act, land.....	1890
See NORTH-WESTERN COAL AND NAVIGATION COMPANY. Operated by CANADIAN PACIFIC RAILWAY.			
4 Edw. VII	43	ALBERTA RAILWAY AND IRRIGATION COMPANY, incorporated, and providing for amalgamation therewith of the Alberta Railway and Coal Company, the Canadian North-West Irrigation Company and the St. Mary’s River Railway Company	1904
4-5 Edw. VII	52	“ May enter into agreement for purchase of Western Alberta Railway	1905
ALBERT RAILWAY COMPANY (of New Brunswick, 1868, Ch. 57)			
	47	8 (No. 36) Subsidy Act.....	1884
	49	10 (“ 95) “ in form of loan.....	1886
	51	3 (“ 148) “ rails, at valuation.	1888
	52	3 (“ 157) “ revote of unpaid balance	1889
Now SALISBURY AND HARVEY RAILWAY.			
4 Edw. VII	43	ALBERTA RAILWAY AND IRRIGATION COMPANY, incorporated	1904
57-58	61	ALBERTA SOUTHERN RAILWAY COMPANY, incorporated.....	1894
	61	59 ALEXANDER GIBSON RAILWAY AND MANUFACTURING COMPANY, Authorizing sale of CANADA EASTERN RAILWAY to.	1898

ALEXANDER GIBSON RAILWAY AND MANUFACTURING, Co.—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	4	“ Act authorizing Government of Canada to purchase Canada Eastern Railway and to take possession of Fredericton and St. Mary’s Railway Bridge. . .	1904
Now part of CANADIAN GOVERNMENT RAILWAYS SYSTEM.			
62-63	50	ALGOMA CENTRAL RAILWAY COMPANY, incorporated.	1899
63-64	49	“ Location of Railway defined.	1900
1 Edw. VII	46	“ Power to enter into agreements with other railway companies; and name changed to “The ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY”	1901
2 Edw. VII	38	“ Bond issue increased from \$20,000. to \$30,000. per mile.	1902
4-5 Edw. VII	53	“ Time extended for completion. Agreement with Algoma Commercial Company confirmed. Authorizing issue of 1st mortgage bonds, schedule B; agreement in schedule C. confirmed.	1905
62-63	7	(No. 437) Subsidy Act.	1899
63-64	8	(“ 479) “ additional	1900
1 Edw. VII	7	(“ 535) “ additional	1901
4-5 Edw. VII	54	ALGOMA COPPER RANGE RAILWAY COMPANY, incorporated.	1905
		AMHERSTBURG, LAKE SHORE AND BLENHEIM RAILWAY COMPANY, (Ont. 1889, Ch. 78).	
	52	3 (No. 184) Subsidy Act	1889
	51	73 ANNAPOLIS, ATLANTIC RAILWAY COMPANY, incorporated.	1888
4-5 Edw. VII	56	ANTHRACITE COAL RAILWAY COMPANY, incorporated.	1905
1 Edw. VII	47	ARNPRIOR AND PONTIAC RAILWAY COMPANY, incorporated.	1901
62-63	51	ARTHABASKA RAILWAY COMPANY, incorporated.	1899
63-64	8	(No. 510) Subsidy Act	1900

REIGN.	CHAP.		YEAR
	52 53	ASSINIBOIA, EDMONTON AND UN- JIGA RAILWAY COMPANY incorporated	1889
	51 92	ASSINIBOINE RIVER RAILWAY BRIDGES, Act to authorize construction of bridges by Province of Manitoba.....	1888
4-5 Edw. VII	57	ATHABASKA NORTHERN RAILWAY COMPANY, incorporated	1905
4-5 Edw. VII	58	ATHABASKA RAILWAY COMPANY, incorporated	1905
	54-55 61	ATIKOKAN IRON RANGE RAILWAY COMPANY, incorporated.....	1891
	60-61 35	" Charter revived and time extend- ed for construction.....	1897
	56 39	ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY, in- corporated	1893
	57-58 63	" Agreements with following railway companies confirmed; provis- ions as to issue of debenture and preferred stock..... Baie des Chaleurs Railway Co. Great Eastern " Ottawa Valley " Montreal Bridge Company.	1894
1 Edw. VII	48	" Trustees for bondholders may con- struct and operate railway.....	1901
	62-63 7	(No. 429) Subsidy Act, additional.....	1899
	62-63 7	(No. 462) " "	1899
1 Edw. VII	7	(" 524) " Caplin to Paspebiac.....	1901
	42 65	ATLANTIC AND NORTH-WEST RAIL- WAY COMPANY, incorpo- rated	1879
	46 63	" Powers as to mortgage bonds, and issue of bonds for bridge across St. Lawrence River.....	1883
	50-51 69	" Confirming lease of, to C. P. Rail- way, and running powers over same	1887
	52 71	" Time for completion extended; and as to line from Harvey to Sal- isbury or Moncton.....	1889
	57-58 62	" Time extended for construction; and authority to lease to C. P. Railway	1894

ATLANTIC AND NORTH-WEST RAILWAY Co.—*Continued.*

REIGN.	CHAP.		YEAR
62-63	52	“ Time for completion extended for five years.....	1899
4 Edw. VII	45	“ Time for construction further extended	1904
47	8 (No. 20)	Subsidy Act.....	1884
48-49	58 (“ 63)	“ \$80,000 per annum for 20 years	1885

Leased to CANADIAN PACIFIC RAILWAY.

ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY, (Que. 1901, Ch. 63).....

3 Edw. VII	81	“ Confirming incorporation by Legislature of Quebec.....	1903
4 Edw. VII	46	“ Amending sub-section 2 of section 4 of Chapter 81 of 1903.....	1904
4-5 Edw. VII	59	“ Time for construction extended.....	1905
3 Edw. VII	57 (No. 595)	Subsidy Act.....	1903

B

49	17	BAIE DES CHALEURS RAILWAY COMPANY, Act confirming agreements respecting subsidies granted, and fixing time for completion.....	1886
54-55	97	“ Incorporated under laws of Dominion; time extended for completion to Paspébiac and Gaspé Basin.....	1891
46	25 (No. 6)	Subsidy Act.....	1882
47	8 (“ 42)	“ in addition to previous	1884
52	3 (“ 158)	“ revote balance remaining unp'd.....	1889

See ATLANTIC AND LAKE SUPERIOR RAILWAY.

2 Edw. VII	39	BATTLEFORD AND LAKE LENORE RAILWAY COMPANY, incorporated	1902
4-5 Edw. VII	60	“ Line of railway described; time for construction extended.....	1905
50-51	97	BAY OF QUINTE BRIDGE COMPANY, incorporated	1887
52	87	“ Act authorizing Company to receive municipal or other aid....	1889

REIGN.	CHAP.		YEAR
	59 15	BAY OF QUINTE RAILWAY COMPANY	1896
	63-64 50	“ Authority to use electric and other motive power and to acquire patents, etc. Time for completion extended.....	1900
2 Edw. VII	40	“ Confirming agreement with Rathbun Co.; increase of capital; extensions of railway.....	1902
4-5 Edw. VII	61	“ Branch line authorized; Time for construction extended.....	1905
	62-63 7	(No. 434) Subsidy Act, in lieu of No. 273.	1899
	62-63 7	(“ 459) “ Additional	1899
3 Edw. VII	57	(“ 581) “ Additional	1903
See BAY OF QUINTE RAILWAY AND NAVIGATION COMPANY.			
	44 46	BAY OF QUINTE RAILWAY AND NAVIGATION COMPANY, incorporated	1881
	59 15	“ Act to provide for amalgamation with the KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY under name of BAY OF QUINTE RAILWAY COMPANY.....	1896
BEAUHARNOIS JUNCTION RAILWAY COMPANY, (Que., 1873, Ch. 42)			
	50-51 24	(No. 102) Subsidy Act.....	1887
	56 2	(“ 302) “ revote balance remaining unpaid. .	1893
Operated by ST. LAWRENCE AND ADIRONDACK RAILWAY and NEW YORK CENTRAL RAILROAD.			
62-63	53	BEDLINGTON AND NELSON RAILWAY COMPANY., (B. C. 1897, Ch. 47). Confirming incorporation by Province of British Columbia; authority to enter into an agreement with other companies. Schedule)	1899
BEERSVILLE COAL AND RAILWAY COMPANY, (New Brunswick 1903, Ch. 94.).....			
3 Edw. VII	57	(No. 604) Subsidy Act.....	1903
	51 68	BELLEVILLE AND LAKE NIPISSING RAILWAY COMPANY, incorporated	1888

BELLEVILLE AND LAKE NIPISSING RAILWAY Co.—*Continued.*

REIGN.	CHAP.		YEAR
	53 65	" Time for construction extended; amount of bond issue increased, and may issue debenture stock	1890
	55-56 31	" Time extended for construction.....	1892
	53 2	(No. 200) Subsidy Act.....	1890
	55-56 5	(" 263) " in lieu of above.....	1892
<p>BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY, (Ont. 1874, Ch. 38)</p>			
	48-49 59	(No. 54) Subsidy Act.....	1885
	49 10	(" 93) " in addition to above	1886
<p>Operated by GRAND TRUNK RAILWAY.</p>			
	50-51 89	BERLIN AND CANADIAN PACIFIC JUNCTION RAILWAY COM- PANY, incorporated.....	1887
	52 75	" Time for construction extended, and authority granted to change route.....	1889
	54-55 85	" Acts 50-51 V. c. 89, and 52 V. c. 75, revived and time for construc- tion extended.....	1891
3 Edw. VII	84	BERLIN, WATERLOO, WELLESLEY AND LAKE HURON RAIL- WAY COMPANY, incorpor- ated	1903
4 Edw. VII	47	" Line of railway described; power to enter into agreements with other companies, and to build or acquire hotels, etc.....	1904
4 Edw. VII	48	BESSEMER AND BARRY'S BAY RAIL- WAY COMPANY, incorpora- ted	1904
<p>BOSTON AND NOVA SCOTIA COAL AND RAILWAY COMPANY (1894, Ch. 4) .</p>			
	57-58 4	(No. 356) Subsidy Act.....	1894
<p>See INVERNESS AND RICHMOND RAILWAY.</p>			
4 Edw. VII	49	BOUNDARY, KAMLOOPS AND CARI- BOO CENTRAL RAILWAY COMPANY, incorporated.....	1904
	49 87	BOW RIVER COAL MINE RAILWAY AND TRANSPORTATION COMPANY, incorporated.....	1886

REIGN.	CHAP.		YEAR
	57-58	64 BOYNTON BICYCLE ELECTRIC RAILWAY COMPANY, incorporated	1894
		BRACEBRIDGE AND BAYSVILLE RAILWAY COMPANY, (Ont. 1892, Ch. 5.).....	
	55-56	2 (No. 285) Subsidy Act.....	1892
	57-58	4 (" 315) " in lieu of above.....	1894
		BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY, (Ont. 1890 ¹⁸⁹¹ , Ch. 109 ⁸⁵ .)	
	63-64	8 (No. 482) Subsidy Act.....	1900
4 Edw. VII	34	(" 627) " in lieu of 482.....	1904
	53	86 BRANDON AND SOUTH-WESTERN RAILWAY COMPANY, incorporated	1890
	57-58	65 " Charter revived and amended.....	1894
	59	16 " Time for construction extended.....	1896
	61	55 " Time for construction extended.....	1898
	62-63	54 " Head office to be at Brandon; authority to extend railway to boundary of Manitoba.....	1899
	63-64	51 " Line of railway to be extended; bond issue limited, and time for completion of railway extended	1900
	53	4 (No. XIX.) Subsidy Act, land.....	1890
	57-58	6 (" XXXII.) " "	1894
3 Edw. VII	86	BRANDON, SASKATCHEWAN AND HUDSON'S BAY RAILWAY COMPANY, incorporated.....	1903
4-5 Edw. VII	62	" Time for construction extended, additional lines authorized... .	1905
4 Edw. VII	50	BRANTFORD AND HAMILTON RAILWAY COMPANY, incorporated	1904
	48-49	20 BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY, incorporated.....	1885
	50-51	64 " May receive municipal aid; authority to issue bonds and execute mortgages to secure; and authority to enter into an agreement with certain railways	1887

BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	51 62	" Confirming agreement with City of Brantford; authority to grant running powers to C. S. Railway	1888
	53 50	" Bond issue limited; authority granted to change route.....	1890
	50-51 24	(No. 104) Subsidy Act.....	1887
	57-58 4	(" 318) " revote balance remaining unpaid....	1894
Now TORONTO, HAMILTON AND BUFFALO RAILWAY.			
4-5 Edw. VII	63	BRANTFORD AND WOODSTOCK RAILWAY COMPANY, incorporated	1905
54-55	64	BRIGHTON, WARKWORTH AND NORWOOD RAILWAY COMPANY, incorporated	1891
63-64	89	BRITISH AMERICAN PULP AND PAPER COMPANY, incorporated	1900
	43 27	BRITISH COLUMBIA, management of railway lands in Province of.....	1880
	49 15	^{and} ESQUIMALT AND NANAIMO RAILWAY	1886
60-61	36	BRITISH COLUMBIA SOUTHERN RAILWAY COMPANY, (1893 Ch. 36 and 47.)	
		Act for extension of line; limiting bond issue, and authorizing lease to C. P. Railway.....	1897
	61 56	" Lease to Canadian Pacific Railway confirmed	1898
	62-63 55	" Time extended for completion of eastern section.....	1899
	63-64 52	" Time extended for completion of western section.....	1900
1 Edw. VII	49	" Time for construction further extended	1901
4 Edw. VII	52	" Time for construction of eastern and western sections extended	1904
Leased to CANADIAN PACIFIC RAILWAY.			
60-61	89	BRITISH YUKON MINING, TRADING AND TRANSPORTATION COMPANY, incorporated ..	1897

BRITISH YUKON MINING, TRADING AND TRANSPORTATION CO.— <i>Continued.</i>				
REIGN.	CHAP.		YEAR	
	63-64	53	“ Name changed to “The British Yukon Railway Company”; Acts of Company confirmed, and authority given to convey or lease railway to British Columbia Railway Company.....	1900
1 Edw. VII	50	“	Extension of railway authorized, and time for construction extended	1901
	63-64	53	BRITISH YUKON RAILWAY COMPANY (The.) See BRITISH YUKON MINING, TRADING, AND TRANSPORTATION COMPANY.....	1900
Owned by WHITE PASS AND YUKON ROUTE. Imperial Charter.				
	49	91	BROCKVILLE AND NEW YORK BRIDGE COMPANY, incorporated	1886
	55-56	64	“ Act to revive charter, and time for building bridge extended.....	1892
	57-58	89	“ Act incorporating again revived and amended.....	1894
	61	94	“ Amalgamation with BROCKVILLE AND ST. LAWRENCE BRIDGE COMPANY confirmed, and time for completion extended.....	1898
	37	69	BROCKVILLE AND OTTAWA RAILWAY COMPANY, (1853, Ch. 106.) Act respecting preferential mortgage debentures ...	1874
	41	36	“ Act amended, amalgamation provided for.....	1878
See CANADA CENTRAL RAILWAY COMPANY, AND CANADIAN PACIFIC RAILWAY COMPANY.				
	61	94	BROCKVILLE AND ST. LAWRENCE BRIDGE COMPANY.....	1898
See BROCKVILLE AND NEW YORK BRIDGE COMPANY.				
3 Edw. VII	88		BROCKVILLE, WESTPORT AND NORTH-WESTERN RAILWAY COMPANY, incorporated	1903
4-5 Edw. VII	64	“	Time for construction extended.....	1905

REIGN.	CHAP.		YEAR
BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY, (1884, Ch. 63.)			
48-49	59	(No. 48) Subsidy Act.....	1885
52	3	(" 181) "	1889
53	2	(" 193) "	
		revote balance re- maining unpaid....	1890
54-55	8	(" 240) "	
		in lieu of Subsidy, 52 V. c. 3.....	1891
55-56	5	(" 267) "	
		revote balance re- maining unpaid....	1892
57-58	4	(" 316) "	
		revote balances re- maining unpaid....	1894
BRUCE MINES AND ALGOMA RAIL- WAY COMPANY, (Ont. 1899 Ch. 93)			
1 Edw. VII	7	(No. 539) Subsidy Act.....	1901
3 Edw. VII	57	(" 582) "	1903
4 Edw. VII	34	(" 628) "	1904
		extension north....	
		in lieu of 582.....	
55-56	32	BUCKINGHAM AND LIEVRE RIVER RAILWAY COMPANY, in- corporated	1892
BUCTOUCHE AND MONCTON RAIL- WAY COMPANY, N.B. 1883, Ch. 78.)			
49	10	(No. 65) Subsidy Act.....	1885
50-51	24	(" 101) "	1887
55-56	5	(" 248) "	
		revote balance re- maining unpaid...	1892
51	101	BUFFALO, CHIPPAWA AND NIAGARA FALLS STEAMBOAT AND TRAMWAY COMPANY, in- corporated	1888
54-55	65	BUFFALO AND FORT ERIE BRIDGE COMPANY, incorporated.....	1891
56	64	" Power to tunnel under Niagara River, and time for construc- tion extended.....	1893
58-59	70	" Time for construction again ex- tended, and location of bridge changed	1895
62-63	97	" Time for construction further ex- tended; change of location; name changed to "THE WEL- LAND AND GRAND IS- LAND BRIDGE COMPANY"	1899

REIGN.	CHAP.		YEAR
	54-55	59 BUFFALO LAKE AND BATTLEFORD RAILWAY, COAL AND IRON COMPANY, incorporated	1891
	33	49 BUFFALO AND LAKE HURON RAILWAY and GRAND TRUNK COMPANY'S agreement of 1870 confirmed.....	1870
	36	84 " Arrangement respecting debt.....	1873
	63-64	54 BUFFALO RAILWAY COMPANY, incorporated. Power to acquire certain franchises in Canada	1900
2 Edw. VII	43	" Name of INTERNATIONAL RAILWAY substituted for above, and rights and powers saved	1902
	54-55	57 BURRARD INLET AND WESTMINSTER VALLEY RAILWAY COMPANY, incorporated.....	1891
	55-56	65 BURRARD INLET TUNNEL AND BRIDGE COMPANY, incorporated	1892

C

	45	75 CALAIS AND ST. STEPHEN BRIDGE " CO., incorporated.	1882
	52	51 CALGARY, ALBERTA AND MONTANA RAILWAY CO., incorporated	1889
4-5 Edw. VII	65	CALGARY AND BATTLEFORD RAILWAY CO., incorporated.....	1905
	53	84 CALGARY AND EDMONTON RAILWAY CO., incorporated	1890
	61	57 " Authority to construct Railway to connect with Crow's Nest Line.....	1898
4-5 Edw. VII	66	" Bond issue authorized, also construction of branch lines. May issue bonds for branches and bridge, and time for completion of lines extended.....	1905
	53	5 (No. 230) Subsidy Act, \$80,000 annually for 20 years.....	1890
	53	4 (" XXI.) " land.....	1890
		Operated by CANADIAN PACIFIC RAILWAY.	

REIGN.	CHAP.		YEAR
4-5 Edw. VII	67	CALGARY, RED DEER AND BATTLE-FORD RAILWAY CO., incorporated.....	1905
	56	40 CALGARY STREET RAILWAY CO., incorporated.....	1893
4 Edw. VII	54	CAMPBELLFORD, LAKE ONTARIO AND WESTERN RAILWAY CO., incorporated.....	1904
	42	57 CANADA ATLANTIC RAILWAY CO., incorporation and amalgamation with Coteau and Province Line Railway and Bridge Co., and Montreal and City of Ottawa Junction Railway Co.	1879
	49	72 " Amending incorporation; authorizing issue of bonds and time for completion extended.	1886
50-51	67	" Division into sections; and running powers over bridges.....	1887
55-56	33	" Authorizing establishment of telegraph and telephone lines, and time for completion of railway extended.....	1892
60-61	37	" Extension of line authorized and issue of bonds thereon; time extended for completion of railway and bridge across Richelieu River.....	1897
	61	58 " Power to extend Railway to International boundary and to Montreal. Bond issue limited.	1898
62-63	81	" Authorizing amalgamation of Ottawa, Arnprior & Parry Sound Railway with, under name of Canada Atlantic Railway, (Schedule).....	1899
3 Edw. VII	90	" Power to extend line to Sault Ste. Marie, and to increase capital.....	1903
4-5 Edw. VII	50	" Authority to issue securities subject to existing bonds; rights of bondholders preserved.....	1905
	47	6 (No. 60) Subsidy Act.....	1884
	49	10 (" 80) ".....	1886
50-51	24	(" 132) " for bridge at Coteau.	1887

Now part of GRAND TRUNK RAILWAY SYSTEM.

REIGN.	CHAP.		YEAR
	33 52	CANADA CENTRAL RAILWAY CO., (1855, c. 181), time for completion extended; authority to amalgamate with a certain other company, and power to reduce gauge.....	1870
	35 68	“ Change of line authorized; and power to unite with other lines in constructing portions.	1872
	38 67	“ Time for completion extended, and power to issue preferential bonds.....	1875
	41 36	“ Amalgamation with Brockville and Ottawa Railway.....	1878
	43 52	“ Extension of time; railway divided into sections; power to issue mortgage bonds and preference stock.....	1880
	43 16	“ And Dominion Government agreement.....	1880
Now CANADIAN PACIFIC RAILWAY.			
2 Edw. VII	45	CANADA CENTRAL RAILWAY COMPANY, incorporated.....	1902
3 Edw. VII	91	“ Line of railway described.....	1903
4-5 Edw. VII	68	“ Time for construction extended	1905
	36 90	CANADA AND DETROIT RIVER BRIDGE CO., incorporated..	1873
	36 91	“ Repealing section 33, respecting legislation by State of Michigan	1873
	39 50	“ Corporate existence of Company extended.....	1876
	42 64	“ Power to construct tunnel and time for construction and completion extended	1879
	53 74	CANADA EASTERN RAILWAY CO., name changed from NORTHERN AND WESTERN RAILWAY OF NEW BRUNSWICK.....	1890
	61 59	“ Authority to convey railway to the ALEXANDER GIBSON RAILWAY AND MANUFACTURING COMPANY....	1898

REIGN.	CHAP.		YEAR
2 Edw. VII	46	" Company incorporated.....	1902
4 Edw. VII	4	" Act authorizing Government of Canada to purchase Canada Eastern Railway and to take possession of Fredericton & St. Mary's Railway Bridge	1904
57-58	4 (No. 350)	Subsidy Act, Chatham to Blackbrook.....	1894
57-58	4 (No. 370)	Subsidy Act, extension to connect with C. P. R.....	1894
62-63	7 (No. 458)	Subsidy Act, additional.....	1899
Now part of CANADIAN GOVERNMENT RAILWAYS SYSTEM.			
51	93	CANADA AND MICHIGAN TUNNEL CO., incorporated.....	1888
54-55	103	" Time extended for commencement and completion.....	1891
57-58	101	" Time for commencement and completion again extended.	1894
58-59	71	" Name changed to CANADA AND MICHIGAN BRIDGE AND TUNNEL CO.....	1895
	59 42	" Authorizing construction of bridge across Detroit River	1896
	63-64 90	" Time for completion extended	1900
2 Edw. VII	44	" Time for commencement and completion extended.....	1902
4-5 Edw. VII	69	" Time for commencement and completion again extended	1905
Amalgamated with DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL CO.			
1 Edw. VII	51	CANADA NATIONAL RAILWAY AND TRANSPORT CO., incorporated.....	1901
3 Edw. VII	92	" Powers of construction revived	1903
35	88	CANADA AND NEW YORK BRIDGE AND TUNNEL CO., incorporated.....	1872
37	67	" Act extending time for construction.....	1874
35	73	CANADA PACIFIC RAILWAY, incorporated.....	1872
See CANADIAN PACIFIC RAILWAY.			

REIGN.	CHAP.		YEAR
	37 68	CANADA SOUTHERN RAILWAY CO., confirming incorporation by Legislature of Ontario, 31 V. c. 14.....	1874
	38 66	“ Power to acquire Erie and Niagara Railway; time for completion extended.....	1875
	41 27	“ Act to confirm scheme of ar- rangement and bonding pow- ers.....	1878
	45 68	“ As to construction of original and branch lines, Acts revived and confirmed; time for com- pletion extended, and agree- ment with Leamington and St. Clair Railway authorized	1882
	48-49 15	“ And Erie and Niagara Railway, extending time for commen- cing and completing.....	1885
	51 60	“ Confirming agreement with Lon- don and South-Eastern Rail- way.....	1888
	51 61	“ Extending time for construction of Erie and Niagara Railway	1888
	51 59	“ Confirming agreement with Grand Trunk and London and Port Stanley Railways.....	1888
	55-56 34	“ Extending time for construction of Erie and Niagara Railway	1892
	57-58 66	“ Confirming agreement with Michigan Central Railroad for operation of railway.....	1894
	58-59 46	“ Time for construction again ex- tended, Erie and Niagara Railway; power to lease Leamington and St. Clair Railway granted.....	1895
	60-61 38	“ Agreement with Lake Erie and Detroit River Railway, the Michigan Central Railroad and the London and South- Eastern Railway confirmed; time for completion of branches extended.....	1897
	62-63 56	“ Time for construction of line and branches of railway and line and branches of Erie and Niagara Railway extended	1899
3 Edw. VII	47	“ Time for completion of line and branches extended.....	1902

CANADA SOUTHERN RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
4 Edw. VII	55	“ Agreement with Pere Marquette R. R. Co., confirmed, (Schedules A. & B.) and amalgamation with Leamington & St. Clair Railway and Sarnia, Chatham and Érie Railway	1904
4-5 Edw. VII	71	“ Time for construction of railways extended; power to guarantee securities and own stock of other companies.....	1905
Leased to MICHIGAN CENTRAL RAILROAD.			
	40 63	CANADA SOUTHERN BRIDGE CO., incorporating The Detroit River Railway Bridge and Tunnel Company and The Detroit River Railroad and Bridge Company, under name of; and authorizing construction of tunnel.....	1877
	45 87	“ Time for construction of tunnel extended.....	1882
	49 90	“ Time for completion of tunnel extended.....	1886
	53 91	“ Time for completion of tunnel extended for ten years.....	1890
	63-64 91	“ Power to construct bridge over Detroit River, and time for completion extended.....	1900
4-5 Edw. VII	70	“ Time for completion of undertaking extended.....	1905
See DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL CO.			
CANADIAN BRIDGE COMPANY.			
3 Edw. VII	57	(Sec. 3, No. 3) Subsidy Act; bridge over St. Francis River for South Shore Railway.....	1903
3 Edw. VII	57	(Sec. 3, No. 2) Subsidy Act; towards bridge over St. Francis River	1903
62-63	57	CANADIAN (The) NORTHERN RAILWAY COMPANY, incorporated; and confirming amalgamation between Winnipeg Great Northern Railway and Lake Manitoba Railway under above name; limitation of bond issue; prohibiting amalgamation with Canadian Pacific Railway. (Schedules).....	1899

CANADIAN NORTHERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	52	“ Agreements in schedules confirmed, re Rainy River bridge and Minnesota and Manitoba Railway Company	1901
1 Edw. VII	53	“ Power to lease the Northern Pacific and Manitoba Railway, the Winnipeg Railway Transfer Company, Limited, and the Waskada and North-eastern Railway, and agreements confirmed. Schedules A. and B.....	1901
1 Edw. VII	73	“ Amalgamation of last named railways under name of the Manitoba Railway Company	1901
2 Edw. VII	50	“ Authorized lines of railway described; time for construction limited; bonding powers; agreement with Morden and North-Western Railway Company.....	1902
3 Edw. VII	7	“ Special subsidy from Grand View to Edmonton and Prince Albert Branch.....	1903
3 Edw. VII	97	“ Power to construct lines of railway described, and to enter into agreement with Western Extension Railway.....	1903
4 Edw. VII	60	“ Consolidation and guarantee of bond issue; power to amalgamate with Northern Extension Railway and James Bay Railway.....	1904
4-5 Edw. VII	72	“ Lines of railway described; limit of bond issue. Authority to acquire companies named by lease or purchase.....	1905
62-63	7	(No. 446) Subsidy Act.....	1899
63-64	8	(“ 493) “ additional.....	1900
	35	71 CANADIAN PACIFIC RAILWAY CO., incorporated.....	1872
	35	73 “ See Canada Pacific Railway..	1872
	37	14 “ Act to authorize construction of	1874
	42	13 “ Agreement with St. Paul and Pacific Railway, construction of branch line to connect with	1879
	42	14 “ Authorizing expenditure of \$1,000,000 for branch line to Winnipeg.....	1879

CANADIAN PACIFIC RAILWAY Co.—*Continued.*

REIGN.	CHAP.		YEAR
44	1	“ Charter granted and agreement for construction of Railway to Pacific Coast.....	1881
44	12	“ Act to provide for allowance of drawback, etc.....	1881
45	7	“ Act to provide for allowance of drawback, etc.....	1882
45	53	“ Yellow Head Pass, may dispense from using.....	1882
46	55	“ Agreement for lease of Credit Valley, Ontario and Quebec, and Atlantic and North-West Railways.....	1883
47	1	“ Advancing loan of \$7,500,000, and conversion and hypothecation of securities.....	1884
48-49	23	“ Incorporating C. P. R. Employees' Relief Association.....	1885
48-49	57	“ Authorizing issue of \$35,000,000 of bonds, and to provide for completion and operation of railway.....	1885
50-51	56	“ Authorizing lease of Atlantic and North-West Railway and agreement with; power to sell Aylmer branch to P. P. J. Railway, and to issue mortgage bonds on certain branch lines.....	1887
50-51	69	“ Confirming lease of Atlantic and North-West Railway, and running powers over same....	1887
51	32	“ Agreement respecting bonds, etc.	1888
51	51	“ Act respecting bonds on branch lines.....	1888
52	69	“ Consolidation of obligations; issue of debenture stock of railway; also as respects Atlantic and North-West and North Shore Railways.....	1889
52	73	“ Act authorizing use of Steam vessels.....	1889
53	47	“ Amending Act of 1889, power to issue further bonds on steamships.....	1890
53	67	“ Agreement with Montreal and Western Railway..	1890

CANADIAN PACIFIC RAILWAY CO.— <i>Continued.</i>			YEAR
REIGN.	CHAP.		
53	69	“ Act to facilitate sale of Aylmer Branch to Pontiac, Pacific Junction Railway.....	1890
53	82	“ Agreement with Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.	1890
54-55	11	“ Act respecting North Shore section of.....	1891
54-55	71	“ Power to acquire bonds of Columbia and Kootenay Railway and Navigation Co., Manitoba and South-Western Colonization Co., Lake Temiscamingue Colonization Railway, Calgary and Edmonton Railway Co., the Souris Branch and as to construction of Saskatoon and Saskatchewan Railway.....	1891
54-55	70	“ Authority to acquire railway of any company empowered to sell.....	1891
54-55	73	“ Agreement with Guelph Junction Railway confirmed.....	1891
54-55	74	“ Agreement with New Brunswick Railway confirmed.....	1891
54-55	72	“ Agreement with Shuswap and Okanagan Railway confirmed	1891
55-56	35	“ Power to issue ordinary stock in lieu of debenture stock, and to increase capital stock.....	1892
55-56	60	“ Agreement with Tobique Valley Railway confirmed	1892
56	41	“ Power to issue preferred stock revived; conversion of stock into amounts of sterling money	1893
56	48	“ And Grand Trunk Railway and City of Toronto, agreement between.....	1893
57-58	7	“ Act respecting land subsidy of	1894
60	6	“ Act confirming agreement with Grand Trunk Railway, re Hamilton Junction.....	1896
60-61	39	“ Agreement with Hull Electric Co. for lease of Aylmer Branch line.....	1897
61	12	“ As to payments on subsidy account towards construction of Crow's Nest Pass Railway	1898

CANADIAN PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR	
	61	56	" Confirming lease of British Columbia Southern Railway.....	1898
	61	60	" Power to construct Railway from point on Minnehaha Lake and Upper Manitou Lake; also to a point on Manitou Sound, an arm of Rainy Lake; bonding powers	1898
	61	84	" Agreement with St. Stephen and Milltown Railway confirmed.....	1898
	62-63	58	" Authorizing construction of branch line from near Stonewall branch to Lake Winnipeg; also a branch from at or near Reston to a point in Moose Mountain district.....	1899
	62-63	59	" Confirming agreement with Hull Electric Railway Co., (Schedule).....	1899
	63-64	55	" Power to construct and acquire other railways. Time for construction limited.....	1900
1	Edw. VII	54	" Power to construct or acquire a railway from Stonewall or Teulon in a direction northwest; may issue bonds thereon	1901
2	Edw. VII	4	" Act to amend the provision with regard to tolls of Chap. 1 of 1881. Authorizing increase of capital stock for acquiring rolling stock and other purposes.....	1902
2	Edw. VII	52	" Line of railway to Grand Mere authorized and time for construction limited; issue of bonds and debenture stock, and powers of a general commercial character granted. . .	1902
3	Edw. VII	98	" Power to issue consolidated debenture stock in lieu of bonds.....	1903
4	Edw. VII	62	" Time extended for construction of railway from New Westminster to Vancouver, and from Piles Junction to Grand Mere.....	1904

CANADIAN PACIFIC RAILWAY CO.— <i>Continued.</i>			
REIGN.	CHAP.		YEAR
4 Edw. VII	63	“ Power to construct railway from Weyburn to point on Pipestone Branch, and to issue bonds thereon.....	1904
4-5 Edw. VII	73	“ Time for construction of certain lines extended.....	1905
	47 8	(No. 18) Subsidy Act, see Quebec Government.....	1884
	47 8	(No. 19) Subsidy Act, see Quebec Government.....	1884
	47 8	(No. 20) Subsidy Act, Montreal, St. John and Halifax.....	1884
	47 8	(No. 23) Subsidy Act, St. Martin's Junction to Quebec.....	1884
48-49	58	(No. 63) Subsidy Act, Montreal to Halifax	1885
48-49	58	(No. 64) Subsidy Act, St. Martin's Junction to Quebec.....	1885
	49 10	(No. 92) Subsidy Act, Renfrew to Eganville.....	1886
	53 4	(No. XVII) Subsidy Act, land, from Glenboro, westerly.....	1890
	53 4	(No. XVIII) Subsidy Act, land, from Brandon, south-westerly.....	1890
	53 2	(No. 209) Subsidy Act, International Railway.....	1890
54-55	10	(No. XXIX) Subsidy Act, land, from Brandon south-west.....	1891
55-56	5	(No. 243) Subsidy Act, Revelstoke to Arrow Lake.....	1892
57-58	6	(No. XXXI) Subsidy Act, land, from Souris to Pipestone Valley, Manitoba.....	1894
60-61	5	Subsidy Act, Crow's Nest Pass Railway....	1897
62-63	7	(No. 447) Subsidy Act, Antler Station to Moose Mountain.....	1899
63-64	8	(No. 487) Subsidy Act, Dymont to New Klondike.....	1900
	63-64 8	(No. 494) Subsidy Act, Waskada Branch	1900
1 Edw. VII	7	(“ 541) “ Stonewall Branch	1901
3 Edw. VII	57	(“ 571) “ in lieu of 541.....	1903
3 Edw. VII	57	(“ 616) “ Pheasant Hills.....	1903
3 Edw. VII	57	(“ 617) “ coal fields.....	1903
4 Edw. VII	45	(“ 630) “ branch line.....	1004
	38 73	CANADIAN WESTERN PACIFIC RAILWAY CO., incorporated.....	1875

REIGN.	CHAP.		YEAR
3 Edw. VII	102	CANADIAN YUKON WESTERN RAILWAY CO., incorporated.....	1903
4-5 Edw. VII	76	“ As to issue of preference stock; time for completion extended	1905
	55-56	36 CANSO AND LOUISBURG RAILWAY CO., incorporated.....	1892
		CAP DE LA MAGDELEINE RAILWAY CO., (Que., 1895, Ch. 63).	
	57-58	4 (No. 369) Subsidy Act.....	1894
		Leased to CANADIAN PACIFIC RAILWAY.	
		CAPE BRETON RAILWAY COMPANY,LIMITED,(N.S., 1895, Ch. 110).	
3 Edw. VII	57	(No. 609) Subsidy Act.....	1903
		CAPE BRETON EXTENSION RAILWAY CO. (N.S., 1895, p. 362). 110).	
	57-58	4 (No. 366) Subsidy Act.....	1894
	62-63	7 (No. 420) Subsidy Act, in lieu of No. 366	1899
		CAP ROUGE AND ST. LAWRENCE RAILWAY CO. (Que., 1886, Ch. 78).	
	49	10 (No. 83) Subsidy Act.....	1886
	52	3 (“ 152) “.....	1889
		CARAQUET RAILWAY CO. (N. B., 1874, Ch. 76).	
	46	25 (No. 7) Subsidy Act.....	1883
	47	8 (“ 41) “.....	1884
	49	10 (“ 68) “.....	1886
	50-51	24 (“ 116) “ in lieu of No. 68	1887
3 Edw. VII	103	CARDIFF RAILWAY CO., incorporated	1903
	57-58	67 CARIBOO RAILWAY CO., incorporated	1894
		CARILLON AND GRENVILLE RAILWAY CO. (Que., 3-4 Vic. Ch. 46).	
	50-51	24 (No. 120) Subsidy Act.....	1887
	55-56	5 (“ 289) “ in lieu of No. 120	1892
	57-58	4 (“ 327) “ in lieu of No. 289	1894
	54-55	15 CARLETON, CITY OF ST. JOHN BRANCH RAILROAD, agreement with Government for sale of to City of St. John	1893
		CARS (DISTRIBUTION OF).	
3 Edw. VII	33	See Manitoba Grain Act, 1900.....	1901
	51	83 CENTRAL RAILWAY CO. OF NEW BRUNSWICK, (1874, Ch. 94), Mortgage to Central Trust Company of New York, confirmed.....	1888

CENTRAL RAILWAY CO. OF NEW BRUNSWICK.—*Continued.*

REIGN.	CHAP.		YEAR
	47	8 (No. 40)	Subsidy Act..... 1884
	51	3 (" 143)	" rails at valuation. 1888
	52	3 (" 156)	" revote 1889
	53	2 (" 205)	" additional..... 1890
	57-58	4 (" 353)	" " 1894
	57-58	4 (" 367)	" " 1894
	60-61	4 (" 382)	" " in lieu of 353 1897
1 Edw. VII	7	(" 522)	" " in lieu of 382..... 1901

See ST. MARTINS AND UPHAM RAILWAY, 50-51 V. c. 75.
Now HAMPTON AND ST. MARTINS RAILWAY.

	35	77	CENTRAL RAILWAY CO. OF MAN- ITOBA, incorporated. 1872
4-5 Edw. VII	79		CENTRAL (THE) RAILWAY CO. OF CANADA, name of Ottawa River Railway Co. changed to 1905
	52	80	CENTRAL COUNTIES RAILWAY CO., name of P R E S C O T T COUNTY RAILWAY CO. changed to..... 1889
	54-55	89	" Division of railway into sections; and authorizing issue of bonds 1891
	56	42	" Time for construction of bridge, railway and branches extend- ed 1893
	60-61	40	" Power to construct branch line, acquire lands and use electric plant 1897
	62-63	60	" Authorizing construction of line from Hawkesbury to South Indian issue of bonds limited 1899
2 Edw. VII	53		" Power to issue bonds; time for construction limited..... 1902
4-5 Edw. VII	78		" Limit of bond issue; increase of capital. Authorizing agree- ments with other companies named; other powers of a general commercial character granted..... 1905
	62-63	7 (No. 436)	Subsidy Act..... 1899
3 Edw. VII	57	(" 574)	" in lieu of 436..... 1903

Leased to CANADA ATLANTIC RAILWAY.

REIGN.	CHAP.		YEAR
	47 60	CENTRAL ONTARIO RAILWAY CO., (1873, Ch. 73), authority to extend line to connect with C. P. R., and to issue mort- gage bonds.....	1884
	49 71	" Power to increase capital stock and to issue preferred shares	1886
	51 76	" Authority to increase bonding powers, and to change point of junction with C. P. R.....	1888
	53 52	" As to issue of mortgage bonds and application of.....	1890
	48-49 59	(No. 53) Subsidy Act.....	1884
	56 2	(" 299) " in lieu of No. 53	1893
	62-63 7	(" 415) " in lieu of No. 299	1899
	63-64 8	(" 480) " additional.....	1900
1 Edw. VII	7	(" 531) " ".....	1901
3 ¹ Edw. VII	57	(" 547) " in lieu of 480 and 531.....	1903
	63-64 56	CENTRAL VERMONT RAILWAY CO., (U.S.) incorporated; power to acquire other railways, and as to liabilities of Montreal and Province Line Railway.....	1900
STANSTEAD, SHEFFORD & CHAM- BLY RAILWAY and MON- TREAL & PROVINCE LINE RAILWAY operated by.			
	61 79	CHATEAUGUAY AND NORTHERN RAILWAY CO., (Que., 1895, Ch. 64,) confirming sale of MONTREAL BELT LINE RAILWAY to.....	1898
	63-64 8	(No. 507) Subsidy Act.....	1900
	63-64 8	(" 508) " towards bridge.....	1900
	63-64 8	(" 509) " ".....	1900
3 Edw. VII	57	(" 599) " to Rawdon.....	1903
3 Edw. VII	57	(" 626) " bridge, Bout de L'Ile.....	1903
4 Edw. VII	34	(" 631) " in lieu of 507.....	1904
4 Edw. VII	34	(" 633) " in lieu of 585.....	1904
4 Edw. VII	34	(" 638) " bridge, Bout de L'Ile.....	1904
Leased to GREAT NORTHERN RAILWAY.			

REIGN.	CHAP.		YEAR
	51 72	CHATHAM RAILWAY CO., incorporated	1888
	51 3	(No. 149) Subsidy Act, rails, Chatham Branch Railway.....	1888
		See CANADA EASTERN RAILWAY.	
3 Edw. VII	105	CHATHAM, WALLACEBURG AND LAKE ERIE RAILWAY CO., incorporated.....	1903
	54-55 62	CHATSWORTH, GEORGIAN BAY AND LAKE HURON RAILWAY CO., incorporated.....	1891
4 Edw. VII	67	CHICOUTIMI AND NORTHEASTERN RAILWAY CO., incorporated	1904
	45 76	CHIGNECTO MARINE TRANSPORT RAILWAY CO., incorporated	1882
	45 55	“ Act granting annual subsidy to for 25 years.....	1882
	46 60	“ Limiting capital stock; issue of mortgage bonds.....	1883
	49 18	“ Act to amend Subsidy Act, 45 V. c. 55.....	1886
	51 4	“ Act respecting granting of sub- sidy.....	1888
	54-55 12	“ Revote of special subsidy to....	1891
	55-56 37	“ Authorizing new issue of first mortgage bonds.....	1892
	56 43	CHILLIWHACK RAILWAY CO., (B. C. 1891, c. 55), declaring to be under jurisdiction of Canada; limiting issue of bonds, and power to lease to C. P. R.....	1893
	51 74	CHINOOK BELT AND PEACE RIVER RAILWAY CO., incorporated	1888
	56 44	CLEVELAND, PORT STANLEY AND LONDON TRANSPORTA- TION AND RAILWAY CO., incorporated.....	1893
	31 82	CLIFTON SUSPENSION BRIDGE CO., incorporated.....	1868
	32-33 66	“ Power to increase capital.....	1869
	39 49	“ Amending 4th section of Act incorporating.....	1876
	57-58 97	“ General powers; agreement with Commissioners of Queen Vic- toria Niagara Falls Park; and location of bridge.....	1894
	58-59 72	“ Time for construction of bridge extended.....	1895

REIGN.	CHAP.		YEAR
		COAST RAILWAY CO. OF NOVA SCOTIA. (1893, Ch. 154).	
	60-61 4	(No. 403) Subsidy Act.....	1897
3 Edw. VII	108	COAST YUKON RAILWAY COMPANY, incorporated.....	1903
	50-51 87	COBOURG, BLAIRTON AND MARMORA RAILWAY CO., incorporated.....	1887
		Operated by GRAND TRUNK RAILWAY.	
	52 62	COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY CO., incorporated.....	1889
54-55	90	" Charter revived and amended	1891
55-56	38	" Time for construction of extended; and limiting amount of bond issue.....	1892
57-58	68	" Time for construction of again extended.....	1894
62-63	61	" Time for construction further extended; issue of stock and debentures confirmed.....	1899
	53 2	(No. 201) Subsidy Act.....	1890
55-56	5	(" 249) " in addition to No. 201.....	1892
55-56	5	(No. 275) Subsidy Act in lieu of No. 201	1892
60-61	4	(" 378) " in lieu of No. 275	1897
	51 70	COLLINGWOOD AND BAY OF QUINTE RAILWAY CO., incorporated.....	1888
54-55	84	" Time for construction extended	1891
	53 87	COLUMBIA AND KOOTENAY RAILWAY CO., (1889, c. 21 and 35), declaring subject to legislative authority of Canada; power to lease to C.P.R.	1890
	56 45	" Extension of railway and branch lines authorized.....	1893
60-61	41	" Extension of railway and time limited for construction thereof.....	1897
1 Edw. VII	55	" Time for construction extended	1901
	53 2	(No. 222) Subsidy Act.....	1890
55-56	5	(" 243) ".....	1892
		Leased to CANADIAN PACIFIC RAILWAY.	

REIGN.	CHAP.		YEAR
60-61	66	COLUMBIA RIVER BRIDGE CO., incorporated.....	1897
	60	61 COLUMBIA AND WESTERN RAILWAY CO., (1896, Ch. 54), confirming incorporation by British Columbia Legislature; authority to lease or sell to Canadian Pacific Railway Co	1898
	62-63	63 " Limiting bond issue, and bonds to be first claim on Railway	1899
1 Edw. VII	56	" Power to issue bonds, and time for construction extended....	1901
4-5 Edw. VII	82	" Time for construction of railways extended.....	1905
Owned by CANADIAN PACIFIC RAILWAY.			
	63-64	57 COMOX AND CAPE SCOTT RAILWAY CO., incorporated.....	1900
	62-63	62 COMPAGNIE (La) DU CHEMIN DE FER DE COLONIZATION DU NORD, incorporated....	1899
2 Edw. VII	55	" Act of 1899 revived, and powers enlarged.....	1902
		COMPANIES (The) ACT; Incorporation by Letters Patent, R.S.C., chaps, 118 and 119, (1886.)	
	62-63	40 " Amended as to issue of preference stock.....	1899
2 Edw. VII	15	" Respecting the incorporation of Joint Stock Companies by Letters Patent, and establishing a tariff of fees.....	1892
		Vide Canada Gazette, Vol. XXXV, p. 2512, 1892.	
CONSOLIDATED RAILWAY ACT, 1903, and amendments. See RAILWAY ACTS.			
CORNWALLIS VALLEY RAILWAY CO. (N.S., 1887, Ch. 59).			
	50-51	24 (No. 128) Subsidy Act.....	1887
	52	3 (" 168)	1889
See DOMINION ATLANTIC RAILWAY.			

REIGN.	CHAP.		YEAR
	35 83	COTEAU AND PROVINCE LINE RAILWAY CO., incorporated.....	1872
	40 61	“ Authorizing change of terminus and extension of time for completion; may construct ferry	1877
	42 57	“ Amalgamated with Montreal and City of Ottawa Railway Co.....	1879
Now CANADA ATLANTIC RAILWAY.			
	61 62	COWICHAN VALLEY RAILWAY CO., incorporated.....	1898
	63-64 58	“ Time for construction extended	1900
4 Edw. VII	70	CRAWFORD BAY AND ST. MARY'S RAILWAY CO., incorporated	1904
	43 54	CREDIT VALLEY RAILWAY CO., (Ont. 1870-1, Ch. 38.) authority to connect with line of Northern Railway, and general powers	1880
	46 57	“ Power to lease to C. P. R. and to amalgamate with Ontario and Quebec Railway; continuation of running powers authorized; Leased to CANADIAN PACIFIC RAILWAY	1883
	46 77	CUMBERLAND COAL AND RAILWAY CO., incorporated.....	1883
	50-51 24	(No. 124) Subsidy Act	1887
3 Edw. VII	57	(“ 621) “ extension.....	1903

D

	61 98	DAWSON CITY ELECTRIC CO., incorporated.....	1898
	61 99	DAWSON CITY ELECTRIC LIGHTING AND TRAMWAY CO., incorporated.....	1898
	58-59 73	DESCHENES BRIDGE CO., incorporated	1895
	33 51	DETROIT RIVER TUNNEL CO., incorporated.....	1870
	35 85	“ Authority to issue bonds up to \$3,000,000 upon guarantees of other companies.....	1872

REIGN.	CHAP.		YEAR
	35 91	DETROIT RIVER RAILWAY AND BRIDGE CO., incorporated	1872
		See DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL CO.	
	36 89	DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL COMPANY, (1872, Ch. 91), power to construct bridge or tunnel; and time extended for construction	1873
	42 62	“ Time for construction again extended	1879
		Amalgamated with CANADA AND MICHIGAN BRIDGE AND TUNNEL COMPANY.	
		See CANADA SOUTHERN BRIDGE COMPANY.	
	51 91	DETROIT WINTER RAILWAY BRIDGE CO., incorporated.	1888
		DISTRIBUTION OF CARS.	
3 Edw. VII	33	See MANITOBA GRAIN ACT, 1900.....	1903
	57-58 69	DOMINION ATLANTIC RAILWAY CO. (1867, Ch. 36). Act to authorize the purchase of YAR- MOUTH AND ANNAPOLIS RAILWAY by WINDSOR AND ANNAPOLIS RAIL- WAY, and to change name to	1894
	58-59 47	“ Act to incorporate.....	1895
	61 8	“ Confirming award of Exchequer Court in favour of, on account of drawback of customs and import duties granted to Windsor and Annapolis Rail- way	1898
	63-64 59	“ Issue of existing capital stock confirmed. Acquisition of Windsor & Annapolis Rail- way, the Yarmouth & Anna- polis Railway and the Corn- wallis Valley Railway con- firmed; schedules A, B, and C confirmed. Other powers granted.....	1905
4-5 Edw. VII	85	“ Authorizing purchase of Mid- land Railway Company, Limi- ted, and issue of securities thereon	1905

DOMINION ATLANTIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	47 8	(No. 39) Subsidy Act (constructed by Government	1884
See MIDLAND RAILWAY COMPANY, LIMITED.			
4-5 Edw. VII	36	DOMINION (THE) CENTRAL RAILWAY CO., name of Kingston & Dominion Central Railway changed to	1905
		DOMINION COAL CO. (N.S. 1893, Ch. 145)	
55-56	5	(No. 262) Subsidy Act.....	1892
Now SYDNEY & LOUISBURG RAILWAY.			
		DOMINION EASTERN RAILWAY CO., (N.S. 1897, Ch. 81).	
60-61	4	(No. 399) Subsidy Act.	1897
	38 75	DOMINION RAILWAY EQUIPMENT CO., incorporated.....	1875
		DOMINION LIME CO. (Que. 1887, Ch. 63)	
50-51	24	(No. 108) Subsidy Act.....	1887
Now part of HEREFORD RAILWAY.			
	56 46	DRUMMOND COUNTY RAILWAY CO. (1886, Ch. 81), rights under Quebec charter confirmed; power to issue bonds, and to lease to C. P. R. or G. T. R., and time for construction extended.....	1893
62-63	6	“ Authorizing sale of to Government of Canada.....	1899
50-51	24	(No. 99) Subsidy Act.....	1887
	52 3	(“ 175) “ in addition to No. 99	1899
	53 2	(“ 214) “ additional	1890
55-56	5	(“ 292) “	1892
57-58	4	(“ 339) “	1894
60-61	4	(“ 406) “	1897
See INTERCOLONIAL RAILWAY.			
57-58	70	DULUTH, NEPIGON AND JAMES' BAY RAILWAY CO., incorporated	1894

E

EAST RICHELIEU VALLEY RAILWAY CO. (Que. 1890, Ch. 88).

60-61	4	(No. 395) Subsidy Act.....	1897
Sold to QUEBEC SOUTHERN RAILWAY.			

REIGN.	CHAP.			YEAR
	59	17	EDMONTON DISTRICT RAILWAY CO. incorporated	1896
	61	63	“ As to issue of bonds; line of rail- way described, and time for construction limited.....	1898
	62-63	64	“ Time for construction extended; name changed to EDMON- TON, YUKON AND PAC- IFIC RAILWAY.....	1899
	62-63	65	EDMONTON AND SASKATCHEWAN RAILWAY CO., incorporated	1899
	62-63	66	EDMONTON AND SLAVE LAKE RAIL- WAY CO., incorporated.....	1899
2 Edw. VII	61	“	Time for construction extended..	1902
3 Edw. VII	18	“	Amending clerical error.....	1903
4 Edw. VII	75	“	Time for construction extended..	1904
	62-63	64	EDMONTON, YUKON AND PACIFIC RAILWAY CO., name of EDMONTON DISTRICT RAILWAY changed to; time for construction extended.....	1899
2 Edw. VII	57	“	Power to enter into agreement with Canadian Northern Rail- way Co.....	1901
3 Edw. VII	116	“	Time for construction extended..	1903
4-5 Edw. VII	88	“	Time for construction of Rail- ways extended.....	1905
	62-63	7	(No. 455) Subsidy Act.....	1899
3 Edw. VII	57	(“ 572)	“ in lieu of No. 455..	1903
	57-58	71	EDMONTON STREET RAILWAY CO., incorporated	1894
4 Edw. VII	75	“	Head office to be at Edmonton; general powers enlarged.....	1904
	57-58	72	ELGIN AND HAVELOCK RAILWAY CO., incorporated.....	1894
3 Edw. VII	117	“	Describing line of railway au- thorized	1903
	46	25	(No. 15) Subsidy Act.....	1883
	51	3	(“ 144) “ rails	1888
	47	68	ERIE AND HURON RAILWAY CO., (1873, Ch. 70), declaring to be subject to legislative author- ity of Canada; time for com- pletion of certain works ex- tended	1884

ERIE AND HURON RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	53 59	“ As to line of Railway; issue of bonds; and power to lease to other companies.....	1890
	57-58 73	“ Time for construction extended..	1894
	62-63 67	“ Authorizing amalgamation with the Lake Erie and Detroit River Railway Co.....	1899
2 Edw. VII	69	“ Agreement with Lake Erie and Detroit River Railway Co. confirmed.....	1902
	47 8 (No. 30)	Subsidy Act.....	1884
	53 2 (“ 192)	“	1890
	36 86	ERIE AND NIAGARA RAILWAY CO., (1873, Ch. 86), as to construction of branch lines and other privileges.....	1873
	38 66	“ Power to amalgamate with Canada Southern Railway.....	1875
48-49	15	“ Arrangements with Canada Southern Railway; and time for completion extended.....	1885
	51 61	“ Powers revived, and time for construction of works again extended.....	1888
See CANADA SOUTHERN RAILWAY.			
	49 15	ESQUIMALT AND NANAIMO RAILWAY CO., (1875, Ch. 13) Act respecting curves on railway...	1886
	51 89	“ Ferry privileges on Straits of Fuca.....	1888
4-5 Edw. VII	90	“ Declared to be a work for the general advantage of Canada. Authority to amalgamate with Canadian Pacific Railway; agreement in schedule confirmed.....	1905
	47 6 (No. 44)	Subsidy Act, special.....	1884
Sold to CANADIAN PACIFIC RAILWAY.			
2 Edw. VII	62	ESSEX TERMINAL RAILWAY CO. incorporated.....	1902
4 Edw. VII	76	“ Time for construction extended..	1904
	38 71	EUROPEAN AND NORTH AMERICAN RAILWAY CO., (1869, Ch. 54), confirming agreement with European and North	

EUROPEAN AND NORTH AMERICAN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
		American Company of Maine for extension from St. John westward, and for other purposes	1875
52	38	EXCHEQUER COURT ACT, R.S.C., Ch. 135, (1886).	
		Amending above act as respects rules and orders; as to alterations or additions to works, and interest on moneys under judgment	1889
3 Edw. VII	21	“ Jurisdiction of respecting debts of railway companies.....	1903
3 Edw. VII	22	“ Sec. 3 of Chap. 38, of 1889, repealed	1903
52	13	EXPROPRIATION (the) ACT; power to take land and provisions respecting	1889
62-63	39	“ As to diversions of rivers, etc., and substitutes therefor; this section to apply to St. John Bridge and Railway Extension Co.	1899
3 Edw. VII	22	“ Authority to take land for limited time, and as to abandonment	1903
F			
1 Edw. VII	58	FORT QU'APPELLE RAILWAY CO., incorporated	1901
1 Edw. VII	59	“ Section 8 of above Act amended by omitting the word “electric”	1901
34	51	FREDERICTON AND ST MARY'S BRIDGE CO., incorporated....	1871
48-49	26	“ Charter revived and amended....	1885
4 Edw. VII	4	“ In default of payment of advances and interest on mortgage, property forfeited to Crown	1904
52	3	(Subsidy Act	1889
Now part of INTERCOLONIAL RAILWAY			

REIGN.	CHAP.		YEAR
G			
	35 62	GALT, TOWN OF, and GRAND TRUNK RAILWAY, agreement legalized	1872
	47 83	GANANOQUE, PERTH AND JAMES' BAY RAILWAY CO., incorporated	1884
	49 10	(No. 85) Subsidy Act.....	1886
	47 8	GATINEAU RAILWAY CO., (Que.) (No. 26) Subsidy Act.....	1884
See OTTAWA AND GATINEAU RAILWAY CO., (1905.)			
4-5 Edw. VII	95	GEORGIAN BAY AND SEABOARD RAILWAY CO., incorporated	1905
57-58	74	GLEICHEN, BEAVER LAKE AND VICTORIA RAILWAY CO., incorporated	1894
50-51	91	GODERICH AND CANADIAN PACIFIC JUNCTION RAILWAY CO., incorporated	1887
	53 51	" Name changed to GODERICH and WINGHAM RAILWAY	1890
	53 51	GODERICH AND WINGHAM RAILWAY CO., (1887, Ch. 91), name of GODERICH AND CANADIAN PACIFIC JUNCTION RAILWAY, changed to	1890
55-56	5	(No. 283) Subsidy Act.....	1892
GOVERNMENT RAILWAYS, CANADIAN, See INTERCOLONIAL and PRINCE EDWARD ISLAND RAILWAYS.			
	33 53	GRAND JUNCTION RAILWAY CO., charter revived	1870
ACTS OF THE PROVINCE OF CANADA.			
	16 37	GRAND TRUNK RAILWAY CO., incorporated	1852-53
	16 75	" Providing for construction of bridge across the St. Lawrence River at Montreal,—Victoria Bridge	1852-53

GRAND TRUNK RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR	
16	76	"	<i>Extending provisions of Railway Companies Union Act to Companies whose railways intersect the Main Trunk Line, under name of Grand Trunk Railway Company of Canada.....</i>	1853
18	33	"	<i>Amending 16 Vic., Ch. 37; amalgamation with Trois-Pistoles and other Railways and altering conditions of loan for Provincial Guarantee ...</i>	1854
18	174	"	<i>Further aid to.....</i>	1855
18	175	"	<i>Change of location in Toronto.....</i>	1855
19-20	111	"	<i>Additional aid to.....</i>	1856
20	11	"	<i>Additional aid to; Government Directors dispensed with and to facilitate completion of Company's works from Riviere du Loup to Sarnia.....</i>	1857
22	53	"	<i>Authorizing Company to construct a bridge on the St. Clair River at Sarnia.....</i>	1858
23	73	<i>Authorizing the Corporation of the City of Montreal to acquire a site upon which to erect a Terminus.....</i>		1860
25	56	"	<i>Act to re-organize Company bonding powers and "ARRANGEMENTS ACT".....</i>	1862
27	53	<i>Act to correct errors in "ARRANGEMENTS ACT, 1862".....</i>		1863
27	54	"	<i>Repealing 23 Vic., Ch. 73; and authorizing City of Montreal to aid Company in establishing a terminus in said City.....</i>	1863
27-28	85	"	<i>Enlarging powers of Montreal and Champlain Railroad Company; and to confirm agreement entered into to secure a permanent Railway City Station in Montreal (Schedule).....</i>	1865
29-30	92	"	<i>Confirming agreement between Company and Buffalo and Lake Huron Railway, (Schedule).....</i>	1866

REIGN.	CHAP.		YEAR
	31 19	GRAND TRUNK RAILWAY CO. OF CANADA, Arrangements Act of 1862 amended	1867
	33 49	“ Agreement of 1870 with Buffalo and Lake Huron Railway Co. confirmed	1870
	35 62	“ Agreement with Town of Galt legalized	1872
	35 63	“ Agreement with International Bridge Co. legalized.....	1872
	35 64	“ Consolidation of charges upon Montreal and Champlain Railway, and power to create mortgage and issue bonds thereon	1872
	36 18	“ Arrangements Act, 1862, provisions extended.....	1873
	37 65	“ Consolidation of mortgages; to raise further capital and establish superannuation.....	1874
	41 25	“ Accident insurance for employees, etc.....	1878
	42 11	“ Purchase by Government of Rivière du Loup Section.....	1879
	43 8	“ Agreement for purchase of Rivière du Loup Section ratified....	1880
	44 37	“ Fixing time for holding annual meetings, and explaining sections of Arrangements Act 1873	1881
	46 54	“ Arrangement with North Shore Railway	1883
	47 52	“ Power to double track portions of railway; to issue consolidated debenture stock; conversion of Great Western Railway preference stock, and amalgamation of Company. .	1884
	47 53	“ Authorizing transfer of Welland Railway to.....	1884
	50-51 57	“ Issue and rank of consolidated debenture stock; power to acquire lands in Lambton Co..	1887
	51 58	“ Power to issue consolidated debenture stock and application thereof.....	1888
	51 59	“ Agreement with Canada Southern and London and Port Stanley Railways	1888

GRAND TRUNK RAILWAY CO. OF CANADA— <i>Continued.</i>			
REIGN.	CHAP.		YEAR
	53 48	“ Further issue of consolidated debenture stock to be applied to St. Clair Tunnel and other works named.....	1890
	53 49	“ Authority to construct branch line at Hamilton	1890
	54-55 69	“ As to construction of railway in Lambton Co.....	1891
	55-56 39	“ Northern and Pacific Junction Railway to form part of; further issue of consolidated debenture stock; and power to acquire Nipissing and James' Bay Railway	1892
	56 47	“ Confirming agreements with certain railway companies; power as to issue of consolidated debenture stock.....	1893
	56 48	“ Agreement with Canadian Pacific Railway and City of Toronto	1893
	59 18	“ Confirming lease of portion of, to St. Lawrence and Adirondack Railway Company.....	1896
	60 6	“ Confirming agreement with Canadian Pacific Railway, <i>re</i> Hamilton Junction.....	1896
	60-61 42	“ Advances to Chicago and Grand Trunk Railway; further as to issue of consolidated debenture stock.....	1897
	61 12	“ As to payments on subsidy account towards reconstruction of Victoria Bridge.....	1898
	62-63 5	“ Confirming agreement with Her Majesty to secure extension of Intercolonial Railway system to City of Montreal.....	1899
1 Edw. VII	60	“ Confirming agreement with Grand Trunk Western Railway Co. for interest guaranty	1901
1 Edw. VII	61	“ Confirming agreement between Cincinnati, Saginaw and Mackinaw R. R. Co. and G. T. R. and allied lines.....	1901
3 Edw. VII	121	“ Power to issue 4 per cent. guaranteed stock.....	1903

GRAND TRUNK RAILWAY CO. OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	16	“ Respecting an arbitration between His Majesty and the Grand Trunk Railway Co. of Canada	1904
4-5 Edw. VII	75	“ Authority to acquire shares and securities of Canada Atlantic Railway Company and Canada Atlantic Transit Co., and may guarantee securities.....	1905
4-5 Edw. VII	15	“ Amending Act respecting arbitration between His Majesty and Co.; as to claims to be adjudicated upon, and competence of arbitrator after appointment as Railway Commissioner	1905
60-61	4 (No. 410)	Subsidy Act, Victoria Bridge	1897
63-64	8 (“ 491)	“ “	1900
63-64	8 (“ 515)	“ Farnham to Frelighsburg	1900
3 Edw. VII	122	GRAND TRUNK PACIFIC RAILWAY CO., incorporated	1903
3 Edw. VII	71	“ Confirming agreement with Dominion Government for construction of National Trans-continental Railway.....	1903
4 Edw. VII	80	“ Confirmation of two agreements in respect of National Trans-continental Railway.....	1904
4-5 Edw. VII	98	“ Mortgages in schedules A, B, & C, confirmed, also as to limitation of bond issue.....	1905
50-51	66	GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY CO. (1885, Ch. 184), extending time for construction fixed by Act of Ontario Legislature, and authority to construct branch lines.....	1887
53	63	“ As to construction of branch lines	1890
56	49	“ Time for construction of branch lines extended; and as to issue of mortgage bonds.....	1893
52	3 (No. 178)	Subsidy Act.....	1889
56	2 (“ 306)	“ in lieu of No. 178 ..	1893
Operated by GRAND TRUNK RAILWAY.			

REIGN.	CHAP.		YEAR
2 Edw. VII	91	GRAND (The) VALLEY RAILWAY CO., name of PORT DOVER, BRANTFORD, BERLIN & GODERICH RAILWAY CO. changed to	1902
45	73	GREAT AMERICAN AND EUROPEAN SHORT LINE RAILWAY CO., incorporated.....	1882
47	55	" Name changed to Montreal and European Short Line Railway Company.	1884
46	25	(No. 9) Subsidy Act.....	1883
45	71	GREAT EASTERN RAILWAY CO., in- corporated	1882
46	61	" Increasing capital stock to \$6, 000,000; and limitation of time for construction	1883
54-55	98	" Division into sections, power to lease to certain companies, and limiting time for complet- tion	1891
60-61	43	" Time for completion again ex- tended; power to lease to cer- tain other companies, etc.....	1897
49	10	(No. 88) Subsidy Act.....	1886
50-51	24	(" 114) " additional	1887
52	3	(" 174) " "	1889
53	2	(" 213) " bridges, Nicolet and St. Francis	1890
54-55	8	(" 235) " revote, unpaid bal- ance of No. 144	1891
56	2	(" 296) " in lieu of No. 174..	1893
47	64	GREAT NORTHERN RAILWAY CO. OF CANADA, (1882, Ch. 23), declaring subject to legislative authority of Canada; issue of bonds and power to amalga- mate with other railway com- panies	1884
55-56	40	Incorporation; general powers; and authority to bridge Ottawa River	1892
60-61	44	Time extended for completion; and confirming agreement with Quebec and James' Bay Railway	1897

GREAT NORTHERN RAILWAY CO. OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR		
	62-63	35	"	Confirming agreement with Quebec Harbour Commissioners for guarantee of interest on Company's bonds. (Schedule)	1899
	62-63	68	"	Time for construction extended; and name changed to GREAT NORTHERN RAILWAY OF CANADA	1899
1 Edw. VII	62		"	Bonds on railway and bridge over Ottawa River to rank equally	1901
4-5 Edw. VII	99		"	Line of railway authorized; issue of securities; time for construction limited. Authority to enter into agreement with other companies named. Mortgage in schedule confirmed	1905
	47	8	(No. 33)	Subsidy Act	1884
	47	8	(" 37)	"	1884
	49	10	(" 72)	"	1886
	49	10	(" 79)	"	1886
	52	3	(" 154)	" in lieu of No. 79	1889
	53	2	(" 215)	"	1890
	54-55	8	(" 231)	" revote, unpaid balance of No. 72	1891
	56	2	(" 308)	" revote, unpaid balance of No. 231	1893
	56	2	(" 309)	" in lieu of No. 215	1893
	57-58	4	(" 346)	" in addition to No. 308	1894
	57-58	4	(" 371)	" in lieu of No. 308	1894
	60-61	4	(" 380)	" additional	1897
	60-61	4	(" 405)	"	1897
	60-61	4	(" 407)	" revote unpaid balances	1897
	60-61	4	(" 413)	" bridge across Ottawa River	1897
	62-63	7	(" 416)	" additional and revote	1899
	62-63	7	(" 473)	" bridges	1899
	62-63	7	(" 474)	" bridges	1899
	62-63	7	(" 475)	" bridges	1899
	63-64	8	(" 511)	" additional branch line	1900
3 Edw. VII	57		(" 618)	" Garneau Junction to Quebec Bridge	1903
4 Edw. VII	34		(" 632)	" in lieu of 618	1904

REIGN.	CHAP.		YEAR
	37 73	GREAT NORTH-WEST RAILWAY CO., incorporated	1874
		See GREAT NORTH-WEST CENTRAL RAILWAY.	
	51 85	GREAT NORTH - WEST CENTRAL RAILWAY CO., charter au- thorized by 49 V. c. 11, con- firmed; land subsidy.....	1888
	52 67	“ Repealing 26th section of char- ter	1889
	53 81	“ As to number of directors.....	1890
	54-55 80	“ Correction of error in 53 V. c. 81	1891
	58-59 48	“ Time for completion extended...	1895
	60-61 45	“ Time for completion again ex- tended; and may extend to Brandon	1897
	61 64	“ As to issue and rank of preferen- tial bonds, and settlement of claims and disputes, power to convey or lease to certain other Railway Companies.....	1898
	62-63 69	“ Time for construction extended conditionally	1899
1 Edw. VII	63	“ Time for construction further ex- tended	1901
3 Edw. VII	124	“ Powers of construction revived..	1903
		See SOURIS AND ROCKY MOUNTAIN and NORTH-WEST CENTRAL RAILWAYS, Owned by CANADIAN PACIFIC RAILWAY.	
4-5 Edw. VII	100	GREAT (THE) WEST RAILWAY CO., name of the NORTH-WEST COAL AND COKE RAIL- WAY CO., changed to.....	1905
	32-33 61	GREAT WESTERN RAILWAY CO., (4 Wm. IV, Ch. 29), agreement with Dominion Government respecting financial affairs of, confirmed	1869
	32-33 62	“ Conversion of preference shares, etc.	1869
	33 50	“ Amending incorporation as to general powers; and as to change of gauge	1870
	34 44	“ Consolidating financial affairs of Company	1871
	35 65	“ Power to extend and improve connections	1872

GREAT WESTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR	
	36 83	"	May enter into agreements with other companies, and issue bonds thereunder.....	1873
	37 66	"	To extend connections, and confirm issue of debentures.....	1874
	38 72	"	Agreement with Bridge Co.'s.....	1875
	38 64	"	Defining powers of Directors.....	1875
	39 46	"	Respecting capital, charges and liabilities.....	1876
	43 49	"	Establishment of various funds	1880
	45 66	"	Borrowing powers enlarged; payment of bonds; bonds of Wellington, Grey and Bruce Railway; establishment of superannuation fund, etc.....	1882
	47 52	"	Amalgamated with GRAND TRUNK RAILWAY.....	1884
	36 88	GREAT WESTERN AND LAKE ONTARIO SHORE JUNCTION RAILWAY CO., incorporated	1873	
	39 48	"	Time for construction extended	1876
	43 50	"	Time for commencement and completion again extended.....	1880
	46 65	"	Time for commencement and completion again extended.....	1883
48-49	18	"	Time for completion again extended	1885
	51 56	"	Time for completion further extended	1888
	51 90	G R E N V I L L E INTERNATIONAL BRIDGE CO., incorporated....	1888	
3 Edw. VII	125	GUELPH AND GEORGIAN BAY RAILWAY CO., incorporated.....	1903	
4-5 Edw. VII	101	"	Time for construction extended	1905
4 Edw. VII	81	GUELPH AND GODERICH RAILWAY CO., incorporated	1904	
	47 79	GUELPH JUNCTION RAILWAY CO., incorporated	1884	
	49 69	"	Reducing capital stock; time for completion extended.....	1886
50-51	59	"	Authority to extend line.....	1887
54-55	73	"	Agreement with Canadian Pacific Railway	1891
57-58	75	"	Time for construction extended	1894
	59 19	"	Time for construction further extended	1896

GUELPH JUNCTION RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	64	" Time for construction further extended	1901
4 Edw. VII	82	" Extension authorized, and bond issue limited	1904
50-51	24 (No. 105)	Subsidy Act.	1887
Leased to CANADIAN PACIFIC RAILWAY.			

GULF SHORE RAILWAY CO. (N.B. 1894, Ch. 73).

57-58	4 (No. 374)	Subsidy Act.	1894
60-61	4 (" 383)	" additional	1897

H

42	10	HALIFAX CITY RAILROAD CO., confirming rights of Company under Acts of Legislature of Nova Scotia.	1879
		HALIFAX COTTON CO. (N.S. 1870, Ch. 58).	
51	3	(No. 146) Subsidy Act, rails.	1888
		HALIFAX AND SOUTH - WESTERN RAILWAY CO. (N.S. 1902, Ch. 1).	
3 Edw. VII	57	(No. 567) Subsidy Act.	1903
3 Edw. VII	57	(" 619) "	1903
		HALIFAX AND YARMOUTH RAILWAY CO. (N.S. 1886, Ch. 1).	
1 Edw. VII	7	(No. 520) Subsidy Act.	1901
See COAST RAILWAY OF NOVA SCOTIA.			
		HAMILTON BRIDGE CO.	
1 Edw. VII	7	(No. 524) Subsidy Act, towards bridge.	1901
50-51	63	HAMILTON CENTRAL RAILWAY CO., name of Hamilton, Guelph and Buffalo Railway changed to.	1887
	52	76 " Time for construction extended.	1889
3 Edw. VII	126	HAMILTON, GALT AND BERLIN RAILWAY CO., incorporated.	1903
4-5 Edw. VII	102	" Line of Railway authorized, and time for construction extended. Name changed to "The Hamilton, Galt and Guelph Railway Co.	1905

REIGN.	CHAP.		YEAR
4-5 Edw.	VII 102	HAMILTON, (THE) GALT AND GUELPH RAILWAY CO., see Hamilton, Galt and Berlin Railway Co.	1905
48-49	22	HAMILTON, GUELPH AND BUFFALO RAILWAY CO., incorporated	1885
50-51	63	“ Charter amended and name changed to Hamilton Central Railway Co.	1887
47	63	HAMILTON AND NORTH-WESTERN RAILWAY CO. (1869, Ch. 36) authority to enter into agreement with Northern and Pacific Junction Railway; also with Northern Railway; and as to issue of debenture stock	1884
See NORTHERN RAILWAY OF CANADA, 1881.			
HAMPTON AND ST. MARTINS RAILWAY.			
See CENTRAL RAILWAY CO. of NEW BRUNSWICK.			
HARVEY BRANCH RAILWAY CO. (N.B. 1878, Ch. 98).			
50-51	24	(No. 103) Subsidy Act.....	1887
57-58	4	(“ 332) “ revote, unpaid balance of No. 103	1894
50-51	93	HEREFORD BRANCH RAILWAY CO., incorporated	1887
51	81	“ Authority to increase capital stock; to extend line, and name changed to HEREFORD RAILWAY	1888
51	81	HEREFORD RAILWAY CO., name of Hereford Branch Railway changed to.....	1888
53	72	“ Authority to construct branch line, and issue of stock and bonds thereon limited.....	1890
53	73	“ Authority to enter into agreement for lease of, to Maine Central Railway.....	1890
63-64	60	“ Head office to be at City of Sherbrooke, Que.....	1900
49	10	(No. 73) Subsidy Act.....	1886
52	3	(“ 179) “ additional.....	1889
Operated by MAINE CENTRAL RAILWAY.			

REIGN.	CHAP.		YEAR
62-63	70	HUDSON'S (THE) BAY AND NORTH-WEST RAILWAYS CO., name of Hudson's Bay and Yukon Railways and Navigation Co., changed to.....	1899
2 Edw. VII	63	" Time for construction limited....	1902
4 Edw. VII	84	" Power to enter into agreement with Trans-Canada; Quebec and Lake St. John, and Manitoba Railway Co.'s, and time for construction extended.....	1904
See HUDSON'S BAY AND YUKON RAILWAYS AND NAVIGATION CO.			
3 Edw. VII	128	HUDSON'S BAY AND OCCIDENTAL RAILWAY CO., incorporated	1903
	60 7	HUDSON'S BAY AND PACIFIC RAILWAY CO., incorporated.....	1896
	61 65	" Time for construction extended	1898
1 Edw. VII	65	" Time for construction further extended.....	1901
3 Edw. VII	129	" Time for construction further extended.....	1903
4-5 Edw. VII	104	" Time for construction extended	1905
	60-61 46	HUDSON'S BAY AND YUKON RAILWAYS AND NAVIGATION CO., incorporated.....	1897
	62-63 70	" General corporate powers granted; name changed to "THE HUDSON'S BAY AND NORTH-WEST RAILWAYS COMPANY.....	1899
	60-61 39	HULL ELECTRIC CO., agreement with CANADIAN PACIFIC RAILWAY for lease of Aylmer Branch.....	1897
	62-63 59	" Confirming agreement with Canadian Pacific Railway Co., re Aylmer Branch. (Schedule).	1899
Owned by CANADIAN PACIFIC RAILWAY CO.			
	44 49	HULL MINES RAILWAY CO., incorporated.....	1881
3 Edw. VII	131	HURON, ERIE AND BUFFALO RAILWAY CO., incorporated	1903

REIGN.	CHAP.		YEAR
	59 20	HURON AND ONTARIO RAILWAY CO., incorporated.....	1896
3 Edw. VII	130	" Time for construction extended, authority to construct branch line.....	1903
4 Edw. VII	85	" To amend section 11 of chapter 20 of 59 Vic., re-issue of securities.....	1904

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2 Edw. VII	64	INDIAN RIVER RAILWAY CO., incorporated.....	1902
3 Edw. VII	57	(No. 622) Subsidy Act.....	1903
3 Edw. VII	21	INSOLVENT RAILWAY COMPANIES, jurisdiction of Exchequer Court respecting	1903

COLONIAL

31	3	INTERNATIONAL RAILWAY, provisions in Union Act, sec. 145	1867
31	16	" Imperial Act, respecting loan for	1867
31	13	" Providing for construction of	1867
31	68	" Application of Railway Act to	1867
36	45	" Authority to change gauge and lay third rail.....	1873
37	15	" Transfer of construction of to Department of Public Works; sec. 3, 31 V. c. 13, repealed	1874
38	22	" Describing lines which shall constitute the Intercolonial Railway.....	1875
39	16	" As to line from Richmond Station to Halifax.....	1876
40	46	" The Truro and Pictou Railway Transfer Act.....	1877
42	10	" Confirming rights of Halifax City Railroad Company under Acts of Nova Scotia	1879
42	11	" Authorizing purchase of Rivière du Loup Section from Grand Trunk Railway.....	1879
42	12	" Amending the Truro and Pictou Railway Transfer Act, 1877	1879
43	8	" Confirming agreement with Grand Trunk Railway for purchase of Rivière du Loup Section.....	1880

~~INTERNATIONAL~~ ^{colonial} RAILWAY—Continued.

REIGN.	CHAP.		YEAR
	44 25	“ Consolidation of Acts respecting Government Railways.....	1881
	45 16	“ Transfer of Windsor Branch to Nova Scotia.....	1882
	49 13	“ Respecting extension from Stellarton to Pictou.....	1886
	54-55 50	“ Describing works which constitute Intercolonial Railway	1891
	62-63 5	“ Confirming agreement with Grand Trunk Railway Co., of Canada, to secure extension of system to City of Montreal	1899
	62-63 6	“ Authorizing purchase of Drummond County Railway by Government of Canada.....	1899
3 Edw. VII	55	“ Section 7 of Railway Labour Disputes Act, providing for settlement of differences with employees.....	1903
4 Edw. VII	4	“ Act authorizing Government of Canada to purchase Canada Eastern Railway and to take possession of Fredericton & St. Mary's Railway Bridge	1904
4-5 Edw. VII	36	“ Government railways to have running powers over Grand Trunk Railway between Montreal and Coteau and over Canada Atlantic Railway System. Tariffs and conditions to be determined by Board of Railway Commissioners.....	1905
	45 14 (No. 4)	4) Subsidy Act, Oxford to New Glasgow.....	1882
	47 8 (No. 21)	21) Subsidy Act, Oxford Station to Sydney or Louisburg, to provide for construction of...	1884
	47 8 (No. 43)	43) Subsidy Act, Derby Station to Indiantown.....	1884
3 Edw. VII	57 (No. 597)	597) Subsidy Act, Amount in Estimates.....	1904
	52 38	INTEREST, Allowance of under judgments of the Exchequer Court	1889

REIGN.	CHAP.		YEAR
32-33	65	INTERNATIONAL BRIDGE CO., (1857, Ch. 227), reviving powers granted by Provincial Charter; extending time for completion; authority to amalgamate with other companies	1869
	35 63	" Agreement with Grand Trunk Railway.....	1872
	42 63	" Authority to increase capital	1879
4-5 Edw. VII	108	INTERNATIONAL BRIDGE & TERMINAL CO., incorporated....	1905
2 Edw. VII	43	INTERNATIONAL RAILWAY COMPANY, Name of Buffalo Railway changed to.....	1902
	40 59	INTERNATIONAL RAILWAY CO., name of St. Francis and Megantic International Railway changed to.....	1877
	44 40	" May acquire, amalgamate or sell or lease to other railways; and as to stock, bonds, etc.....	1881
	47 56	" Powers as to issue of bonds and security therefor.....	1884
	46 25	(No. 10) Subsidy Act.....	1883
	53 2	(" 209) " revote unpaid balance of No. 10.....	1890
Leased to CANADIAN PACIFIC RAILWAY.			
INTERNATIONAL RAILWAY CO. OF NEW BRUNSWICK, (Letters Patent).			
3 Edw. VII	57	(No. 558) Subsidy Act, in lieu of 384, 527 and 542.....	1903
3 Edw. VII	57	(No. 603) Subsidy Act, additional.....	1903
See RESTIGOUCHE & WESTERN RAILWAY.			
58-59	49	INTERNATIONAL RADIAL RAILWAY CO., incorporated.....	1895
	59 21	" Power to extend lines, and limitation of time for construction	1896
	61 66	" Time extended for commencement of railway.....	1898
	35 72	INTER-OCEANIC RAILWAY CO., incorporated.....	1872
4 Edw. VII	87	INTER-PROVINCIAL BRIDGE CO. OF NEW BRUNSWICK, incorporated.....	1904

Railway

REIGN.	CHAP.		YEAR
	53 92	INTER-PROVINCIAL BRIDGE CO., incorporated.....	1890
	60-61 4	(No. 414) Subsidy Act, bridge from Hull to Ottawa.....	1897
	63-64 8	(No. 492) Subsidy Act, Additional to- wards bridge.....	1900

See PONTIAC PACIFIC JUNCTION RAILWAY.

See OTTAWA INTER-PROVINCIAL BRIDGE COMPANY.

Owned by CANADIAN PACIFIC RAILWAY.

1 Edw. VII	66	INTERPROVINCIAL AND JAMES BAY RAILWAY COMPANY, in- corporated.....	1901
4-5 Edw. VII	109	" Time for construction and com- pletion extended.....	1905
3 Edw. VII	57	(No. 586) Subsidy Act.....	1903

INTOXICATING LIQUOR, respecting
sale of in the vicinity of pub-
lic works, R. S. C., Sec. 13,
Chap. 151, 1886.

INVERNESS AND RICHMOND RAIL-
WAY CO. (N.S., 1887, Ch. 60)

	53 2	(No. 208) Subsidy Act	1890
	55-56 5	(" 251) " in lieu of No. 208	1892
	57-58 4	(" 357) "	1894
	60-61 4	(" 400) " in lieu of No. 357	1897
	63-64 8	(" 502) " additional.	1900
1 Edw. VII	7	(" 523) " in lieu of Nos. 400 and 502.....	1901
3 Edw. VII	57	(" 568) Subsidy Act, in lieu of No. 400	1903

See INVERNESS & RICHMOND RY. & COAL CO., LTD.

See BOSTON AND NOVA SCOTIA COAL AND
RAILWAY CO.

See MABOU & GULF RAILWAY CO., LIMITED.

IRONDALE, BANCROFT AND OTTA-
WA RAILWAY CO. (Ont.,
1880, Ch. 67).

	47 8	(No. 24) Subsidy Act.....	1884
	52 3	(" 159) " revote, unpaid bal- ance of No. 24.....	1889
	56 2	(" 301) Subsidy Act revote, unpaid bal- ance of No. 159.....	1893
	60-61 4	(" 412) Subsidy Act in lieu of No. 301	1897
3 Edw. VII	57	(" 576) " extension to Ren- frew.....	1903

REIGN.	CHAP.		YEAR
J			
JACQUES CARTIER UNION RAILWAY CO., (Que., 1880, Ch. 50).			
	47 8	(No. 34) Subsidy Act	1884
	50-51 24	(“ 110) “	1887
	56 2	(“ 313) “ in lieu of No. 110	1893
Operated by GRAND TRUNK RAILWAY.			
	58-59 50	JAMES' BAY RAILWAY CO., incorporated.....	1895
	60-61 47	“ Power to extend line; general powers, and time limited for construction of railway.....	1897
	62-63 71	“ Time for construction extended	1899
2 Edw. VII	65	“ Time for construction extended and limited.....	1902
4 Edw. VII	88	“ Power to amalgamate with the Great Northern Railway of Canada; the Chateauguay and Northern; and the Irondale, Bancroft and Ottawa Railway Companies; and time for construction extended.....	1904
4-5 Edw. VII	110	“ Power to change name. Lines of railway authorized; issue of securities; agreements with other companies authorized, and time for construction extended.....	1905
	62-63 7	(No. 438) Subsidy Act	1899
2 Edw. VII	8	(“ 483) “	1900
3 Edw. VII	57	(“ 583) “ in lieu of 483.....	1903
JOGGINS RAILWAY CO. (N.S., 1883, Ch. 76).			
	49 10	(No. 76) Subsidy Act	1886
	50-51 24	(“ 100) additional.....	1887
	52 3	(“ 161) “	1889
	57-58 4	(“ 334) “ in lieu of No. 161	1894
3 Edw. VII	57	(“ 565) “ in lieu of No. 334	1903
Now CANADA COALS AND RAILWAY CO.			
JOINT STOCK COMPANIES ACT, R. S.C.O., chap. 118, 1886.			
Incorporation by Letters Patent R.S.C., chap. 119, 1886.			
	62-63 40	“ Amended as to issue of preference stock.....	1889
2 Edw. VII	15	“ Provisions for incorporation by Letters Patent.....	1902

JOINT STOCK COMPANIES ACT—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	5	“ Amending Act as respects contractors for railways, etc., and as to borrowing on promissory notes.....	1904
3 Edw. VII	135	JOLIETTE AND LAKE MANUAN COLONIZATION RAILWAY COMPANY, incorporated.....	1903
4-5 Edw. VII	111	“ Time for construction extended	1905
3 Edw. VII	57	(No. 552) Subsidy Act, revote.....	1903
		JOLIETTE AND ST. JEAN DE MATHA RAILWAY CO., (Que., 1888, Ch. 91 and 102).	
	55-56	2 (No. 284) Subsidy Act	1892
	57-58	4 (“ 323) “ in lieu of No. 284	1894
	57-58	4 (“ 345) “ additional.....	1894
		See ST. GABRIEL DE BRANDON ET STE. EMELIE DE L'ENERGIE RAILWAY COMPANY.	

K

1 Edw. VII	67	KAMLOOPS AND ATLIN RAILWAY CO., incorporated.....	1901
	60-61	48 KASLO AND LARDO-DUNCAN RAILWAY CO., incorporated.....	1897
	63-64	61 “ Time for construction extended	1900
4-5 Edw. VII	113	“ Time for completion extended	1905
	63-64	8 (No. 496) Subsidy Act	1900
1 Edw. VII	7	(“ 543) “ in lieu of 496.....	1901
		See KOOTENAY & ARROWHEAD RAILWAY, Leased to CANADIAN PACIFIC RAILWAY.	
		KENT NORTHERN RAILWAY CO., (N.B.)	
	51	3 (No. 145) Subsidy Act, rail	1888
1 Edw. VII	68	KETTLE RIVER VALLEY RAILWAY CO., incorporated.....	1901
3 Edw. VII	138	“ May enter into agreement for sale or lease to other companies	1903
4 Edw. VII	89	“ Authority to construct additional lines of railway; time for construction extended....	1904
3 Edw. VII	57	(No. 611) Subsidy Act.....	1903

REIGN.	CHAP.		YEAR	
	50-51	83	KINCARDINE AND TEESWATER RAILWAY CO., incorporated	1887
	50-51	84	" Amended as to incorporators; description of line of railway	1887
		51	77 " Extension of line authorized, and time for construction extended; fixing capital stock	1888
4 Edw. VII	90		KINGSTON AND DOMINION CENTRAL RAILWAY CO. n- corporated	1904
4-5 Edw. VII	86		" Branch lines authorized, time for construction limited; name changed to "The Dominion Central Railway Company"	1905
	53	62	KINGSTON, NAPANEE AND WESTERN RAILWAY CO., name changed from NAPANEE, TAMWORTH AND QUEBEC RAILWAY	1890
	59	15	" Amalgamation with Bay of Quinte Railway and Navigation Company.....	1896
55-56	5	(No. 256)	Subsidy Act	1892
55-56	5	(" 273)	" for extensions	1892
			See BAY OF QUINTE RAILWAY AND NAVIGATION CO.	
	34	49	KINGSTON AND PEMBROKE RAILWAY CO., incorporated.	1871
	42	61	" Authority to construct branch lines; and as to issue of first preference bonds.....	1879
	46	64	" Capital may be increased, and certain branch lines built	1883
	47	59	" Increase of power as to issue of bonds, and as to bond issue in respect of branch lines.....	1884
	52	77	" Agreement with Napanee, Tamworth and Quebec Railway and the City of Kingston...	1889
	52	78	" Time for completion extended powers of expropriation not revived	1889
58-59	51		" Time for completion of railway and branches again extended	1895
	61	67	" Time for completion extended; as to redemption of first preference bonds, and issue of new debentures. (Schedules A. & B.....	1898

KINGSTON AND PEMBROKE RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
2 Edw. VII	66	" Time for construction limited; bond issue.....	1902
3 Edw. VII	139	" Time for completion extended	1903
	47 8	(No. 32) Subsidy Act,.....	1884
	62-63 7	(" 464) " additional.....	1899
	63-64 8	(" 485) " branch line.....	1900
1 Edw. VII	7	(" 532) " additional.....	1901
Owned by CANADIAN PACIFIC RAILWAY.			
54-55	66	KINGSTON AND PONTIAC RAILWAY CO., incorporated.....	1891
50-51	88	KINGSTON, SMITH'S FALLS AND OTTAWA RAILWAY CO., incorporated.....	1887
	52 79	" As to issue of first and second preference bonds; limitation of time for construction.....	1889
54-55	95	" Time for construction extended; power to increase issue of bonds.....	1891
	59 22	" Time for construction again extended.....	1896
4-5 Edw. VII	114	" Powers of company continued: time for completion limited	1905
	52 3	(No. 171) Subsidy Act.....	1889
	53 2	(" 198) " additional.....	1890
54-55	8	(" 239) " in lieu of 171 and 198 (annual).....	1891
55-56	5	(" 264) Subsidy Act, in lieu of above	1892
60-61	4	(" 376) " in lieu of No. 264	1897
62-63	72	KLONDIKE MINES RAILWAY CO., incorporated.....	1899
1 Edw. VII	69	" Time for construction extended	1901
3 Edw. VII	140	" Time for commencement and completion limited.....	1903
3 Edw. VII	57	(No. 61 ⁵) Subsidy Act.....	1903
1 Edw. VII	70	KOOTENAY AND ARROWHEAD RAILWAY CO., incorporated	1901
1 Edw. VII	7	(No. 543) Subsidy Act.....	1901
4 Edw. VII	34	(" 636)) " in lieu of 543.....	1904
Leased to CANADIAN PACIFIC RAILWAY.			
49	83	KOOTENAY AND ATHABASKA RAILWAY CO., incorporated	1886
52	49	" Repeal of 49 V. c. 83, and Company again incorporated.....	1889

REIGN.	CHAP.		YEAR
3 Edw. VII	141	KOOTENAY, CARIBOO AND PACIFIC RAILWAY CO., incorporated.....	1903
4-5 Edw. VII	115	" Time for construction of railway extended.....	1905
1 Edw. VII	71	KOOTENAY CENTRAL RAILWAY CO., incorporated.....	1901
3 Edw. VII	142	" Time for construction extended.....	1903
4 Edw. V.I	91	" Time for construction further extended.....	1904
3 Edw. VII	57	(No. 610) Subsidy Act.....	1903

L

4-5 Edw. VII	167	LA COMPAGNIE DU CHEMIN DE FER ELECTRIQUE DE TROIS-RIVIERES, ST. MAURICE, MASKINONGE ET CHAMPLAIN, incorporated.....	1905
52	55	LAC SEUL RAILWAY CO., incorporated.....	1889
53	4	(No. XX.) Subsidy Act, land.....	1890
45	83	LAKE ATHABASKA AND HUDSON BAY RAILWAY CO., incorporated.....	1882
61	68	LAKE BENNETT AND KLONDIKE RAILWAY AND TRAMWAY CO., incorporated.....	1898
54-55	88	LAKE ERIE AND DETROIT RIVER RAILWAY CO., name changed from LAKE ERIE, ESSEX AND DETROIT RIVER RAILWAY.....	1891
56	50	" Confirming agreement with Provincial Company of same title.....	1893
57-58	76	" Confirming agreement with London and Port Stanley Railway and the City of London.....	1894
59	23	" Authorizing extension to Fort Erie; and limiting time for construction.....	1896
61	69	" Time extended for construction of Railway.....	1898
62-63	67	" Authorizing amalgamation of Erie and Huron Railway Company with.....	1899
63-64	62	" Time for construction extended.....	1900

LAKE ERIE AND DETROIT RIVER RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
2 Edw. VII	69	“ Agreements A. & B. with Erie and Huron Railway confirmed. Time for construction further extended	1902
3 Edw. VII	143	“ Lines of railway authorized....	1903
4 Edw. VII	92	“ Time for construction extended	1904
	53	2 (No. 196) Subsidy Act	1890
	55-56	5 (“ 241 “ in lieu of 196.....	1892
	62-63	7 (“ 463) “ additional.....	1899
48-49	21	LAKE ERIE, ESSEX AND DETROIT RIVER RAILWAY CO., incorporated.....	1885
	49	10 (No. 69) Subsidy Act	1886
	50-51	24 (“ 133) “ in lieu of No. 69	1887
See LAKE ERIE AND DETROIT RIVER RAILWAY.			
	52	57 LAKE MANITOBA RAILWAY AND CANAL CO., incorporated....	1889
	53	79 “ Authorizing extension of line....	1890
	55-56	41 “ Re-incorporation of Company; general powers.....	1892
	58-59	52 “ Authorizing agreement with Manitoba and Northwestern Railway, and location and extension of railway.....	1895
	58-59	8 “ Authority to transfer half of annual subsidy of Winnipeg and Hudson Bay Railway Company to Company constructing line described.....	1895
	60-61	49 “ Confirming agreement with Manitoba and Northwestern Railway Company.....	1897
	61	70 “ Authority to enter into an agreement to amalgamate with Manitoba and Northwestern, Winnipeg Great Northern, or Manitoba South-Eastern Railway Companies.....	1898
	52	4 (No. XVI.) Subsidy Act, land	1889
	53	4 (“ XXIII.) “	1890
Now CANADIAN NORTHERN RAILWAY.			
57-58	77	LAKE MEGANTIC RAILWAY CO., incorporated.....	1894
	49	77 “ Division into sections; and time for construction extended....	1886

LAKE MEGANTIC RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
	51 80	“ Time for construction again extended.....	1888
	52 81	“ Conditions as to when construction may begin; name changed to Nipissing and James' Bay Railway Company.....	1889
63-64	63	LAKE SUPERIOR AND HUDSON'S BAY RAILWAY CO., incorporated.....	1900
	45 84	LAKE SUPERIOR AND JAMES' BAY RAILWAY CO., incorporated	1882
		LAKE SUPERIOR, LONG LAKE & ALBANY RAILWAY CO., (Ont., 1902, Ch. 80).	
3 ¹ Edw. VII	57	(No. 620) Subsidy Act.....	1903
	35 76	LAKE SUPERIOR AND MANITOBA RAILWAY CO., incorporated.....	1872
	49 81	LAKE SUPERIOR MINERAL RAILWAY CO., incorporated.....	1886
	35 79	LAKE SUPERIOR AND WINNIPEG RAILWAY CO., incorporated	1872
54-55	94	LAKE TEMISCAMINGUE COLONIZATION RAILWAY CO., authority to extend railway, and limiting time for completion; power to enter into agreement with Canadian Pacific Railway.....	1891
48-49	59	(No. 55) Subsidy Act.....	1885
	49 10	(“ 84) “ for wharves, etc.	1886
50-51	24	(“ 119) “ in lieu of Nos. 55 and 84.....	1887
50-51	24	(“ 122) Subsidy Act, additional.....	1887
	52 3	(“ 169) “ “.....	1889
	53 2	(“ 216) “ “.....	1890
55-56	5	(“ 278) “ in lieu of Nos. 169 and 216.....	1892
55-56	5	(“ 282) Subsidy Act, additional, and for bridge.....	1892
57-58	4	(“ 324) Subsidy Act, in lieu of Nos. 122 and 278.....	1894

Operated by CANADIAN PACIFIC RAILWAY.

REIGN.	CHAP.		YEAR
58-59	53	LANGENBURG AND SOUTHERN RAILWAY CO., incorporated	1895
60-61	50	" Time for construction extended; power to enter into agreement with Lake Manitoba Railway and Canal Company.....	1897
49	10	L'ASSOMPTION RAILWAY CO. (Que.) (No. 77) Subsidy Act.....	1886
48-49	59	LEAMINGTON AND ST. CLAIR RAILWAY CO. (Ont 1877, c. 72 and 88). (No. 56) Subsidy Act	1885
50-51	24	(" 123) " additional.....	1887
		Amalgamated with CANADA SOUTHERN RAILWAY COMPANY.	
4-5 Edw. VII	177	LEBONK AND THUNDER BAY RAILWAY CO., incorporated	1905
53	55	LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY CO., incorporated.....	1890
55-56	42	" Charter revived and amended	1892
57-58	78	" Charter again revived and amended.....	1894
	59	24 " Time for completion extended	1896
	62-63	73 " Time for construction limited	1899
1 Edw. VII	72	" Extension of line authorized; power to enter into agreement for sale or lease of line.....	1901
	53	2 (No. 197) Subsidy Act	1890
	55-56	5 (" 271) " additional.....	1892
	57-58	4 (" 372) " in lieu of Nos. 197 and 271.....	1894
	62-63	7 (" 425) Subsidy Act, in lieu of above....	1899
3 Edw. VII	57	(" 545) " in lieu of No. 425	1903
		Leased to CANADIAN PACIFIC RAILWAY.	
58-59	54	LINDSAY, HALIBURTON AND MAT-TAWA RAILWAY CO., incorporated.....	1895
60-61	51	" Time for construction extended	1897
62-63	74	" Time for construction extended	1899
37	78	LOCHIEL, HAWKESBURY AND L'ORIGNAL JUNCTION RAILWAY CO., incorporated	1874

REIGN.	CHAP.		YEAR
	61 71	LONDON AND LAKE HURON RAILWAY CO., incorporated	1898
	61 72	" Power to erect telegraph and telephone lines.....	1898
	51 59	LONDON AND PORT STANLEY RAILWAY CO., confirming agreement with Grand Trunk Railway and Canada Southern Railway.....	1888
	55-56 43	" Defining rights of mortgage and bond holders; representatives of London and St. Thomas eligible as directors; confirming lease to Great Western Railway	1892
	56 51	" Agreement for lease of, to Cleveland, Port Stanley and London Transportation and Railway Company, confirmed by 56 V. C. 44.....	1893
	57-58 76	" Confirming agreement for lease to LAKE ERIE AND DETROIT RIVER RAILWAY CO.	1894
3 Edw. VII	145	" Authorizing issue of bonds to City of London.....	1903
4-5 Edw. VII	118	LONDON AND SAINT CLAIR RAILWAY CO., incorporated.	1905
	51 60	LONDON AND SOUTH-EASTERN RAILWAY CO., confirming agreement with CANADA SOUTHERN RAILWAY.....	1888
		LOTBINIERE AND MEGANTIC RAILWAY CO. (Que. 1889, Ch. 89).	
	55-56 5	(No. 253) Subsidy Act.....	1892
	57-58 5	(" 338) " additional.....	1894

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MABOU AND GULF RAILWAY CO.
(N.S. 1902, Ch. 134).

3 Edw. VII	57	(No. 562) Subsidy Act.....	1903
3 Edw. VII	57	(" 605) " additional.....	1903

See INVERNESS (AND RICHMOND RAILWAY.

REIGN.	CHAP.		YEAR
3 Edw. VII	147	MACLEOD, CARDSTON AND MONTANA RAILWAY CO., incorporated	1903
4-5 Edw. VII	119	" Time for construction extended	1905
MAGANETEWAN RIVER RAILWAY CO. (Ont. 1901, Ch. 83).			
63-64	8	(No. 537) Subsidy Act.....	1901
MAINE CENTRAL RAILWAY, HEREFORD RAILWAY, operated by			
1 Edw. VII	73	MANITOBA RAILWAY CO., Amalgamation of Northern Pacific and Manitoba Railway Co., the Winnipeg Transfer Railway Co., (Limited), the Portage and North-Western Railway Co. and the Washada and North-Eastern Railway Co. under above name.	1901
54-55	60	MANITOBA AND ASSINIBOIA GRAND JUNCTION RAILWAY CO., incorporated	1891
55-56	44	" Power to extend line, and issue debenture stock.	1892
3 Edw. VII	33	MANITOBA GRAIN ACT, 1900, Section 21, respecting distribution of cars	1903
	35	75 MANITOBA JUNCTION RAILWAY CO. incorporated	1872
2 Edw. VII	70	MANITOBA AND KEEWATIN RAILWAY CO., incorporated.....	1902
4 Edw. VII	93	" Time for construction extended	1904
	46	68 MANITOBA AND NORTH-WESTERN RAILWAY CO., (N. W. T. 1892, No. 8), amending acts of Portage, Westbourne and North-Western Railway and name of changed.	1883
	47	69 " General powers; time for construction extended	1884
48-49	86	" As to issue of first and second mortgage bonds	1885
	49	75 " Power to issue mortgage bonds or debenture stock, denomination and rank thereof	1886
50-51	79	" Power to construct branch line; issue of bonds ratified.	1887

MANITOBA AND NORTH-WESTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	51 86	“ Time for construction limited; as to issue of paid up stock ...	1888
	53 78	“ Limit of time for construction; power to issue debenture stock	1890
55-56	45	“ Extending time for completion .	1892
	56 52	“ Consolidation and amendment of Acts.	1893
57-58	79	“ Time for completion further extended	1894
60-61	49	“ Confirming agreement with Lake Manitoba Railway and Canal Co.	1897
2 Edw. VII	71	“ Time for construction extended	1902
4 Edw. VII	94	“ Power to construct or acquire branch lines; bond issue limited, time for construction limited	1904
48-49	60 (No. IV.)	Subsidy Act, land	1885
	49 11 (“ VI.)	“ “	1886
57-58	4 (“ 358)	“ in lieu of land grant	1894

Leased to CANADIAN PACIFIC RAILWAY.

60-61	52	MANITOBA AND PACIFIC RAILWAY CO., incorporated.....	1897
	52 60	MANITOBA AND SOUTH-EASTERN RAILWAY CO., incorporated	1889
	53 77	“ Line of Railway described, and certain powers conferred as to water lots, elevators, etc.	1890
55-56	46	“ Time for construction of, limited	1892
	56 53	“ Time for construction extended	1893
58-59	55	“ Time for construction further extended	1895
60-61	53	“ Time limited for construction of; may enter into agreement with another Company.....	1897
62-63	75	“ Authorizing agreement with Canadian Northern or Ontario and Rainy River Railway Co's; amalgamation or pooling contract with Canadian Pacific Railway prohibited. (Schedule)	1899
	53 4 (No. XXIV.)	Subsidy Act, land.....	1890
	See	CANADIAN NORTHERN RAILWAY.	

REIGN.	CHAP.		YEAR
	42 66	MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY CO., incorporated.....	1879
	43 53	“ Extension of railway authorized power to acquire lands and amalgamate with another Company	1880
	50-51 80	“ Time for completion extended....	1887
	48-49 60	(No. III.) Subsidy Act, land.....	1885
	54-55 10	(“ XXVII.) “ “	1891
	54-55 10	(“ XXVIII.) “ “	1891
Leased to CANADIAN PACIFIC RAILWAY.			
	63-64 64	MANITOULIN AND NORTH SHORE RAILWAY CO. (Ont.) incorporated	1900
1 Edw. VII	74	“ Power to extend railway, and time for construction limited; may enter into agreement with other railways for sale or lease	1901
2 Edw. VII	72	“ Authorizing increase of bond issue.....	1902
3 Edw. VII	148	“ Line of Railway described; time for construction limited.....	1903
4-5 Edw. VII	120	“ Time for construction of certain lines extended; issue of bonds and mortgage in schedule confirmed	1905
	53 2	(No. 194) Subsidy Act.....	1890
	55-56 5	(“ 270) “ in lieu of 194.....	1892
	57-58 4	(“ 343) “ additional	1894
	63-64 8	(“ 481) “ “	1900
1 Edw. VII	7	(“ 529) “ “	1901
3 Edw. VII	57	(“ 578) “ Little Current to Sudbury	1903
	49 79	MASKINONGE AND NIPISSING RAILWAY CO., incorporated.....	1886
	51 82	“ Time for construction extended	1888
	52 3	(No. 170) Subsidy Act.....	1889
	53 2	(“ 217) “ additional	1890
	56 2	(“ 311) “ in lieu of Nos. 170 and 217.....	1893
	50-51 94	MASSAWIPPI JUNCTION RAILWAY CO., incorporated	1887
	52 84	“ Extension authorized and time for construction extended.....	1889

MASSAWIPPI JUNCTION RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
50-51	24	(No. 106) Subsidy Act	1887
51	3	(" 137) " in lieu of No. 106...	1888
52	3	(" 180) " additional	1889
62-63	7	(" 442) "	1899
MATANE AND GASPE RAILWAY CO.			
(Que. 1902, Ch. 60).			
3 Edw. VII	57	(No. 598) Subsidy Act.....	1903
49	86	MEDICINE HAT RAILWAY AND COAL CO., incorporated.....	1886
54-55	79	" Charter revived and amended...	1891
57-58	80	" Time for construction extended	1894
60-61	54	" Time for construction further extended	1897
2 Edw. VII	75	" Time for completion extended....	1902
50-51	22	(No. XII.) Subsidy Act, land.....	1887
2 Edw. VII	74	MEDICINE HAT AND NORTHERN ALBERTA RAILWAY CO., incorporated	1902
3 Edw. VII	152	" Extensions authorized and time extended	1903
4-5 Edw. VII	122	" Time for construction extended	1905
METABETCHOUAN PULP CO. (Que. 1903, Ch. 78).			
3 Edw. VII	57	(No. 591) Subsidy Act.....	1903
57-58	81	METIS, MATANE AND GASPE RAIL- WAY CO., incorporated.	1894
MICHIGAN CENTRAL RAILROAD.			
See CANADA SOUTHERN RAILWAY.			
" TORONTO, HAMILTON AND BUF- FALO RAILWAY.			
MIDDLETON AND VICTORIA BEACH RAILWAY CO. (N.S.)			
63-64	8	(No. 503) Subsidy Act.	1900
3 Edw. VII	57	(" 566) "	1903
50-51	65	MIDLAND RAILWAY COMPANY OF CANADA, (Ont. 1882, c. 67), time for construction of, extended	1887
55-56	47	" Time for construction further extended	1892
Leased to GRAND TRUNK RAILWAY.			

REIGN.	CHAP.		YEAR
		MIDLAND RAILWAY CO., Ltd. (N.S. 1896, Ch. 85).	
	62-63 7	(No. 421) Subsidy Act, in lieu of No. 336	1899
	62-63 7	(" 472) " bridge	1899
3 Edw. VII	57	(" 608) " Truro to Brule.....	1903
		See STEWYACKE AND LANSDOWNE RAILWAY. Sold to DOMINION ATLANTIC RAILWAY.	
3 Edw. VII	154	MIDWAY AND VERNON RAILWAY CO., (B. C. 1901, 3. 81), confirming and extending corporate powers granted by British Columbia Legislature.....	1903
3 Edw. VII	57	(No. 612) Subsidy Act.....	1903
	61 73	MILES CANON AND LEWES RIVER TRAMWAY CO., incorporated	1898
	61 74	MILES CANON AND WHITE HORSE TRAMWAY CO., incorporated.....	1898
60-61	55	MINDEN AND MUSKOKA RAILWAY CO., incorporated.....	1897
		MINUDIE BRANCH RAILWAY CO. (N.S.)	
50-51	24	(No. 121) Subsidy Act.....	1887
		MINUDIE COAL CO., Limited, (N.S. 1902 Ch. 140).	
	52 3	(No. 161) Subsidy Act.....	1899
	57-58 4	(" 334) " in lieu of 161.....	1894
3 Edw. VII	57	(" 565) " " 334....	1903
		MONCTON AND BUCTOUCHE RAILWAY CO. (N.B.)	
50-51	24	(No. 101) Subsidy Act.....	1887
	53 75	MONCTON AND PRINCE EDWARD ISLAND RAILWAY AND FERRY CO., incorporated....	1890
	56 54	" Charter revived and amended....	1893
	57-58 82	" Time for commencement and completion extended.....	1894
4-5 Edw. VII	126	MONTEREY RAILWAY, LIGHT AND POWER CO., name changed from Monterey Electric and Gas Co., Limited. Powers of Company in Republic of Mexico	1905

REIGN.	CHAP.		YEAR
		MONTFORT COLONIZATION RAILWAY (Que. 1890, Ch. 107).	
	61 75	" Confirming incorporation by Province of Quebec; limiting issue of bonds; name changed to MONTFORT AND GATINEAU COLONIZATION RAILWAY CO.....	1898
	63-64 65	" Extension of railway authorized; bond issue limited.....	1900
	55-56 5	(No. 245) Subsidy Act.....	1892
	56 2	(" 310) " in lieu of No. 245...	1893
	57-58 4	(" 373) " additional.....	1894
	60-61 4	(" 411) " additional.....	1897
	63-64 8	(" 506) " additional.....	1900
3 Edw. VII	57	(" 549) " in lieu of No. 506...	1903
3 Edw. VII	57	(" 585) " additional.....	1903
		Sold to GREAT NORTHERN RAILWAY.	
	54-55 68	MONTREAL AND ATLANTIC RAILWAY CO., incorporated.....	1891
	56 55	" As to liabilities of South-Eastern Railway.....	1893
	57-58 4	(No. 355) Subsidy Act, bridge over Yamaska River.....	1894
3 Edw. VII	57	(" 599) " to South Shore Ry. Formerly SOUTH-EASTERN RAILWAY and now part of CANADIAN PACIFIC RAILWAY.	1903
	53 93	MONTREAL BRIDGE CO., incorporated	1890
	54-55 106	" As to height of bridge across St. Lawrence River; and limiting issue of bonds.....	1891
	60-61 67	" Time for completion of bridge extended; and as to issue of bonds on property in Montreal	1897
4-5 Edw. VII	127	" Agreement with Montreal, Longueuil Bridge Co. confirmed. Name changed to "The Montreal Bridge and Terminal Co.".....	1905
4-5 Edw. VII	127	MONTREAL (THE) BRIDGE AND TERMINAL RAILWAY CO., name of Montreal Bridge Co., changed to.....	1905
		See ATLANTIC AND LAKE SUPERIOR RAILWAY CO.	
	45 72	MONTREAL AND CENTRAL CANADA RAILWAY CO., incorporated	1882

REIGN.	CHAP.		YEAR
	36 87	MONTREAL, CHAMBLY AND SOREL RAILWAY CO., power to make agreements with other railway companies.....	1873
	38 70	' Name changed to Montreal, Portland and Boston Railway Co.	1875
Now MONTREAL AND PROVINCE LINE RAILWAY.			
	33 55	MONTREAL AND CHAMPLAIN JUNCTION RAILWAY CO., incorporated	1870
	41 29	" Charter revived; time for construction limited.....	1878
	42 59	Reviving powers under incorporation.....	1879
	47 6	(No. 51) Subsidy Act	1885
	50-51 24	(" 125) "	1887
	51 3	(" 136) "	1888
	55-56 5	(" 247) " in lieu of Nos. 125 and 136.....	1892
Operated by GRAND TRUNK RAILWAY.			
	35 64	MONTREAL AND CHAMPLAIN RAILWAY CO., (2 Wm. IV., 58), Grand Trunk Railway may create mortgage and issue bonds thereon.....	1872
	36 17	" Respecting same of, to Grand Trunk Railway, and redemption of securities thereon.....	1873
Owned by GRAND TRUNK RAILWAY.			
	34 47	MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY CO. incorporated	1871
	41 28	" Time for completion extended; and may create preference shares	1878
	42 57	" Amalgamation with COTEAU AND PROVINCE LINE RAILWAY AND BRIDGE CO.	1879
Now CANADA ATLANTIC RAILWAY.			
	47 55	MONTREAL AND EUROPEAN SHORT LINE RAILWAY CO., name changed from GREAT AMERICAN AND EUROPEAN SHORT LINE RAILWAY CO.	1884

REIGN.	CHAP.		YEAR
	51 63	MONTREAL ISLAND RAILWAY, incorporated	1888
	57-58 83	MONTREAL ISLAND BELT LINE RAILWAY CO. (1893, Ch. 70, Electric), confirming incorporation by Legislature of the Province of Quebec.....	1894
	59 27	“ Confirming agreement for sale of to Chateaugay and Northern Railway Co.; time for construction limited.....	1896
	61 79	“ Confirming sale of to Chateaugay and Northern Railway Co.; time extended for construction and completion.....	1898
	62-63 76	“ General powers granted; name changed to MONTREAL TERMINAL RAILWAY CO.	
	61 76	MONTREAL AND JAMES' BAY RAILWAY CO., incorporated.....	1898
	55-56 48	MONTREAL AND LAKE MASKINGONGE RAILWAY CO. (1887, Ch. 68), declaring subject to legislative authority of Canada; power to lease or sell to C.P.R.	1892
	49 10 (No. 74)	Subsidy Act	1886
	53 2 (“ 212)	“ additional	1890
		Leased to CANADIAN PACIFIC RAILWAY.	
3 Edw. VII	156	MONTREAL-LONGUEUIL BRIDGE CO., incorporated	1903
4 Edw. VII	97	MONTREAL, NIPISSING AND GEORGIAN BAY RAILWAY CO., incorporated	1904
	36 82	MONTREAL NORTHERN COLONIZATION RAILWAY CO., power to extend line to connection with Canadian Pacific Railway, and to Sault Ste. Marie; also may bridge Rivière des Prairies	1873
	37 71	“ Power to bridge Ottawa River, and as to issue of bonds therefor	1874

MONTREAL NORTHERN COLONIZATION RAILWAY Co.—*Continued.*

REIGN.	CHAP.		YEAR		
	38	68	"	First mortgage debentures may be issued; name changed to Montreal, Ottawa and Western Railway Co	1875
3 Edw. VII	57	(No. 602)		Subsidy Act	1903
				Leased to CANADIAN PACIFIC RAILWAY.	
	53	58		MONTREAL AND OTTAWA RAILWAY CO., name of VAUDREUIL AND PRESCOTT RAILWAY changed to	1890
54-55	96		"	Time for completion limited.....	1891
57-58	85		"	Time for construction extended	1894
	59	25	"	Time for construction again extended	1896
63-64	66		"	Time for construction further extended	1900
50-51	24	(No. 97)		Subsidy Act.....	1887
	53	2	(" 186)	" additional	1890
54-55	8	(" 237)	"	revote, unpaid balance of No. 97	1891
57-58	4	(" 320)	"	revote, unpaid balance of 97 and 186	1894
				Leased to CANADIAN PACIFIC RAILWAY.	
	38	68		MONTREAL, OTTAWA AND WESTERN RAILWAY CO., name of Montreal Northern Colonization Railway Co. changed to	1875
	46	62	"	Extension of line authorized; name changed to MONTREAL AND WESTERN RAILWAY	1883
57-58	84			MONTREAL PARK AND ISLAND RAILWAY CO., (Que 1893, Ch. 65), declaring subject to legislative authority of Canada; as to capital stock and general corporate powers.....	1894
	59	28	"	Power to issue preference stock and bonds.....	1896
	38	70		MONTREAL, PORTLAND AND BOSTON RAILWAY CO., name of MONTREAL, CHAMBLY AND SOREL RAILWAY CO. changed to	1875

MONTREAL, PORTLAND AND BOSTON RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
	40 58	“ Time for completion extended; application of Railway Act to	1877
	44 43	“ Power to construct branch Railway	1881
	59 26	“ Power to enter into agreement with another company; authorizing issue of bonds; and confirming sale of, to MONTREAL AND PROVINCE LINE RAILWAY CO.	1896
	59 26	MONTREAL AND PROVINCE LINE RAILWAY CO., incorporated	1896
	61 77	“ Time extended for completion	1898
	63-64 8	(No. 512) Subsidy Act	1900
1 Edw. VII	7	(“ 518) “ in lieu of 512.	1901
Operated by CENTRAL VERMONT RAILWAY.			
4-5 Edw. VII	128	MONTREAL, QUEBEC AND SOUTHERN RAILWAY CO. incorporated	1905
MONTREAL AND SOREL RAILWAY CO. (Que., 1881, Ch. 35).			
	48-49 59	(No. 47) Subsidy Act	1885
	53 2	(“ 210) “	1890
Now SOUTH SHORE RAILWAY of Quebec.			
	60-61 56	MONTREAL AND SOUTHERN COUNTIES RAILWAY CO., incorporated	1897
	61 78	“ Time for construction of extension limited; apportionment of bonds, and general powers.	1898
2 Edw. VII	78	“ Authorizing connection with other railways; time for construction limited.	1902
4-5 Edw. VII	129	“ Power to acquire another company; capital increased; time for construction extended.	1905
2 Edw. VII	80	MONTREAL SUBWAY CO., incorporated	1902
	62-63 76	MONTREAL TERMINAL RAILWAY CO., name of MONTREAL ISLAND BELT LINE changed to.	1899
4 Edw. VII	99	“ Branch lines authorized	1904

46	62	MONTREAL AND WESTERN RAILWAY CO., name changed from MONTREAL, OTTAWA AND WESTERN RAILWAY.....	1883
53	67	“ Confirming agreement with Canadian Pacific Railway for lease of.....	1890
55-56	49	“ Time for construction extended	1892
46	25	(No. 12) Subsidy Act.....	1883
47	8	(“ 28) “ additional	1884
49	10	(“ 78) “ in lieu of No. 28....	1886
53	2	(“ 206) “ in lieu of No. 78....	1890
Leased to CANADIAN PACIFIC RAILWAY			
52	54	MOOSE JAW AND EDMONTON RAILWAY CO., incorporated.....	1889
4-5 Edw. VII	130	MOOSE JAW AND EDMONTON RAILWAY CO., incorporated.....	1905
63	64	67 MORRIS AND PORTAGE RAILWAY CO., incorporated.....	1900
53	60	MOUNT FOREST, MARKDALE AND MEAFORD RAILWAY CO., incorporated	1890
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56	56	NAKUSP AND SLOCAN RAILWAY CO. incorporated	1893
61	80	“ Authority to construct a line or railway from Three Forks to Whitewater, and to erect telegraph lines	1898
1 Edw. VII	75	“ Time for construction extended	1901
57-58	4	(No. 362) Subsidy Act.....	1894
Leased to CANADIAN PACIFIC RAILWAY.			
42	67	NAPANEE, TAMWORTH AND QUEBEC RAILWAY CO., incorporated	1879
47	62	“ Authorizing construction of branch lines, and issue of bonds	1884
49	68	“ Time extended for completion....	1886
52	77	“ Confirming agreement with Kingston and Pembroke Railway Co.....	1889

NAPANEE, TAMWORTH AND QUEBEC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	53 62	“ Name of, changed to Kingston, Napanee and Western Railway Co.....	1890
	46 25 (No. 13)	Subsidy Act.....	1883
	47 8 (“ 27)	“	1884
	48-49 59 (“ 57)	“ in lieu of No. 27....	1885
	49 10 (“ 94)	“ in lieu of No. 57....	1886
	50-51 24 (“ 107)	“ additional	1887
	52 3 (“ 166)	“ “	1889
See KINGSTON, NAPANEE AND WESTERN RAILWAY.			

	44 48	NAPIERVILLE JUNCTION RAILWAY AND QUARRY CO., incorporated	1881
	55-56 5 (No. 250)	Subsidy Act.....	1892
	57-58 4 (“ 328)	“ in lieu of No. 250...	1894

3 Edw. VII	71	NATIONAL TRANSCONTINENTAL RAILWAY, respecting construction of.....	1903
4 Edw. VII	24	“ Amending 3 Edw. VII, Ch. 71, and confirming agreements with Grand Trunk Railway and Grand Trunk Pacific Railway	1904

See GRAND TRUNK PACIFIC RAILWAY.

62-63	39	NAVIGABLE WATERS, amending Expropriation Act of 1889, as to diversions of streams and highways	1899
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	37 75	NEPIGON AND MANITOBA RAILWAY CO., incorporated.....	1874
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	56 57	NELSON AND FORT SHEPPARD RAILWAY CO., incorporated	1893
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	59 29	“ Power to erect telegraph and telephone lines.....	1896
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Operated by SPOKANE FALLS AND NORTHERN RAILWAY.

	43 57	NELSON VALLEY RAILWAY AND TRANSPORTATION CO., incorporated	1880
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	46 69	“ Confirming amalgamation with WINNIPEG AND HUDSON'S BAY RAILWAY CO.	1883
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REIGN.	CHAP.		YEAR
2 Edw. VII	82	NEPIGON RAILWAY CO., incorporated	1902
3 Edw. VII	57	(No. 577) Subsidy Act.....	1903
4 Edw. VII	34	(" 629) " in lieu of 577.....	1904
	37	76 NEUTRAL LINK RAILWAY CO., in- corporated	1874
	44	42 NEW BRUNSWICK RAILWAY CO., (1870, Ch. 49), extension of line authorized; may construct bridges over St. John River; general powers.....	1881
	46	59 " Authorizing increase of capital stock; confirming agreement with Canada Railroad Co.....	1883
	47	75 " Confirming lease of St. John and Maine Railway.....	1884
50-51	76	" Further issue of bonds author- ized	1887
	53	71 " Authority to issue consolidated debenture stock, and provis- ions respecting obligations.....	1890
54-55	99	" Further as to issue of consoli- dated debenture stock.....	1891
54-55	74	" Confirming lease of, to Canadian Pacific Railway Co.....	1891
55-56	59	" Confirming modification of lease of St. John and Maine Rail- way, 47 V. c. 75.....	1892
		Leased to CANADIAN PACIFIC RAILWAY.	
		NEW BRUNSWICK COAL AND RAIL- WAY CO. (1901, Ch. 77).	
1 Edw. VII	7	(No. 522) Subsidy Act.....	1901
		See CENTRAL RAILWAY CO. of N.B.	
	52	85 NEW BRUNSWICK AND PRINCE ED- WARD ISLAND RAILWAY CO. (1874, Ch. 65), financial arrangement; issue of bonds; application of Railway Act to	1889
48-49	59	(No. 46) Subsidy Act.....	1885
		NEW GLASGOW IRON, COAL AND RAILWAY CO. (N.S. 1888, Ch. 126).	
55-56	5	(No. 268) Subsidy Act.....	1892
57-58	4	(" 364) "	1894
		Now NOVA SCOTIA STEEL CO.	

REIGN.	CHAP.		YEAR
	51 67	NEW YORK, ST. LAWRENCE AND OTTAWA RAILWAY CO., incorporated	1888
		NEW YORK CENTRAL RAILROAD. See OTTAWA AND NEW YORK RAILWAY. ST. LAWRENCE AND ADIRONDACK RAILWAY.	
	50-51 96	NIAGARA FALLS BRIDGE CO., in- corporated	1887
	38 72	NIAGARA FALLS INTERNATIONAL BRIDGE CO., confirming agreement with the NIAGARA F A L L S SUSPENSION BRIDGE CO. and the GREAT WESTERN RAILWAY CO..	1875
	38 72	NIAGARA F A L L S SUSPENSION B R I D G E CO., confirming agreement with the NIAGARA F A L L S INTERNATIONAL BRIDGE CO. and the GREAT WESTERN RAILWAY.....	1875
	57-58 98	“ Confirming agreement with Com- missioners of Queen Victoria Niagara Falls park and Nia- gara Falls Park and River Railway Co.; as to bonding and general powers.....	1894
	47 81	NIAGARA FRONTIER BRIDGE CO., incorporated	1884
	49 89	“ Time for construction extended	1886
	37 77	NIAGARA GRAND ISLAND BRIDGE CO., incorporated.....	1874
	40 64	“ Time for commencement and completion extended ...	1877
	43 60	“ Time for completion again ex- tended	1880
	45 86	“ Time for completion further ex- tended	1882
	49 88	“ Time for completion further ex- tended.....	1886
	52 86	“ Time for completion further ex- tended	1889
	54-54 105	“ Time for completion further ex- tended	1891
	57-58 99	“ Time for completion further ex- tended.....	1894
	60-61 68	“ Time for completion further ex- tended	1897
	63-64 108	“ Time for completion extended ...	1900
3 Edw. VII	161	“ Time for construction extended	1903

REIGN.	CHAP.		YEAR
	58-59 61	NIAGARA, HAMILTON AND PACIFIC RAILWAY CO., name of ST. CATHARINES AND NIAGARA CENTRAL RAILWAY CO. changed to.....	1895
		Now NIAGARA, ST. CATHARINES AND TORONTO RAILWAY.	
	45 88	NIAGARA PENINSULA BRIDGE CO., incorporated	1882
3 Edw. VII	162	NIAGARA, QUEENSTON AND ST. CATHARINES RAILWAY CO., incorporated	1903
	62-63 77	NIAGARA, ST. CATHARINES AND TORONTO RAILWAY CO., incorporated	1899
1 Edw. VII	76	" Power to acquire other railways by agreement of lease or purchase	1901
2 Edw. VII	83	Power to acquire and guarantee securities of another company; time for construction limited.....	1902
4-5 Edw. VII	132	" Time for construction of railway extended	1905
		See NIAGARA, HAMILTON AND PACIFIC RAILWAY.	
3 Edw. VII	164	NICOLA, KAMLOOPS AND SIMALKAMEEN COALAND RAILWAY CO. (1891, Ch. 47), confirming incorporation by British Columbia Legislature	1903
4 Edw. VII	103	" Bond issue limited; power to enter into agreement with Canadian Pacific Railway, Kettle River Valley Railway, Vancouver, Victoria and Eastern Railway and Navigation Co. and Coast-Kootenay Railway Co.....	1904
4-5 Edw. VII	134	" Declaring subject to legislative authority of Canada; describing line of railway authorized, and limit of time for construction	1905
3 Edw. VII	57 (No. 570)	Subsidy Act.....	1903
		Leased to CANADIAN PACIFIC RAILWAY.	

REIGN.	CHAP.		YEAR
	55-56	50 NICOLA VALLEY RAILWAY CO., (1891 Ch. 59), confirming incorporation by Legislature of British Columbia; bond issue limited; power to extend line of railway	1892
	55-56	5 (No. 252) Subsidy Act.....	1892
	57-58	4 (" 361) " additional	1894
	52	81 NIPISSING AND JAMES' BAY RAILWAY CO., name of LAKE NIPISSING AND JAMES' BAY RAILWAY changed to	1889
	55-56	51 " Time limited for completion of railway	1892
	59	30 " Consolidation of Acts; issue of bonds; power to enter into agreement with another company	1896
	62-63	78 " Time for construction limited....	1899
	63-64	68 " Time for construction further extended	1900
3 Edw. VII	165	" Time for construction extended	1903
	55-56	5 (No. 286) Subsidy Act.....	1892
	57-58	4 (" 337) " in lieu of 286.....	1894
	63-64	8 (" 489) " renewal	1900
Charter owned by GRAND TRUNK RAILWAY CO. OF CANADA.			
2 Edw. VII	84	NIPISSING AND OTTAWA RAILWAY CO., incorporated.....	1902
3 Edw. VII	166	NIPISSING AND PONTIAC RAILWAY CO., incorporated.....	1903
	53	70 NORTH CANADIAN ATLANTIC RAILWAY AND STEAMSHIP CO. incorporated	1890
	56	58 " Charter revived and amended, and name changed to QUEBEC AND LABRADOR RAILWAY AND STEAMSHIP CO.....	1893
	34	45 NORTH GREY RAILWAY CO. (1870-71 Ch. 30), confirming agreements for lease to NORTH-EERN RAILWAY CO.....	1871
	33	52 NORTHERN COLONIZATION RAILWAY CO., amalgamation with CANADA CENTRAL RAILWAY CO.....	1870

REIGN.	CHAP.		YEAR
35	66	NORTHERN EXTENSION RAILWAYS CO., lease of lines to Northern Railway Co	1872
38	65	" Amalgamation with NORTHERN RAILWAY CO. OF CANADA	1875
		See GRAND TRUNK RAILWAY CO.	
47	67	NORTHERN AND NORTH-WESTERN JUNCTION RAILWAY CO., line of railway described; application of Railway Act to, and power to issue additional bonds	1884
		See GRAND TRUNK RAILWAY CO.	
44	45	NORTHERN, NORTH-WESTERN AND SAULT STE. MARIE RAILWAY CO., incorporated.....	1881
46	67	" Charter amended; time for construction extended; and name changed to NORTHERN AND PACIFIC JUNCTION RAILWAY CO.....	1883
		See GRAND TRUNK RAILWAY CO.	
46	67	NORTHERN AND PACIFIC JUNCTION RAILWAY CO., name of Northern, North-Western and Sault Ste. Marie Railway Co. changed to.....	1883
49	76	" Provisions as to bond issue; agreement for lease of Northern Railway and the Hamilton and North-Western Railway; also agreement with Her Majesty	1886
45	14	(No. 1) Subsidy Act:	1882
46	25	(" 16) " additional	1883
52	3	(" 160) " revote, unpaid balances Nos. 1 and 16.	1889
53	2	(" 188) " revote, unpaid balances Nos. 1 and 16.....	1890
		Now part of GRAND TRUNK RAILWAY SYSTEM.	

REIGN.	CHAP.		YEAR
	52 58	NORTHERN PACIFIC AND MANITOBA RAILWAY CO. (1889, Ch. 58), confirming Provincial incorporation; and as to issue of bonds.	1889
	62-63 79	“ Time for construction extended; authority to build branch lines	1899
1 Edw. VII	53	“ Power to lease railway to Canadian Northern Railway; Schedules A and B confirmed.....	1901
1 Edw. VII	73	“ Authorizing amalgamation with Manitoba Railway Co., and powers defined.....	1901
1 Edw. VII	52	“ Amalgamation with Canadian Northern Railway confirmed	1901
Now CANADIAN NORTHERN RAILWAY.			
	31 86	NORTHERN RAILWAY CO. OF CANADA, (1859, Ch. 89), confirming legislation of Province of Ontario respecting; as to issue of bonds, and general powers	1868
	34 45	“ Power to make agreements to lease	1871
	35 66	“ Agreement with Northern Extensions Railway legalized and confirmed	1872
	38 23	“ Lien of Dominion upon.....	1875
	38 65	“ Capital re-arranged; and agreement with Northern Extensions Railway Co. confirmed..	1875
	39 6	“ Amending 38 V. c. 23, lien of Dominion	1876
	40 47	“ Claim of Dominion upon, and application of moneys received	1877
	40 57	“ Financial arrangement; and as to discharge of lien of Dominion upon	1877
	41 26	“ Confirming agreement with North Simcoe Railway Co; as to payment of interest to holders of debentures.	1878
	44 38	“ Power to issue bonds, and provisions relating to same; agreements with Hamilton and North-Western Railway Co. (schedules)	1881
	44 39	“ As to construction of sec. 12, 40 V. c. 57.	1881

NORTHERN RAILWAY CO. OF CANADA— <i>Continued.</i>			YEAR
REIGN.	CHAP.		
46	56	“ Power to issue perpetual debenture stock; and as to rank of stock or bonds.....	1883
47	65	“ As to agreement with Hamilton and North-Western Railway respecting payment of interest on bonds; provision as to subsidy to Northern and Pacific Junction Railway.....	1884
Now part of GRAND TRUNK RAILWAY SYSTEM.			
53	74	NORTHERN AND WESTERN RAILWAY CO. OF NEW BRUNSWICK, (1872, Ch. 33), confirming incorporation by Legislature of New Brunswick; authority to purchase Chatham Branch; as to issue of bonds, and name changed to “The Canada Eastern Railway Co.....	1890
46	25	(No. 11) Subsidy Act.....	1883
47	8	(“ 29) “ in lieu of No. 11....	1884
48-49	59	(“ 50) “ additional.....	1885
48-49	59	(“ 61) “.....	1885
49	10	(“ 67) “ additional.....	1886
See CANADA EASTERN RAILWAY CO.			
2 Edw. VII	85	NORTH SHORE POWER, RAILWAY AND NAVIGATION CO., incorporated.....	1902
47	72	NORTH-WEST CENTRAL RAILWAY CO., name of Souris and Rocky Mountain Railway changed to; time for completion extended; and as to bond issue.....	1884
49	74	“ Time for construction again extended; liability for debts and claims.....	1886
49	11	“ Governor in Council authorized to grant land subsidy.....	1886
See GREAT NORTH-WEST CENTRAL RAILWAY.			
3 Edw. VII	167	NORTH - WEST COAL AND COKE RAILWAY CO., incorporated	1903
4-5 Edw. VII	100	“ Time for construction extended, and name changed to “The Great West Railway Co.”.....	1905

REIGN.	CHAP.		YEAR
	35 78	NORTH-WESTERN RAILWAY CO. OF MANITOBA, incorporated.....	1872
	52 65	NORTH-WESTERN RAILWAY CO. OF CANADA, name of ALBERTA & ATHABASKA RAILWAY changed to; extension of line authorized	1889
	47 74	NORTH-WESTERN COAL AND NAVIGATION CO., confirming incorporation under Imperial Act; general corporate powers granted	1884
	53 89	" Extension of time for construction authorized; and fixing time for completion.....	1890
48-49	60	(No. II.) Subsidy Act, land.....	1885
50-51	22	(" IX.) " "	1887
52	4	(" XIII.) " "	1889
53	4	(" XXII.) " "	1890
See ALBERTA RAILWAY AND COAL CO. Operated by CANADIAN PACIFIC RAILWAY.			
	52 59	NORTH-WESTERN JUNCTION AND LAKE OF THE WOODS RAILWAY CO., incorporated	1889
	31 87	NORTH-WEST NAVIGATION AND RAILWAY CO., time for completion of works extended	1868
	49 92	NORTHUMBERLAND STRAITS TUNNEL RAILWAY CO., incorporated	1886
		NORWOOD AND APSLEY RAILWAY CO. (Ont. 1901, Ch. 88). Subsidy Act.....	1901
1 Edw. VII	7	(No. 533) Subsidy Act.....	1901
		NOVA SCOTIA CENTRAL RAILWAY CO. (1886, Ch. 17). Subsidy Act.....	1887
	50-51 24	(No. 129) "	1888
	51 3	(" 135) "	1888
	56 2	(" 307) " revote, unpaid balances	1893
1 Edw. VII	77	NOVA SCOTIA EASTERN RAILWAY CO., Limited; (1901, Ch. 130), declaring railway to be for the general advantage of Canada	1901

NOVA SCOTIA EASTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	7	(No. 516) Subsidy Act.....	1901
1 Edw. VII	7	(" 519) "	1901
3 Edw. VII	57	(" 563) "	1903
3 Edw. VII	57	(" 607) "	1903

NOVA SCOTIA SOUTHERN RAILWAY
CO. (1894, Ch. 76).

53	2	(No. 207) Subsidy Act.....	1890
55-56	5	(" 272) " in lieu of No. 207...	1892
62-63	7	(" 431) "	1899
62-63	7	(" 432) "	1899

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ONTARIO, BELMONT AND NORTH-
ERN RAILWAY CO. (1891,
Ch. 9).

55-56	5	(No. 246) Subsidy Act.....	1892
56	2	(" 298) " in lieu of no. 246	1893
62-63	7	(" 460) " additional	1899

Operated by CENTRAL ONTARIO RAILWAY CO.

1 Edw. VII	78	ONTARIO, HUDSON'S BAY AND WESTERN RAILWAYS CO. (1899, Ch. 101), confirming incorporation by Legislature of Ontario, and defining powers	1901
4-5 Edw. VII	138	" Time for construction extended	1905
52	61	ONTARIO, MANITOBA AND WEST- ERN RAILWAY CO., incor- porated	1889
54-55	67	ONTARIO AND NEW YORK BRIDGE CO., incorporated	1891
4-5 Edw. VII	161	ONTARIO (THE) NORTHERN AND TIMAGIMI RAILWAY CO., name of Timagimi Railway Co. changed to.....	1905
45	78	ONTARIO PACIFIC RAILWAY CO., in- corporated	1882
46	66	" Powers of Navigation granted; bridges may be built over Rideau Canal.....	1883
47	57	" Railway bridge over St. Law- rence River may be con- structed for general traffic.....	1884

ONTARIO PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
48-49	19	“ Time for construction extended; authority to sell branch lines	1885
50-51	58	“ Time for construction again extended.	1887
	53 57	“ Authority to convert bond issue; and as to time for completion	1890
55-56	52	“ Time for construction again extended.	1892
60-61	57	“ May cancel trust deed; time for construction again extended; name changed to Ottawa and New York Railway.....	1897
	47 8	(No. 31) Subsidy Act.....	1884
50-51	24	(“ 115) “ additional.....	1887
	52 3	(“ 150) “.....	1889
55-56	5	(“ 288) “ in lieu of No. 150	1892

Now OTTAWA AND NEW YORK RAILWAY CO.

37	74	ONTARIO AND PACIFIC JUNCTION RAILWAY CO., incorporated	1874
42	58	“ Limiting time for commencement and completion.....	1879
43	51	“ Provision for sinking fund; and as to issue of preferential stock.....	1880
44	41	“ As to running powers over other railways, and interchange of traffic with.....	1881
34	48	ONTARIO AND QUEBEC RAILWAY CO., incorporated.....	1871
44	44	“ Incorporated and re-organized...	1881
46	58	“ Junction with Credit Valley Railway authorized: traffic arrangements and running powers; may issue debenture stock instead of bonds.....	1883
47	54	“ Confirming lease of, to Canadian Pacific Railway.....	1884
47	61	“ As to issue of debenture stock; time for completion extended; confirming agreements with Toronto, Grey and Bruce, Atlantic and North-West, Canadian Pacific, and Credit Valley Railway Companies...	1884
50-51	62	“ Authority to lease part of West Ontario Pacific Railway.....	1887

ONTARIO AND QUEBEC RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
51	53	“ Authority to build Don Branch, and time for construction extended	1888
52	74	“ Exchange of Land with Land Security Company ratified	1889
53	2 (No. 189)	Subsidy Act (West Ontario Pacific Railway).....	1890

Leased to CANADIAN PACIFIC RAILWAY.

54-55	82	ONTARIO AND RAINY RIVER RAILWAY CO., (Ont. 1886, Ch. 75), declaring legislative authority of Canada; may issue debentures; and confirming agreements with Port Arthur, Duluth and Western Railway.....	1891
61	81	“ Time for completion extended and limited; and line of railway described.....	1898
62-63	80	“ Power to acquire Port Arthur, Duluth & Western Railway, and to enter into agreement for amalgamation with Canadian Northern, but prohibiting amalgamation with C. P. Railway.....	1899
63-64	69	“ Time for completion of portion of line extended.....	1900
60-61	4 (No. 390)	Subsidy Act	1897
62-63	7 (“ 433)	“ in lieu of No. 390	1899
62-63	7 (“ 444)	“ additional	1899
62-63	7 (“ 466)	“ “	1899

See PORT ARTHUR, DULUTH AND WESTERN RAILWAY.

Now part of the CANADIAN NORTHERN RAILWAY CO.

50-51	61	ONTARIO AND SAULT STE. MARIE RAILWAY CO., (1881, Ch. 68), confirming agreement with Canadian Pacific Railway as to right of way; limiting time for completion; and as to bridge over Ste. Marie River.....	1887
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subject to

REIGN.	CHAP.			YEAR
1 Edw. VII	79	ORFORD	MOUNTAIN RAILWAY CO., (1888, Ch. 98), confirming incorporation by Legislature of Quebec, and defining powers as to bond issue or lease or sale to another railway company.....	1901
2 Edw. VII	87	"	Time for construction extended	1902
	53	2 (No. 228)	Subsidy Act	1890
	62-63	7 (" 428)	" additional.....	1899
3 Edw. VII	57	(" 594)	"	1903
54-55	91	OSHAWA	RAILWAY CO., name of OSHAWA RAILWAY AND NAVIGATION CO changed to.....	1891
58-59	56	"	Authority to issue bonds and classification thereof; By-law of Twp. of East Whitby confirmed; time for construction limited.....	1895
63-64	70	"	Powers enlarged, and time for completion extended.....	1900
54-55	8	(No. 233)	Subsidy Act	1891
	56	8 (" 314)	" in lieu of No. 233	1893
50-51	92	OSHAWA	RAILWAY AND NAVIGATION CO., incorporated.....	1887
50-51	24	(No. 112)	Subsidy Act.....	1887
See OSHAWA RAILWAY CO.				
54-55	93	OTTAWA,	ARNPRIOR AND PARRY SOUND RAILWAY CO., (1888, Ch. 71), amalgamation with Ottawa and Parry Sound Railway, and Ottawa, Arnprior and Renfrew Railway under above name.....	1891
58-59	57	"	Time for completion extended	1895
	60	8	" Amalgamation with Parry Sound Colonization Railway, and agreement with, confirmed; general powers conferred.....	1896
62-63	81	"	Amalgamation with Canada Atlantic Railway authorized and confirmed, (Schedule)...	1899

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	49 10	(No. 71) Subsidy Act	1886
	51 3	(" 134) " in lieu of No. 71	1888
	52 3	(" 153) " additional	1889
	53 2	(" 199) " "	1890
	55-56 5	(" 242) " "	1892
	55-56 5	(" 276) " in lieu of No. 199	1892
	55-56 5	(" 277) " in lieu of No. 153	1892
	60-61 4	(" 388) " additional	1897
Now CANADA ATLANTIC RAILWAY.			
	45 74	OTTAWA AND ARNPRIOR JUNCTION RAILWAY CO., incorporated	1882
	58-59 58	OTTAWA AND AYLMER RAILWAY BRIDGE CO., incorporated	1895
	63-64 71	OTTAWA, BROCKVILLE AND ST. LAWRENCE RAILWAY CO., incorporated	1900
2 Edw. VII	88	" Time for construction extended	1902
4 Edw. VII	109	" Time for construction further extended.....	1904
	55-56 53	OTTAWA CITY PASSENGER RAILWAY CO., authority to extend railway into Province of Quebec, to use Union Bridge; and to convey or lease to other companies.....	1892
	57-58 86	OTTAWA ELECTRIC RAILWAY CO., confirming agreement with Ottawa City Passenger Railway Company and City of Ottawa.....	1894
	62-63 82	" Extension of railway authorized and authority to run cars on Sundays.....	1899
3 Edw. VII	171	" Authority to borrow money and issue bonds.....	1903
	57-58 87	OTTAWA AND GATINEAU RAILWAY CO., name of Ottawa and Gatineau Valley Railway changed to.....	1894
	60-61 58	" Time for completion of railway extended.....	1897
	62-63 83	" Time for construction extended	1899

OTTAWA AND GATINEAU RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
1 Edw. VII	80	" Name changed to Ottawa, Northern and Western Railway Co., and authorizing sale of line of railway	1901
60-61	4 (No. 379)	Subsidy Act, in lieu of No. 349	1897
60-61	4 (" 409)	" unpaid balance of No. 305.....	1897
62-63	7 (" 453)	" additional.....	1899
1 Edw. VII	7 (" 526)	Subsidy Act, in lieu of No. 379	1901
1 Edw. VII	7 (Sec. 3)	" bal. Hull to Desert	1901
See OTTAWA, NORTHERN & WESTERN RAILWAY CO.			
50-51	74	OTTAWA AND GATINEAU VALLEY RAILWAY CO., (1871, Ch. 26), confirming incorporation by Quebec Legislature; limit of time for construction.....	1887
57-58	87	" Consolidation of Acts; name changed to Ottawa and Gatineau Railway; agreement with Pontiac, Pacific Railway as to construction of bridge from Hull to Ottawa confirmed.....	1894
46	25 (No. 8)	Subsidy Act	1883
47	8 (" 26)	" additional	1884
48-49	59 (" 58)	" in lieu of Nos. 8 and 26	1885
52	3 (" 151)	Subsidy Act	1889
56	2 (" 305)	" revote, unpaid balance of No. 151	1893
57-58	4 (" 349)	Subsidy Act	1894
See OTTAWA AND GATINEAU RAILWAY.			
61	112	OTTAWA INTER-PROVINCIAL BRIDGE CO., incorporated	1898
60-61	4 (No. 414)	Subsidy Act, bridge Hull to Ottawa	1897
63-64	8 (" 492)	Subsidy Act, additional to bridge	1900
See INTER-PROVINCIAL BRIDGE CO.			
53	66	OTTAWA, MORRISBURG AND NEW YORK RAILWAY CO., incorporated	1890
53	2 (No. 191)	Subsidy Act	1890

REIGN.	CHAP.		YEAR
60-61	57	OTTAWA AND NEW YORK RAILWAY CO., name of ONTARIO PACIFIC RAILWAY CO. changed to.....	1897
	61 82	“ Head office to be in Ottawa; annual meetings.....	1898
4-5 Edw. VII	141	“ As to qualification of directors	1905
	60-61 4	(No. 375) Subsidy Act, in lieu of 288.....	1897
	63-64 8	(“ 490) “ towards bridge....	1900
Sold to NEW YORK CENTRAL RAILROAD.			
1 Edw. VII	81	OTTAWA, NORTHERN AND WESTERN RAILWAY CO., name of Ottawa and Gatineau Railway Co. changed to.....	1901
2 Edw. VII	89	“ Powers as to purchase of securities; authority to sell or lease to other companies.....	1902
3 Edw. VII	173	“ Time for construction extended	1903
4 Edw. VII	111	“ Time for construction and completion of branches extended	1904
4-5 Edw. VII	142	“ Time for construction of Railway extended.....	1905
	62-63 7	(No. 426) Subsidy Act, Aylmer to Hull	1899
1 Edw. VII	7	(“ 526) “	1901
1 Edw. VII	7	(Sec. 3) “ unearned balance	1901
3 Edw. VII	57	(No. 557) “ in lieu of 426 and 453	1903
Sold to CANADIAN PACIFIC RAILWAY.			
	51 65	OTTAWA AND PARRY SOUND RAILWAY CO., incorporated	1888
54-55	93	“ Name changed to OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO.	1891
	42 56	OTTAWA RIVER, railway bridge Hull to Ottawa.....	1879
3 Edw. VII	172	OTTAWA RIVER RAILWAY CO., incorporated.....	1903
4 Edw. VII	112	“ Authorizing extension of railway and agreements with other companies, and increase of bond issue.....	1904

OTTAWA RIVER RAILWAY Co.—*Continued.*

REIGN.	CHAP.		YEAR
4-5 Edw. VII	79	" Lines of railway described; time for construction of railways of companies acquired or amalgamated with extended; deposit of security for construction. Authority to change name to "The Central Railway Company of Canada".....	1905
3 Edw. VII	57	(No. 553) Subsidy Act	1903
4 Edw. VII	34	(" 634) " in lieu of 602.....	1904
4 Edw. VII	34	(" 635) " in lieu of 553.....	1904
	55-56	54 OTTAWA VALLEY RAILWAY CO., incorporated	1892
	49	10 (No. 79) Subsidy Act.....	1886
		See ATLANTIC AND LAKE SUPERIOR.	
	34	46 OTTAWA, VAUDREUIL AND MONTREAL RAILWAY CO., defining and confirming rights granted by Provincial Legislature; time for construction extended, and name changed from VAUDREUIL RAILWAY CO.....	1871
	45	77 OTTAWA, WADDINGTON AND NEW YORK RAILWAY AND BRIDGE CO., incorporated	1882
	47	58 " Power to issue bonds and preference stock; time for commencement and completion limited.....	1884
	55-56	55 " Charter revived, and time for construction extended.....	1892
	48-49	59 (No. 45) Subsidy Act.....	1885
	53	61 OWEN SOUND AND LAKE HURON RAILWAY CO., incorporated	1890
4-5 Edw. VII	144	OWEN SOUND & MEAFORD RAILWAY CO., incorporated.....	1905

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	35	89 PACIFIC JUNCTION BRIDGE CO., incorporated.....	1872
2 Edw. VII	90	PACIFIC NORTHERN AND OMINECA RAILWAY CO., incorporated	1902
4 Edw. VII	114	" Time for construction extended	1904

REIGN.	CHAP.		YEAR
	46 73	PACIFIC AND PEACE RIVER RAILWAY CO., incorporated.....	1883
	37 2	PACIFIC RAILWAY AND CANAL LOAN ACT.....	1874
	35 71	PACIFIC RAILWAY, THE CANADIAN (Repealed Act).....	1872
		PARRY SOUND COLONIZATION RAILWAY CO. (1885, Ch. 78).	
	49 10	(No. 71) Subsidy Act.....	1886
	52 3	(" 153) " additional.....	1889
	56 2	(" 312) " revote, balance of No. 153.....	1893
57-58	4	(" 342) Subsidy Act.....	1894
		See OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY.	

PASSENGER TICKETS,

See RAILWAY PASSENGER TICKETS.

		PEMBROKE SOUTHERN RAILWAY CO. (Ont., 1893, Ch. 96).....	
	60-61 4	(No. 389) Subsidy Act.....	1897
3 Edw. VII	175	PERE MARQUETTE INTERNATIONAL BRIDGE CO., incorporated.....	1903
	54-55 63	PETERBOROUGH, SUDBURY AND SAULT STE. MARIE RAILWAY CO., incorporated.....	1891
	54-55 63	PHILLIPSBURG JUNCTION RAILWAY AND QUARRY CO., (Que., 1888, Ch. 107).	
	55-56 5	(No. 255) Subsidy Act.....	1892
	57-58 4	(" 322) " revote, unpaid balance of No. 255.....	1894
	60-61 4	(" 392) Subsidy Act, in lieu of No. 392	1899
4 Edw. VII	116	PONTIAC AND INTER-PROVINCIAL RAILWAY CO., incorporated	1904
		PONTIAC AND KINGSTON RAILWAY CO. (Que. and Ont.)	
	57-58 4	(No. 363) Subsidy Act.....	1894
	57-58 88	PONTIAC AND OTTAWA RAILWAY CO., incorporated	1894
	57-58 4	(No. 348) Subsidy Act.....	1894

REIGN.	CHAP.		YEAR
	43 55	PONTIAC PACIFIC JUNCTION RAILWAY CO., incorporated.....	1880
	45 69	“ Authority to construct bridge over Ottawa River and provisions respecting; time for construction of railway extended.....	1882
50-51	73	“ Powers as to construction of bridge across Ottawa River; may mortgage to secure bonds; may agree with Canadian Pacific Railway for purchase of Aylmer Branch	1887
	52 82	“ Time for completion extended	1889
	53 68	“ Extending time for construction of bridge over Ottawa River; as to issue of bonds; and division of railway into sections.....	1890
	53 69	“ Authority to purchase Aylmer Branch confirmed.....	1890
55-56	56	“ Extending time for construction of bridge over Ottawa River and railway line.....	1892
	59 31	“ Time extended for construction of bridges across Ottawa River; as to issue of bonds, and agreement with other companies.....	1896
62-63	84	“ Authorizing extensions of railway, and time for construction limited; time for constructing bridges extended	1899
63-64	72	“ Line of railway described. Bond issue; and time for completion extended.....	1900
	47 8	(No. 25) Subsidy Act.....	1884
	51 3	(“ 138) “ towards bridges.....	1888
	53 2	(“ 211) “ additional.....	1890
55-56	5	(“ 294) “ revote, unpaid balance of No. 25..	1892
57-58	4	(“ 329) Subsidy Act, in lieu of No. 138	1894
57-58	4	(“ 330) “ in lieu of No. 211	1894
57-58	4	(“ 331) “ revote, unpaid balance of No. 25.....	1894
60-61	4	(“ 385) “ in lieu of No. 211..	1897
60-61	4	(“ 408) “ revote, unpaid balance of No. 331.....	1897

PONTIAC PACIFIC JUNCTION RAILWAY CO.— <i>Continued.</i>				
REIGN.	CHAP.		YEAR	
	62-63	7 (" 426)	Subsidy Act, in lieu of No. 385	1899
	63-64	8 (" 492)	" Bridge Hull to Ot-	
			tawa.....	1900
1 Edw. VII	7	(" 528)	" in lieu of No. 385	1901
			Sold to CANADIAN PACIFIC RAILWAY.	
	51	66	PONTIAC AND RENFREW RAIL-	
			WAY CO., incorporated.....	1888
	52	3	(No. 163) Subsidy Act	1889
			PORTAGE DU FORT AND BRISTOL	
			BRANCH RAILWAY CO.	
			(Que., 1888, Ch. 101).	
	60-61	4	(No. 396) Subsidy Act	1897
	62-63	7	(" 427) " in lieu of No. 396	1899
1 Edw. VII	53		PORTAGE AND NORTH-WESTERN	
			RAILWAY CO., (1899, Chs.	
			51 and 52), agreement with	
			Canadian Northern Railway	
			Company confirmed.....	1901
1 Edw. VII	73		" Authorizing amalgamation with	
			Manitoba Railway Company	
			Leased to CANADIAN NORTHERN RAILWAY.	1901
	45	80	PORTAGE, WESTBOURNE AND	
			NORTH-WESTERN RAIL-	
			WAY CO., confirming incor-	
			poration by Manitoba Act;	
			extension of railway author-	
			ized; may issue bonds and	
			preference stock.....	1882
	46	68	" Amending corporate powers,	
			and change of name to Mani-	
			toba and North-Western Rail-	
			way Company of Canada.....	1883
			See MANITOBA AND NORTH-WESTERN	
			RAILWAY.	
	51	84	PORT ARTHUR, DULUTH AND	
			WESTERN RAILWAY CO.,	
			(Ont. 1883, Ch. 56), incorpora-	
			tion and powers of Company..	1888
	53	76	" Time for completion extended;	
			authority to construct branch	
			lines.....	1890
	56	59	" Power to enter into arrange-	
			ments with other companies	
			in Canada or United States	1893

PORT ARTHUR, DULUTH AND WESTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	52	" An amalgamation with Canadian Northern Railway confirmed	1901
48-49	59 (No. 52)	Subsidy Act	1885
49	10 (" 70)	" additional.....	1886
51	3 (" 139)	" in lieu of Nos. 52 and 70.....	1888
53	2 (" 195)	Subsidy Act, additional.....	1890
55-56	5 (" 291)	" revote, unpaid balance of No. 139....	1892

Formerly THUNDER BAY COLONIZATION RAILWAY.
 See ONTARIO AND RAINY RIVER RAILWAY CO.
 Now part of CANADIAN NORTHERN RAILWAY SYSTEM.

63-64	73	PORT DOVER, BRANTFORD, BERLIN AND GODERICH RAILWAY CO., incorporated	1900
2 Edw. VII	91	" Name changed to "THE GRAND VALLEY RAILWAY CO., and time for construction extended.....	1902
50-51	82	PRESCOTT COUNTY RAILWAY CO., incorporated.....	1887
52	80	" Power to construct bridge across Ottawa River; as to bond issue; name changed to THE CENTRAL COUNTIES RAILWAY CO.....	1889

Operated by CANADA ATLANTIC RAILWAY.

PRESERVATION OF PEACE, Act respecting, in the vicinity of public works, R. S. C. Chap. 151, 1886.....

41	3	PRINCE EDWARD ISLAND RAILWAY, Act 1869 (Railway Act) and amendments extended to.	1878
63-64	7	" Agreement with P.E.I. Government for construction of Branch Railway from Charlottetown to Murray Harbour	1900
3 Edw. VII	55	" Section 7 of Railway Labour Disputes Act, providing for settlement of differences with employees.....	1903

REIGN.	CHAP.		YEAR
Q			
	46 72	QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY AND STEAMBOAT CO., incorporated.....	1883
	53 82	" Confirming lease of, to Canadian Pacific Railway, with Schedules A and B.....	1890
	55-56 57	" Time for completion of work extended.....	1892
	48-49 60	(No. V.) Subsidy Act, land.....	1885
	50-51 23	(" XI.) " ".....	1887
	52 5	(" 185) " \$80,000 annually for 20 years.....	1889
Leased to CANADIAN PACIFIC RAILWAY.			
	50-51 98	QUEBEC BRIDGE CO., incorporated...	1887
	54-55 107	" Charter revived and amended...	1891
	60-61 69	" Charter again revived and amended	1897
	63-64a115	" Arrangements with other companies authorized, and time for completion extended.....	1900
3	Edw. VII 54	" Name of changed to "THE QUEBEC BRIDGE AND RAILWAY CO.; confirming an agreement respecting additional aid to complete.	1903
	62-63 7	(No. 467) Subsidy Act, bridge.....	1899
QUEBEC CENTRAL RAILWAY CO., (1896, Ch. 57).			
	47 8	(No. 22) Subsidy Act.....	1884
	51 3	(" 142) " in lieu of No. 22	1888
	53 2	(" 219) " in lieu of No. 142	1890
	57-58 4	(" 321) " in lieu of No. 219	1894
3	Edw. VII 57	(" 590) " extensions.....	1903
	35 81	QUEBEC FRONTIER RAILWAY CO., incorporated.....	1872
	37 70	" Qualification of directors; authority to issue bonds.....	1874
QUEBEC GOVERNMENT, subsidies to.			
	47 8	" Subsidy for railway from Quebec to Ottawa.....	1884
	54-55 11	" As to agreement with Canadian Pacific Railway for completion of North Shore Railway	1891
	57-58 5	" Subsidies granted by 47 V. c. 8, may be paid to Quebec Government.	1894

REIGN.	CHAP.		YEAR
	62-63	35 QUEBEC HARBOUR COMMISSIONERS, confirming agreement with Great Northern Railway Co. for guarantee of interest on Company's bonds	1899
	63-64	116 " Modification of agreement with Great Northern Railway ratified and confirmed.....	1900
	46	70 QUEBEC AND JAMES' BAY RAILWAY CO., incorporated.....	1883
	50-51	70 " Charter revived and amended	1887
	56	58 QUEBEC AND LABRADOR RAILWAY AND STEAMSHIP CO., name of North-Canadian Atlantic Railway and Steamship Company changed to.....	1893
	38	69 QUEBEC AND LAKE HURON DIRECT RAILWAY CO., incorporated.....	1875
	63-64	74 QUEBEC AND LAKE HURON RAILWAY CO., incorporated	1900
2 Edw. VII	93	" Time for construction extended	1902
4 Edw. VII	117	" Time for construction further extended.....	1904
		QUEBEC AND LAKE ST. JOHN RAILWAY CO., (1869, Chs. 52 and 53).	
	45	14 (No. 2) Subsidy Act	1882
	46	25 (" 14) "	1883
48-49	59	(" 49) "	1885
	49	10 (" 82) " additional.....	1886
50-51	24	(" 113) " Chicoutimi extension	1887
50-51	24	(" 126) Subsidy Act, additional.....	1887
	51	3 (" 140) " transfer of No. 113	1888
	52	3 (" 177) " additional	1889
	53	2 (" 220) " bridge across St. Charles River.....	1890
54-55	8	(" 232) Subsidy Act, revote, portion of No. 220.....	1891
55-56	5	(" 295) Subsidy Act, revote, unpaid balances 126 and 177.....	1892
	56	2 (" 300) Subsidy Act, revote, unpaid balance of No. 140.....	1893
57-58	4	(" 347) Subsidy Act, Chicoutimi extension	1894

QUEBEC AND LAKE ST. JOHN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
62-63	7	(" 435) Subsidy Act in lieu of No. 347	1899
3 Edw. VII	57	(" 550) " " Jonquieres to Ha-	
		Ha-Bay.....	1903
3 Edw. VII	57	(" 584) Subsidy Act, from Roberval	
		west.....	1903
3 Edw. VII	57	(" 591) Subsidy Act, Bouchette to St.	
		Andre.....	1903
3 Edw. VII	57	(" 601) Subsidy Act, La Tuque to	
		River Jeannotte.....	1903
58-59	59	QUEBEC, MONTMORENCY AND	
		CHARLEVOIX RAILWAY	
		CO., (1881, Ch. 44), declared	
		to be under legislative jurisdic-	
		tion of Canada; general cor-	
		porate powers.....	1895
60-61	59	" Authority to issue bonds; divi-	
		sion into sections.....	1897
62-63	85	" Power to extend railway to Levis	
		County; acquisition of Quebec	
		District Railway and Mont-	
		morency Electric Power Co.	
		confirmed, (Schedules A. & B.)	
		and name changed to "THE	
		QUEBEC RAILWAY, LIGHT	
		AND POWER COMPANY".....	1899
	52	3 (No. 164) Subsidy Act.....	1889
	56	2 (" 304) " " revote, unpaid	
		balance of No. 164.....	1893
42	56	QUEBEC, MONTREAL, OTTAWA AND	
		OCCIDENTAL RAILWAY	
		BRIDGE, Hull to Ottawa.....	1879
45	67	" Confirming conveyance of Mon-	
		treal, Ottawa and Western	
		Railway, with all the subsidies	
		etc., to Quebec Government....	1882
3 Edw. VII	178	QUEBEC, NEW BRUNSWICK & NOVA	
		SCOTIA RAILWAY COM-	
		PANY, incorporated.....	1903
	33	56 QUEBEC AND NEW BRUNSWICK	
		RAILWAY CO., incorporated	1870
	63-64	75 " New charter	1900
3 Edw. VII	176	" Time for construction extended..	1903
1 Edw. VII	7	(No. 517) Subsidy Act.....	1901
	35	74 QUEBEC PACIFIC RAILWAY CO., in-	
		corporated	1872

REIGN.	CHAP.		YEAR
	47 78	QUEBEC RAILWAY BRIDGE CO., incorporated.....	1884
	62-63 85	QUEBEC (THE) RAILWAY, LIGHT AND POWER CO.....	1899
		See QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY CO.	
3 Edw. VII	179	QUEBEC, SAGUENAY AND GULF OF ST. LAWRENCE RAILWAY CO., incorporated.....	1903
	63-64 76	QUEBEC SOUTHERN RAILWAY CO., incorporated.....	1900
2 Edw. VII	94	“ As to election and remuneration of Directors.....	1902
4-5 Edw. VII	158	“ Authorizing sale of railway and its accessories by order of Exchequer Court, also South Shore Railway.....	1905
		See EAST RICHELIEU VALLEY RAILWAY.	
1 Edw. VII	81	QUEBEC TERMINAL RAILWAY CO., incorporated.....	1901
	59 43	QUEENSTON HEIGHTS BRIDGE CO., incorporated.....	1896
	61 114	“ Time for construction extended..	1898
	35 84	QUEENSTON SUSPENSION BRIDGE CO., (1849, Ch. 199), authority to increase capital stock; and to convert into a railway bridge.....	1872
	36 93	“ As to conversion of stock and issue of bonds.....	1873

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RAILWAY ACTS OF PARLIAMENT OF CANADA,
Government Railways; see Intercolonial and Prince
Edward Island Railways.

38	23	“ Lien of Dominion on Northern Railway of Canada.....	1875
39	6	“ Amending 38 Vic., chap. 23, lien on Northern Railway of Canada.....	1876
40	46	“ Authorizing transfer of Truro and Pictou Branch of I.C.R. to a Company.....	1877

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR	
	41	3	" Act 1868 (superseded by Consolidated Act, 1888) to apply to Prince Edward Island Railway.....	1878
	42	9	" "The Consolidated Railway Act" 1879, superseded by 51 Vic., chap. 29, 1888.....	1879
	42	11	" Power to acquire portion of Grand Trunk Railway between Rivière du Loup and Hadlow.....	1879
	42	12	" Authorizing transfer of Truro and Pictou Branch to Government of Nova Scotia upon certain conditions.....	1879
	42	13	" Agreement of C.P.R. with St. Paul Pacific Railway; construction of branch line to connect with.....	1879
	42	14	" Authorizing expenditure of \$1,000,000. for branch line of Canadian Pacific Railway to Winnipeg.....	1879
	43	8	" Confirming agreement for purchase of portion of Grand Trunk Railway, authorized by 42 Vic. chap. 11.....	1880
	43	27	" Lands in British Columbia, management of.....	1880
	43	16	" (Canada Central) and Dominion Government agreement.....	1880
	44	1	" Charter granted and agreement for construction of Railway to Pacific coast.....	1881
	44	12	" Act to provide for allowance of drawback on C. P. Railway.....	1881
	44	25	" Consolidated Act respecting Government Railways.....	1881
	45	7	" Act to provide for allowance of drawback on C. P. Railway.....	1882
	45	53	" Authorizing Canadian Pacific to dispense with using Yellow Head Pass.....	1882
	45	15	" As to branches from Intercolonial and Prince Edward Island Railways.....	1882
	45	41	" Passenger tickets, regulations as to sale of.....	1882
	45	14	" Subsidies to certain railways.....	1882

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
	45 55	“ Subsidy to Chignecto Marine Transport Railway.	1882
	46 25	“ Subsidies to certain railways. ..	1883
	46 26	“ Advance to St. John Bridge Extension Company.....	1883
	46 32	“ Contracts, prevention of fraud in.....	1883
	46 60	“ Chignecto Marine Transport Railway, limiting capital stock; issue of mortgage bonds	1883
	47 1	“ Advancing loan of \$7,500,000, to Canadian Pacific Railway, and conversion and hypothecation of securities.....	1884
	47 8	“ Subsidies to certain railways.....	1884
	47 6	“ Special subsidy to Esquimalt and Nanaimo Railway Company.	1884
	47 25	“ Subsidy in land to a railway from the Canadian Pacific Railway to Hudson’s Bay.....	1884
48-49	57	“ Authorizing issue of \$35,000,000 of bonds of Canadian Pacific Railway, and to provide for completion and operation of railway.....	1885
48-49	58	“ Subsidies to certain railways.....	1885
48-49	59	“ “ “ “ “ “	1885
48-49	60	“ “ in land to certain railways.....	1885
	49 10	“ Subsidies to certain railways.....	1886
	49 11	“ Authorizing granting subsidies in land to the Manitoba and North-Western Railway, the North-West Central Railway and the Wood Mountain and Qu’Appelle Railway.....	1886
	49 12	“ Amending “Dominion Lands Act, 1883,” as respects land subsidy grants.....	1886
	49 13	“ Providing for extension of Intercolonial Railway from Stellarton to Pictou.....	1886
	49 14	“ Authorizing the construction of a railway from Straits of Canso to Sydney or Louisburg.....	1886
	49 15	“ Authority to alter curves on the Esquimalt and Nanaimo Railway.....	1886

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR		
	49	16	"	Confirming purchase of Carlton, City of St. John Branch Railroad by Government.....	1886
	49	17	"	Application of certain subsidies to a railway from Metapediac to Paspébiac; and agreements with Baie des Chaleurs Railway company confirmed.....	1886
	49	18	"	Duration of yearly subsidy to Chignecto Marine Transport Railway and manner of payment thereof.....	1886
	50-51	22	"	Subsidies in land to certain railways.....	1887
	50-51	23	"	Subsidies in land to certain railways.....	1887
	50-51	24	"	" to certain railways.....	1887
	50-51	25	"	Confirming agreement with Western Counties Railway.....	1887
	50-51	26	"	Providing for advances to be made by Government to the Fredericton and St. Mary's Railway Bridge Company.....	1887
	50-51	27	"	Providing for construction of railway from Oxford Junction to New Glasgow.....	1887
	51	3	"	Subsidies to certain railways.....	1888
	51	4	"	Further extending time for construction of Chignecto Marine Transport Railway.....	1888
	51	29	"	CONSOLIDATION OF ACTS, Railway Committee of Privy Council constituted (repealed)	1888
	51	32	"	Agreement with C. P. Railway respecting bonds, etc.....	1888
	52	3	"	Subsidies to certain railways.....	1889
	52	4	"	" in land to certain railways.....	1889
	52	5	"	Confirming contract for payment of subsidy to Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, for transport of mails, supplies, etc.....	1889
	52	7	"	Providing for transfer of certain lands in Canadian Pacific Railway belt to Province of British Columbia.....	1889

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR	
	52	8	“ Authorizing Department to complete Western Counties Railway between Annapolis and Digby.....	1889
	52	13	“ “The Expropriation Act”; power to take land and provisions respecting.....	1889
	53	2	“ Subsidies to certain railways.....	1890
	53	3	“ “ in land to certain railways.....	1890
	53	4	“ Subsidies in land to certain railways.....	1890
	53	5	“ Confirming contract for payment of subsidy to the Calgary and Edmonton Railway for transport of mails, supplies, etc.; and authorizing Company to enter into agreement with C. P. R.....	1890
	53	28	“ Act of 1888, extended to Canadian railways operating in the United States; powers with respect to lands, and penalties for neglect to make fences (repealed).....	1890
	54-55	8	“ Subsidies to certain railways..	1891
	54-55	11	“ Act to amend 52 V. c. 4. subsidies in lands.....	1891
	54-55	11	“ Act respecting North Shore section of the Canadian Pacific Railway.....	1891
	54-55	12	“ Amending Acts respecting the Chignecto Marine Transport Railway..	1891
	54-55	15	“ Authorizing sale of Carleton, City of St. John Branch Railroad.....	1891
	54-55	51	“ As to evidence before arbitrators and proceedings thereunder (repealed).....	1891
	55-56	5	“ Subsidies to certain railways.....	1892
	55-56	27	“ Act of 1888, amended as respects execution of trusts; powers with respect to lands; crossings of one railway over another, and regulation of speed in cities (repealed).....	1892
	56	2	“ Subsidies to certain railways ..	1893

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.			YEAR
	56	4	“ “ in land to certain rail- ways.....	1893
	56	6	“ Act to confirm sale of Carleton, City of St. John Branch Rail- road.....	1893
	56	27	“ Act of 1888, amended as respects crossings of street railways, to be subject to approval of Rail- way Committee of P. C., and regulations to govern (re- pealed).....	1893
57-58	4	“	Subsidies to certain railways.....	1894
57-58	5	“	Act respecting subsidies to Pro- vince of Quebec by 47 V. c. 8..	1894
57-58	6	“	Subsidies in land to certain rail- ways.....	1894
57-58	7	“	Act respecting land subsidy of Canadian Pacific Railway.....	1894
57-58	53	“	Act of 1888 amended, requiring shel- ter to be provided for motor- men on electric and other rail- way cars (repealed).....	1894
58-59	8	“	Special subsidy, and authority to transfer portion of to Lake Manitoba Railway and Canal Company.....	1895
	59	9	“ Act of 1888 amended, authoriz- ing by-laws for certain pur- poses; and notice as to expro- priation of lands (repealed, ex- cept Sec. 2).....	1896
60-61	4	“	Subsidies to certain railways.....	1897
60-61	5	“	Subsidy to Crow's Nest Pass Railway, C.P.R.....	1897
	61	12	“ Act respecting payment of grants in aid of the Victoria Bridge, G.T.R., and Crow's Nest Pass Railway, C.P.R.....	1898
	61	22	“ Act of 1888 amended, to include other carriers besides vehicles; also determination of discrim- inatory tolls (repealed).....	1898
62-63	5	“	Confirming agreement with Grand Trunk Railway Co., of Canada, to secure extension of Intercolonial Railway sys- tem to City of Montreal.....	1899
62-63	6	“	Authorizing purchase of Drum- mond County Railway.....	1899

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
62-63	4	“ To authorize construction of a branch railway from Murray Harbour, P.E.I., as a public work	1899
62-63	37	“ Act of 1888 amended, regulations as to telegraph and telephone lines, and bridging and fencing of railways (repealed)	1899
62-63	38	“ Amending Act of 1882 respecting sale of Railway Passenger tickets	1899
62-63	39	“ Amending Expropriation Act of 1889, as to diversions of streams and highways.....	1899
62-63	7	“ Subsidies to certain railways.....	1899
62-63	44	“ Respecting jurisdiction of the Exchequer Court as to Railway debts.....	1899
62-63	45	“ Suspension of operation of above Act, 62-6 3 Vic., Chap. 44.....	1899
63-64	7	“ Respecting construction of branch railway from Charlotte town to Murray Harbour	1900
63-64	8	“ Subsidies to certain railways. . .	1900
63-64	23	“ Act of 1888 amended, as to street and electric railways; drainage; alterations in location of by-laws, and erection of stations (repealed).	1900
1 Edw. VII	31	“ Directors of insolvent railway may file scheme in Exchequer Court; assent of bondholders required (repealed)..	1901
1 Edw. VII	32	“ Definition of traffic facilities to be afforded under Sec. 240 Railway Act, 1888 (repealed)	1901
1 Edw. VII	7	“ Subsidies to certain railways . . .	1901
2 Edw. VII	26	“ Act respecting the remission of penalties imposed under The Railway Act, 1888	1902
2 Edw. VII	29	“ Section 114 of Railway Act repealed by this Act, as to access to ballast pits and water supply, and substitute Section provided.	1902
3 Edw. VII	7	“ Granting certain aid for the extension of the Canadian Northern Railway.	1903

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
3 Edw. VII	54	“ Authorizing aid to Quebec Bridge and Railway Co., and confirming agreement respecting.....	1903
3 Edw. VII	55	“ Act to aid in settlement of Railway Labour Disputes.....	1903
3 Edw. VII	56	“ Amending error in Chap. 8, 1900, respecting Railway Subsidies..	1903
3 Edw. VII	58	“ “THE RAILWAY ACT,” 1903, constituting Board of Railway Commissioners.....	1903
3 Edw. VII	59	“ Authorizing advances to be made by Dept. of Railways and Canals for Railway Stores account.....	1903
3 Edw. VII	71	“ National Transcontinental Railway; respecting the construction of, and agreement with Grand Trunk Pacific Railway	1903
4 Edw. VII	4	“ Act authorizing Government to purchase Canada Eastern Railway and to take possession of Fredericton and St. Mary’s Railway Bridge.....	1904
4 Edw. VII	16	“ Arbitration between His Majesty and the Grand Trunk Railway re traffic agreements.....	1904
4 Edw. VII	24	“ Amending 3 Edw. VII., cap. 71, re National Transcontinental Railway, and confirming agreements with Grand Trunk Railway and Grand Trunk Pacific Railway.....	1904
4 Edw. VII	31	“ Amending the Railway Act, 1903, as to liability of railway for personal injury to employees.....	1904
4 Edw. VII	32	“ Amending the Railway Act, 1903, as to Provincial Sunday observance laws, and as to net earnings on Eastern Division of Grand Trunk Pacific Railway and apportionment of rates on said railway.....	1904
4 Edw. VII	33	“ Manner of payment of certain railway subsidies.....	1904
4 Edw. VII	34	“ Subsidies to certain railways.....	1904
4 Edw. VII	34	“ Subsidies to certain railways.....	1904

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	40	“ Act to amend 4 Edw. VII, cap., 129, respecting Temiscouata Railway.....	1904
4-5 Edw. VII	35	“ Pension of Chief Commissioner of Board of Railway Commissioners established, if ex-judge	1905
4-5 Edw. VII	36	“ Government railways to have running powers over Grand Trunk Railway between Montreal and Coteau and over Canada Atlantic Railway System. Tariffs and conditions to be determined by Board of Railway Commissioners.....	1905
4-5 Edw. VII	7	“ Tenders to be invited for public works by advertisement, and contracts to be awarded under direction of Governor in Council.....	1905

NOTE—No Government legislation respecting railways in the year, 1895.

RAILWAYS AND CANALS DEPARTMENT, constitution of; 42 Vic., chap. 7, and chap. 37, R.S.C., 1886, see also 31 Vic., chap. 12 and 35 Vic., chap. 24.....

3 Edw. VII	59	“ Authorizing advances in connection with Government Railways and railway stores..	1903
4-5 Edw. VII	37	“ Tenders to be invited for works estimated to cost \$5,000 and upwards, subject to award under direction of Governor in Council.....	1905
3 Edw. VII	21	RAILWAY COMPANIES, INSOLVENT See Exchequer Court.....	1903
3 Edw. VII	55	RAILWAY LABOUR DISPUTES, Act for the settlement of differences.....	1903

REIGN.	CHAP.	RAILWAY PASSENGER TICKETS,	YEAR
		Badges to be worn by employees selling tickets, Sec. 216, The Railway Act, 1903....	
		“ Appointment of agents for sale of tickets, R.S.C., Ch. 110, Sec. 1, (1886).....	
		“ Issuance of certificate of appointment, R.S.C., Ch. 110, Sec. 2.....	
		“ As to agents of foreign railway companies, R.S.C., Ch. 110, Sec. 3.....	
		“ Name and date to be stamped on every ticket, R.S.C., Ch. 110, Sec. 4.....	
		“ Penalty for unauthorized sale of tickets, R.S.C., Ch. 110, Sec. 8.....	
		“ Redemption of unused tickets, and limit of time, R.S.C., Ch. 110, Sec.	
		“ Right of stop-over may be demanded, R.S.C., Ch. 110, S. 10.	
62-63	38	“ Amending sections 1 and 7 of Ch. 110, R.S.C., (1886).....	1899
46	75	RAILWAY TRUST AND CONSTRUCTION CO., incorporated.....	1883
46	76	“ Provisions of “The Canada Joint Stock Companies’ Clauses Act, 1869,” to apply to.....	1883
56	48	RAILWAY WORKS, City of Toronto.....	1893
45	85	RAPID CITY CENTRAL RAILWAY CO. incorporated.....	1882
52	52	RED DEER VALLEY RAILWAY AND COAL CO., incorporated.....	1889
54-55	76	“ Charter revived and amended....	1891
57-58	90	“ “ again revived and amended..	1894
60-61	60	“ Time for commencement and completion extended; alternative route authorized.....	1897
62-63	86	“ Time for construction of railway extended..	1899
63-64	77	“ Time for completion extended and limited..	1900

RED DEER VALLEY RAILWAY AND COAL Co.—Continued.

REIGN.	CHAP.		YEAR
3 Edw. VII	181	" Powers of construction revived for limited time.....	1903
4-5 Edw. VII	152	" Time for construction extended	1905
	52	4(No. XIV.) Subsidy Act, land.....	1889
	54-55	9 " XXVI.) " "	1891
58-59	60	RED MOUNTAIN RAILWAY CO., (1893, Ch.61), confirming B.C. Charter, and incorporating under Dominion laws.....	1895
Operated by SPOKANE FALLS AND NORTHERN RAILWAY COMPANY.			
3 Edw. VII	182	REGINA AND HUDSON'S BAY RAILWAY CO., incorporated.....	1903
4-5 Edw. VII	153	" Time for construction of railway extended.....	1905

RESTIGOUCHE AND VICTORIA RAILWAY CO.

(N.B.)			
55-56	5	(No. 259) Subsidy Act.....	1892
57-58	4	(" 352) " additional.....	1894
63-64	78	RESTIGOUCHE AND WESTERN RAILWAY COMPANY, (N.B., 1897, Ch. 82). Authority to build railway bridge across the St. John River; bond issue limited.....	1900
57-58	5	(No. 352) Subsidy Act.....	1894
60-61	4	(" 384) " in lieu of No. 352.....	1897
62-63	7	(" 456) " additional.....	1899
63-64	8	(" 492) " additional.....	1900
1 Edw. VII	7	(" 527) " in lieu of No. 384.....	1901
1 Edw. VII	7	(" 542) " additional.....	1901

Now INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

60-61	61	RICHELIEU AND LAKE MEMPHREMAGOG RAILWAY CO. (Que.), (1892, Ch. 70), declaring within legislative authority of Canada; and general corporate powers.....	1897
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RICHMOND HILL JUNCTION RAILWAY CO.

(Ont.), (1886, Ch. 77).			
50-51	24	(No. 98) Subsidy Act.....	1887
53	90	RIVER DETROIT RAILWAY BRIDGE CO., name of River Detroit Winter Railway Bridge Company changed to.....	1890

REIGN.	CHAP.		YEAR
	51 91	RIVER DETROIT WINTER RAILWAY BRIDGE CO., incorporated...	1888
	53 90	“ Name changed to River Detroit Railway Bridge Co.....	1890
	35 87	RIVER ST. CLAIR RAILWAY BRIDGE AND TUNNEL CO., incorporated	1872
	36 92	“ Time extended for construction; power to increase capital.....	1873
	45 70	“ Charter revived and time for construction extended.....	1882
	48-49 25	“ Time for construction extended	1885
	51 94	“ “ “ “	1888
	54-55 102	“ “ “ “ again extended	1891
	57-58 100	“ “ “ “ again extended	1894
2 Edw. VII	95	“ Time for construction limited.....	1902
See	ST.	CLAIR RAILWAY, BRIDGE AND TUNNEL CO.	
	54-55 58	ROCKY MOUNTAIN RAILWAY AND COAL CO., incorporated.....	1891
	57-58 91	“ Charter revived and amended....	1894
	57-58 6	(No. XXX.) Subsidy Act, land.....	1894
	48-49 90	RUSH LAKE AND SASKATCHEWAN RAILWAY AND NAVIGATION CO., incorporated.....	1885
	62-63 87	RUSSELL, DUNDAS AND GRENVILLE COUNTIES RAILWAY CO., incorporated	1899
	62-63 88	RUTLAND AND NOYAN RAILWAY CO., incorporated	1899
		Operated by RUTLAND RAILROAD CO., U.S.	

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		SAGUENAY AND LAKE ST. JOHN RAILWAY CO. (Que. 1883, Ch. 94).	
	50-51 24	(No. 113) Subsidy Act.....	1887
Now		QUEBEC AND LAKE ST. JOHN RAILWAY.	
	54-55 100	SALISBURY AND HARVEY RAILWAY CO., confirming letters patent of New Brunswick; also corporate powers; may issue bonds.....	1891

SALISBURY AND HARVEY RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
63-64	80	“ Line of railway described, and authority to acquire other railways	1900
		Formerly ALBERT RAILWAY CO.	
4-5 Edw. VII	157	SASKATCHEWAN BRIDGE CO., incorporated	1905
	46 71	SASKATCHEWAN AND NORTH-WESTERN RAILWAY CO., incorporated	1883
	45 81	SASKATCHEWAN AND PEACE RIVER RAILWAY CO., incorporated	1882
	52 56	SASKATCHEWAN RAILWAY AND MINING CO., incorporated...	1889
	53 88	“ Time for commencement extended	1890
54-55	78	“ Time for completion extended...	1891
	61 85	“ Time for commencement and completion extended.....	1898
62-63	89	“ Changes of route authorized, and division into sections; time for construction limited	1899
1 Edw. VII	83	SASKATCHEWAN AND WESTERN RAILWAY CO. (1886, Ch. 59), Confirming incorporation by Legislature of Manitoba, and time for construction extended.....	1901
	57-58 6	(No. XXXIII.) Subsidy Act, land	1894
	47 85	SASKATOON AND NORTHERN RAILWAY CO., incorporated	1884
	45 89	SAULT STE. MARIE BRIDGE CO., incorporated	1882
48-49	24	“ Time for construction extended	1885
	53 64	SAULT STE. MARIE AND HUDSON'S BAY RAILWAY CO., incorporated	1890
	34 50	SAULT ST. MARIE RAILWAY AND BRIDGE CO., incorporated...	1871
	35 86	“ Power to unite or accept assistance from other companies	1872

REIGN.	CHAP.		YEAR
	59 34	SCHOMBURG AND AURORA RAILWAY CO., incorporated.....	1896
	63-64 81	“ Extension to railway authorized; power to enter into an agreement with another company	1900
	60-61 4	(No. 386) Subsidy Act.....	1897
	63-64 8	(“ 488) “ additional	1900
1 Edw. VII	7	(“ 525) “ in lieu of 386.....	1901
		Sold to TORONTO RAILWAY CO.	
		SHEDIAC AND COAST RAILWAY CO. (N.B. 1899, Ch. 90).	
3 Edw. VII	57	(No. 561) Subsidy Act.....	1903
	53 94	SHORE LINE RAILWAY BRIDGE CO., incorporated	1890
	58-59 63	SHORE LINE RAILWAY CO. (1889, Ch. 26), declaring to be within legislative authority of Canada; general corporate powers; time for construction limited	1895
	49 82	SHUSWAP AND OKANAGAN RAILWAY CO., incorporated	1886
	51 88	“ Power to issue bonds; time for construction extended.	1888
	54-55 72	“ Agreement with Canadian Pacific Railway confirmed.....	1891
	52 3	(No. 167) Subsidy Act.....	1889
		Leased to CANADIAN PACIFIC RAILWAY.	
1 Edw. VII	84	SIMALKAMEEN AND KEREMEOS RAILWAY CO., incorporated	1901
4 Edw. VII	124	“ Powers of construction revived and time extended	1904
		SOUTH EASTERN RAILWAY CO. (QUE.)	
		See MONTREAL AND ATLANTIC RAILWAY.	
	43 58	SOURIS AND ROCKY MOUNTAIN RAILWAY CO., incorporated	1880
	44 47	“ Powers as to issue of bonds and preferential stock, and as to conveyance of lands.....	1881
	45 79	“ Describing lines of railway to be constructed; power to bridge navigable waters.....	1882
	47 72	“ Name changed to North-West Central Railway.....	1884
		See GREAT NORTH-WEST CENTRAL RAILWAY.	

REIGN.	CHAP.		YEAR
3 Edw. VII	191	SOUTHERN CENTRAL PACIFIC RAILWAY CO., incorporated.....	1903
	50-51 86	SOUTH NORFOLK RAILWAY CO., incorporated	1887
	51 57	“ Authorizing sale of railway to Grand Trunk, Georgian Bay and Lake Erie Railway Co.....	1888
	50-51 24	(No. 109) Subsidy Act	1887
		Operated by GRAND TRUNK RAILWAY.	
	50-51 85	SOUTH ONTARIO PACIFIC RAILWAY CO., incorporated.....	1887
	52 70	“ Time for completion extended....	1889
	54-55 92	“ Authority to extend lines, and time for completion further extended	1891
	59 35	“ Time for construction further extended	1896
1 Edw. VII	85	“ Time for construction extended	1901
	52 3	(No. 172) Subsidy Act.....	1889
	54-55 8	(“ 236) “ in lieu of No. 172	1891
	43 56	SOUTH SASKATCHEWAN VALLEY RAILWAY CO., incorporated	1880
	45 82	“ Power to bridge navigable waters; time for commencement extended.....	1882
	47 71	“ Time for commencing again extended	1884
	54-55 17	“ Time for commencing again extended	1885
	63-64 82	SOUTH SHORE LINE RAILWAY CO., incorporated	1900
	58-59 64	SOUTH SHORE RAILWAY CO., declaring to be under legislative authority of Canada; general corporate powers granted.....	1895
	57-58 4	(No. 365) Subsidy Act	1894
	00 10	SOUTH SHORE RAILWAY CO. (Que. 1894, Ch. 72), declaring to be under legislative authority of Canada; issue of bonds limited line of railway described....	1896
2 Edw. VII	101	“ Time for completion extended....	1902
4-5 Edw. VII	158	“ Authorizing sale of railway and its accessories by order of Exchequer Court, also Quebec Southern Railway	1905

SOUTH SHORE RAILWAY CO.—Continued..

REIGN.	CHAP.		YEAR
62-63	7 (No. 441)	Subsidy Act.....	1899
62-63	7 (" 468)	" bridge	1899
62-63	7 (" 469)	" "	1899
62-63	7 (" 470)	" "	1899
62-63	7 (" 471)	" "	1899
63-64	8 (" 513)	" "	1900
63-64	8 (" 514)	" "	1900
3 Edw. VII	57 (" 623)	" Nicolet River bridge	1903
3 Edw. VII	57 (" 624)	" St. Francis River bridge	1903
3 Edw. VII	57 (" 625)	" St. Francis River bridge	1903

See MONTREAL AND SOREL RAILWAY.

59	36	SOUTH SHORE SUBURBAN RAILWAY CO., incorporated	1896
51	52	SOUTH-WESTERN RAILWAY CO. (Que.), incorporated.....	1888
54-55	83	" Time for completion extended...	1891
59	37	" Confirming agreement for leasing to the ST. LAWRENCE AND ADIRONDACK RAILWAY	1896

SPOKANE FALLS AND NORTHERN RAILWAY, operating COLUMBIA AND RED MOUNTAIN RAILWAY, NELSON AND FORT SHEPPARD RAILWAY and RED MOUNTAIN RAILWAY.

40	86	SPRINGHILL AND PARRSBORO COAL AND RAILWAY CO. (1872, Ch. 70), declaring to be within legislative jurisdiction of Canada	1877
47	77	" Confirming winding up and sale of, to the CUMBERLAND COAL AND RAILWAY CO.	1884
51	54	STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY CO. (1853, Ch. 107), general corporate powers granted, and authority to sell or lease to another company.....	1888
51	55	" Section 12 of above Act amended	1888

Operated by CENTRAL VERMONT RAILROAD.

REIGN.	CHAP.	ST.	YEAR
50-51	60	ST. CATHARINES AND NIAGARA CENTRAL RAILWAY CO. (1881, Ch. 73), authority to build branch line to Port Credit	1887
51	78	“ Declaring to be subject to legislative authority of Canada; time extended for construction of line.....	1888
51	79	“ Section 8 of above Act amended	1888
53	54	“ Time for construction extended	1890
54-55	87	“ Limit of bond issue extended; authority to enter into agreement with another company	1891
55-56	58	“ Time for construction extended	1892
57-58	92	“ Time for construction extended	1894
58-59	61	“ Time for construction extended, name changed to Niagara, Hamilton and Pacific Railway Co.	1895
60	9	“ Authority to issue preference bonds; time for completion extended.	1896
50-51	24	(No. 96) Subsidy Act.....	1887
52	3	(“ 176) “ additional	1889
53	2	(“ 190) “ “	1890
55-56	5	(“ 265) “ in lieu of Nos.176 and 190	1892
57-58	4	(“ 319) “ additional.	1894
See NIAGARA, HAMILTON AND PACIFIC RAILWAY.			
Now NIAGARA, ST. CATHARINES AND TORONTO RAILWAY			
3 Edw. VII	186	ST. CHRYSOSTOME RAILWAY CO., incorporated	1903
47	82	ST. CLAIR FRONTIER TUNNEL CO., incorporated	1884
52	3	(No. 162) Subsidy Act.....	1889
Controlled by GRAND TRUNK RAILWAY.			
51	94	ST. CLAIR RAILWAY, BRIDGE AND TUNNEL CO., time for construction extended	1888
60-61	70	“ Time for construction extended	1897
63-64	117	“ Power to construct bridge, and time for completion extended	1900
See CANADA SOUTHERN RAILWAY.			

REIGN.	CHAP.		YEAR
		STEEL CO. OF CANADA (N.S. 1875, Ch. 111).	
51	3	(No. 147) Subsidy Act, rails.....	1888
		STEWIACKE AND LANSDOWNE RAILWAY CO. (N.S. 1874, Ch. 12).	
49	10	(No. 87) Subsidy Act.....	1886
52	3	(“ 155) “	1889
53	2	(“ 223) “ in lieu of No. 87..	1890
55-56	5	(“ 254) “ of No. 223	1892
55-56	5	(“ 258) “ of No. 223	1892
57-58	4	(“ 336) “ of No. 258	1894
		See MIDLAND RAILWAY CO. (N.S.)	
33	54	ST. FRANCIS AND MEGANTIC INTER- NATIONAL RAILWAY CO., (1870, Ch. 21), incorporated....	1870
35	71	“ Authorizing increase of capital.	1872
36	85	“ Power to connect with other railways or to lease road; also to issue bonds; certain con- tracts with other railways ratified	1873
37	72	“ Action with respect to bonds confirmed	1874
40	59	“ Name changed; issue of bonds limited	1877
		See INTERNATIONAL RAILWAY.	
		ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENER- GIE RAILWAY CO. (Que. 1880, Ch. 36).	
60-61	4	(No. 381) Subsidy Act.....	1897
		See JOLIETTE AND ST. JEAN DE MATHA RAILWAY.	
49	85	ST. GABRIEL LEVEE AND RAILWAY CO., incorporated	1886
50-51	72	“ Charter revived and amended....	1887
52	83	“ Charter again revived and amended	1889
		ST. JOHN BRIDGE AND RAILWAY EXTENSION CO. (N.B. 1881 Ch. 44).	
61	9	“ Extending time for repayment of advances to, and empower- ing Government to take over bridge	1898

ST. JOHN BRIDGE AND RAILWAY EXTENSION CO.—Continued.				YEAR
REIGN.	CHAP.			
	61	83	“ Issue of bonds authorized, and as to disposition of same.....	1898
	46	26	(No. 17) Subsidy Act	1883
			Leased to CANADIAN PACIFIC RAILWAY.	
	55-56	59	ST. JOHN AND MAINE RAILWAY CO. (1878, Ch. 92). modification of lease to New Brunswick Railway Co. confirmed by 47 Vic. chap. 75.....	1892
			Leased to CANADIAN PACIFIC RAILWAY.	
	58-59	74	ST. JOHN RIVER BRIDGE CO., incorporated	1895
			ST. JOHN VALLEY RAILWAY CO. (N.B. 1901, Ch. 85).	
3 Edw. VII	57	(No. 560)	Subsidy Act.....	1903
			ST. JOHN VALLEY AND RIVIERE DU LOUP RAILWAY CO. (1889, Ch. 59).	
	50-51	24	(No. 118) Subsidy Act.....	1887
	53	2	(“ 225) “ in lieu of No. 118	1890
	55-56	5	(“ 274) “ additional	1892
	62-63	7	(“ 419) “	1899
3 Edw. VII	57	(“ 573)	“ in lieu of No. 419	1903
	51	64	ST. LAWRENCE AND ADIRONDACK RAILWAY CO., incorporated	1888
	52	72	“ Time for construction extended	1889
	56	60	“ May enter into agreement with another company.....	1893
	57-58	93	“ Authority to enter into agreements with certain other companies	1894
	58-59	62	“ Power to issue bonds, and limit thereof.....	1895
	59	18	“ Confirming agreement with Grand Trunk Railway for lease of line between Beauharnois and Valleyfield (schedule)	1896
	59	32	“ Confirming agreements with Malone and St. Lawrence Railway (schedule) and with the Grand Trunk Railway.	1898
	59	37	“ Confirming agreement and amalgamation with South-Western Railway Co. (schedule)	1896

ST. LAWRENCE AND ADIRONDACK RAILWAY Co.—Continued.

REIGN.	CHAP.		YEAR
	60-61	62 " Issue of bonds confirmed.....	1897
1 Edw. VII	82	" Issue of unsecured bonds authorized, and registration thereof	1901
	53	2 (No. 218) Subsidy Act.....	1890
	55-56	5 (" 293) " additional	1892
	60-61	4 (" 394) " " "	1897
Operated by NEW YORK CENTRAL RAILROAD.			
	49	78 ST. LAWRENCE AND ATLANTIC JUNCTION RAILWAY CO., incorporated	1886
	52	72 " Time for construction extended	1889
	35	90 ST. LAWRENCE AND INTERNATIONAL BRIDGE CO., incorporated	1872
ST. LAWRENCE AND LOWER LAURENTIAN AND SAGUENAY RAILWAY CO., (1878, Ch. 48).			
	47	8 (No. 38) Subsidy Act.	1884
	48-49	59 (" 59) " in lieu of No. 38	1885
	50-51	24 (" 117) " in lieu of No. 59	1887
	54-55	8 (" 234) " revote, unpaid balance of No. 117	1891
See QUEBEC AND LAKE ST. JOHN RAILWAY.			
2 Edw. VII	99	ST. LAWRENCE AND NORTHERN RAILWAY CO., incorporated	1902
	31	20 ST. LAWRENCE AND OTTAWA RAILWAY CO., incorporated.....	1867
	35	67 " Extending corporate powers and authorizing construction of branch lines	1872
	39	47 " Amending corporate powers; authorizing issue of mortgage bonds, and creation of debenture stock.....	1876
	47	76 " As to rights of bondholders.....	1884
	59	33 " Application of proceeds of sales of lands	1896
Leased to CANADIAN PACIFIC RAILWAY.			
	40	62 ST. LAWRENCE AND PACIFIC RAILWAY FERRY CO., incorporated	1877
ST. LOUIS, RICHIBUCTO AND BUC-TOUCHE RAILWAY CO. (N.B. 1882, Ch. 47).			
	47	8 (No. 35) Subsidy Act	1884

REIGN.	CHAP.		YEAR
50-51	75	ST. MARTINS AND UPHAM RAILWAY CO. (1871, Ch. 49), authorizing sale of railway; certain rights reserved	1887
See CENTRAL RAILWAY CO. OF N.B.			
1 Edw. VII	112	ST. MARY'S RIVER BRIDGE CO., incorporated	1901
63-64	79	ST. MARY'S RIVER RAILWAY CO., incorporated	1900
3 Edw. VII	187	" Extensions of railway authorized; time for construction limited	1903
4 Edw. VII	43	" Providing for amalgamation with Alberta Railway and Irrigation Co.	1904
63-64	8	(No. 495) Subsidy Act	1900
3 Edw. VII	57	(" 614) " additional	1903
See ALBERTA RAILWAY AND COAL CO.			
4-5 Edw. VII	155	ST. MARY'S AND WESTERN ONTARIO RAILWAY CO., incorporated	1905
4 Edw. VII	123	ST. MAURICE VALLEY RAILWAY CO. incorporated	1904
4-5 Edw. VII	156	" Line of railway described; may enter into agreement with other companies	1905
2 Edw. VII	112	STRAIT OF CANSO BRIDGE CO., incorporated	1902
4 Edw. VII	127	" Time for construction extended	1904
STRATHROY AND WESTERN COUNTIES RAILWAY CO. (Ont. 1893, Ch. 99).			
57-58	4	(No. 341) Subsidy Act.	1894
60-61	4	(" 391) "	1897
62-63	7	(" 418) " in lieu of No. 341	1899
63-64	8	(" 477) "	1900
3 Edw. VII	57	(" 548) "	1903
ST. STEPHEN AND MILLTOWN RAILWAY CO. (N.B. 1886, Ch. 17).			
61	84	" Agreement for lease of to Canadian Pacific Railway confirmed	1898
53	2	(No. 202) Subsidy Act	1890
56	2	(" 303) " in lieu of No. 202	1893
60-61	4	(" 398) " additional	1897
Leased to CANADIAN PACIFIC RAILWAY.			
SUBSIDIES, See RAILWAY ACTS.			

REIGN.	CHAP.		YEAR
62-63	90	SUDBURY AND WAHNAPIITAE RAILWAY CO., incorporated.....	1896
		SYDNEY AND LOUISBURG RAILWAY, (N.S.)	
		See DOMINION COAL CO.	
T			
50-51	90	TEESWATER AND INVERHURON RAILWAY CO., incorporated	1887
50-51	71	TEMISCOUATA RAILWAY CO. (1893, Ch. 46). charter confirmed as set out in schedule to this Act	1887
56	61	" Authorizing issue of bonds, arrangements with other companies; and time extended for construction.....	1893
58-59	65	" Authorizing extension from Edmundston to the I. C. R.; time for construction limited; issue of bonds to apply to extension	1895
60-61	63	" Time for construction of extension extended; may lease or acquire running powers over the Central Railway.....	1897
62-63	91	" Time for construction of railway extended	1899
4 Edw. VII	129	" As to prior lien and consolidated mortgage bonds, transfer of registered debenture stock, etc.	1904
4 Edw. VII	40	" Amending Act of present session Ch. 129.....	1904
45	14	(No. 3) Subsidy Act.....	1882
48-49	58	(" 62) " additional	1885
50-51	24	(" 127) " "	1887
51	3	(" 141) " in lieu of No. 127	1888
53	2	(" 226) " additional	1890
55-56	5	(" 279) " revote of portion of No. 226	1892
62-63	7	(" 457) " additional	1899
4 Edw. VII	131	THOROLD AND LAKE ERIE RAILWAY CO., incorporated.....	1904
4 Edw. VII	132	" Amending Sections 1 and 10 of above Act.....	1904

REIGN.	CHAP.		YEAR
	51 75	THOUSAND ISLANDS RAILWAY CO. (1870-71, Ch. 46), declaring to be under legislative authority of Canada; general corporate powers; amalgamation with Gananoque, Perth and James' Bay Railway.....	1888
	59 38	" Time for construction extended	1896
63-64	83	" Powers enlarged; and time for completion extended.....	1900
	52 3	(No. 182) Subsidy Act.....	1889
55-56	5	(" 269) " revote, unpaid balance of No. 182.....	1892
63-64	8	(" 486) " additional	1900
	61 86	THREE RIVERS AND NORTH SHORE ELECTRIC RAILWAY CO., incorporated	1898
	52 64	THREE RIVERS AND WESTERN RAILWAY CO., incorporated	1889
	35 81	THUNDER BAY SILVER MINES RAIL- WAY CO., incorporated.....	1872
		THUNDER BAY COLONIZATION RAILWAY CO. (Ont. 1883, Ch. 51).	
48-49	59	(No. 52) Subsidy Act.	1885
49	10	(" 70) " additional	1886
		Now PORT ARTHUR, DULUTH AND WESTERN RAILWAY.	
		THUNDER BAY, NEPIGON AND ST. JOE RAILWAY CO. (Ont. 1899, Ch. 104).	
3 Edw. VII	57	(No. 570) Subsidy Act	1903
		TICKETS, See RAILWAY PASSENGER TICKETS.	
	53 56	TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY CO., in- corporated	1890
2 Edw. VII	105	" Time for construction extended; bond issue to apply also to ex- tension	1902
2 Edw. VII	105	" Time for construction extended; bond issue to apply also to extension	1902
4 Edw. VII	133	" Time for construction extended and limited.....	1904

TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	55-56	5 (No. 280) Subsidy Act.....	1892
	57-58	4 (" 317) " in lieu of 280.....	1894
	60-61	4 (" 387) " additional.....	1897
	62-63	7 (" 440) " ".....	1899
3 Edw. VII	57	(" 544) " ".....	1903
3 Edw. VII	57	(" 575) " ".....	1903
Leased to CANADIAN PACIFIC RAILWAY.			
	61	87 TIMAGAMI RAILWAY CO., incorporated.....	1898
	63-64	84 " Time for construction extended.....	1900
2 Edw. VII	106	" Time for construction further extended.....	1902
4 Edw. VII	134	" Time for construction further extended.....	1904
4-5 Edw. VII	161	" Name changed to "The Ontario Northern and Timagami Railway Co., Line of railway described; bond issue limited.....	1905
3 Edw. VII	57	(No. 580) Subsidy Act.....	1903
	51	71 TOBIQUE VALLEY RAILWAY CO., incorporated.....	1888
	55-56	60 " Confirming lease of, to Canadian Pacific Railway (schedule)....	1892
	50-51	24 (No. 130) Subsidy Act.....	1887
	53	2 (" 227) " additional.....	1890
	54-55	8 (" 238) " in lieu of No. 130.....	1891
	55-56	5 (" 244) " additional.....	1892
	57-58	4 (" 354) " ".....	1894
Leased to CANADIAN PACIFIC RAILWAY.			
	55-56	61 TORONTO, CITY OF, and Grand Trunk and Canadian Pacific Railways, agreement between (schedule).....	1892
	56	48 " Confirming agreement in 55-56 Vic. cap. 61.....	1893
	47	66 TORONTO, GREY AND BRUCE RAILWAY CO., (1868, Ch. 40), powers as to issue of bonds and first mortgage bonds; declaring subject to authority of Canada.....	1884
	49	10 (No. 75) Subsidy Act.....	1886
See CANADIAN PACIFIC RAILWAY.			

REIGN.	CHAP.		YEAR
54-55	86	TORONTO, HAMILTON AND BUFFALO RAILWAY CO., (1884, Ch. 75), declaring subject to legislative authority of Canada; general corporate powers.....	1891
	56 62	“ Confirming by-laws of Brantford and Hamilton respecting,—schedules “A” and “B”; amalgamation with Brantford, Waterloo and Lake Erie Railway.....	1893
58-59	66	“ By-law 755 of City of Hamilton ratified; time for construction extended; and as to security for debts incurred (schedule)	1895
	59 39	“ As to application of money deposited in trust for debts; and disposal of debentures	1896
3 Edw. VII	197	“ Power to increase bond issue to be subject to lien of first mortgage bonds.....	1903
4-5 Edw. VII	165	“ Power to increase number of directors.....	1905
3 Edw. VII	196	TORONTO AND HAMILTON RAILWAY CO., incorporated.....	1903
4 Edw. VII	135	“ Extension of railway authorized, and time for construction extended.....	1904
4-5 Edw. VII	164	“ Authorizing construction of railway on Burlington Beach, subject to approval of Board of Railway Commissioners....	1905
4-5 Edw. VII	165	“ May issue preference stock on certain conditions.....	1905
	61 88	TORONTO AND HUDSON BAY RAILWAY COMPANY, incorporated.....	1898
		TORONTO, LINDSAY AND PEMBROKE RAILWAY COMPANY, (Ont., 1899, Ch. 105),	
1 Edw. VII	7	(No. 521) Subsidy Act	1901
3 Edw. VII	57	(“ 546) “ revote.....	1903
	34 45	TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY CO., (1869, Ch. 30), confirming agreement for lease of, to Northern Railway Company (schedule)	1871

REIGN.	CHAP.		YEAR
		See NORTHERN RAILWAY COMPANY OF CANADA.	
	58-59 67	TRAIL CREEK AND COLUMBIA RAILWAY CO., incorporated	1895
	60-61 64	“ As to issue of bonds; time for construction limited.....	1897
	58-59 68	TRANS-CANADIAN RAILWAY CO., incorporated.....	1895
	60-61 65	“ Time extended for completion; name changed to “Trans-Canada Railway Company.”	1897
	60-61 65	TRANS-CANADA RAILWAY CO., name of Trans-Canadian Railway Company changed to	1897
2 Edw. VII	108	“ Time for completion extended	1902
4 Edw. VII	136	“ Time for construction further extended.....	1904
1 Edw. VII	7	(No. 540) Subsidy Act	1901
3 Edw. VII	57	(“ 554) “ revote.....	1903
3 Edw. VII	57	(“ 596) “ additional.....	1903
	40 46	TRURO AND PICTOU RAILWAY CO., transfer of, to a Company.....	1877
	42 12	“ Transfer Act amended	1879
U			
	36 16	UNION FORWARDING AND RAILWAY CO., authority to increase capital.....	1873
	40 66	“ Authorizing reduction of capital	1877
	52 63	UNION RAILWAY CO. incorporated	1889
		UNITED COUNTIES RAILWAY CO. (Que., 1883, Ch. 90).	
	55-56 5	(No. 260) Subsidy Act	1892
	56 2	(“ 297) “ in lieu of No. 260	1893
	7-58 4	(“ 344) “ additional	1894
	30-61 4	(“ 393) “ “	1897
	62-63 7	(“ 430) “ in lieu of Nos. 344 and 393.	1899
		Sold to QUEBEC SOUTHERN RAILWAY.	
	50-51 95	UPPER COLUMBIA RAILWAY CO., incorporated.....	1887

REIGN.	CHAP.		YEAR
V			
3 Edw. VII	199	VANCOUVER AND COAST—KOOTENAY RAILWAY CO., incorporated.....	1903
4-5 Edw. VII	171	“ Time for construction extended	1905
1 Edw. VII	86	VANCOUVER AND LULU ISLAND RAILWAY CO., (1891, Ch. 60), confirming incorporation by Legislature of British Columbia	1901
Leased to CANADIAN PACIFIC RAILWAY.			
	61 89	VANCOUVER, VICTORIA AND EASTERN RAILWAY AND NAVIGATION CO., (1897, Ch. 75), confirming incorporation by British Columbia Legislature, and authorizing sale or lease to Canadian Pacific Railway.	1898
2 Edw. VII	111	“ Time for construction extended	1902
4 Edw. VII	139	“ Time for construction further extended	1904
4-5 Edw. VII	172	“ Line of railway authorized, also power to connect with railways in State of Washington, and to enter into agreements with other companies. Time for construction of railways extended.....	1905
Owned by GREAT NORTHERN RAILWAY, U.S.			
1 Edw. VII	87	VANCOUVER, WESTMINSTER AND YUKON RAILWAY CO., incorporated.	1901
4-5 Edw. VII	173	“ Increase of capital authorized; time for construction extended, and authority to enter into agreement with the Vancouver, Victoria & Eastern Railway and Navigation Co	1905
34	46	VAUDREUIL RAILWAY CO., confirming incorporation by 16 Vic. cap. 134; as to issue of bonds; name changed to Ottawa, Vaudreuil and Montreal Railway Company	1871

REIGN.	CHAP.		YEAR
	47 84	VAUDREUIL AND PRESCOTT RAILWAY CO., incorporated.....	1884
	53 58	Name changed to Montreal and Ottawa Railway.....	1890
	50-51 24	(No. 97) Subsidy Act.....	1887
		See MONTREAL AND OTTAWA RAILWAY.	
2 Edw. VII	112	VELVET (ROSSLAND) MINE RAILWAY CO., incorporated.....	1902
54-55	101	VICTORIA AND NORTH-AMERICAN RAILWAY CO., (1891, Ch. 64), authority to establish ferry across Straits of Fuca	1891
	52 48	VICTORIA, SAANICH AND NEW WESTMINSTER RAILWAY CO., incorporated.....	1889
54-55	75	" Corporate powers revived.....	1891
	49 80	VICTORIA AND SAULT STE. MARIE JUNCTION RAILWAY CO. incorporated.....	1886
	53 53	" Time for construction extended	1890
		VICTORIA AND SYDNEY RAILWAY CO., (B.C., 1899, Chs. 39 and 66).	

W

4 Edw. VII	138	WALKERTON AND LUCKNOW RAILWAY CO., incorporated	1904
4-5 Edw. VII	175	" Lines of railway authorized, and time for construction limited	1905
1 Edw. VII	53	WASKADA AND NORTH-EASTERN RAILWAY CO., (1899, Ch. 55), agreement with Canadian Northern Railway confirmed	1901
1 Edw. VII	73	" Authorizing amalgamation with Manitoba Railway Co.....	1901
		WATERLOO JUNCTION RAILWAY CO. (Ont. 1889, Ch. 84).	
	53 2	(No. 187) Subsidy Act	1890
		Operated by GRAND TRUNK RAILWAY.	
50-51	68	WATERLOO AND MAGOG RAILWAY CO., (1871, Ch. 28), change of location authorized.....	1887
		Owned by CANADIAN PACIFIC RAILWAY.	

REIGN.	CHAP.		YEAR
	62-63	97 WELLAND (THE) AND GRAND ISLAND BRIDGE CO., name of BUFFALO AND FORT ERIE BRIDGE CO. changed to.....	1899
4 Edw. VII	139	" Time for construction extended	1904
	42	60 WELLAND RAILWAY CO., (1853, Ch. 136), authority to convert bonds into stock, and provisions governing	1879
	47	53 " Authorizing transfer to Grand Trunk Railway.....	1884
		See GRAND TRUNK RAILWAY.	
	61	90 WESTERN ALBERTA RAILWAY CO., incorporated	1898
	63-64	85 " Time for completion extended	1900
3 Edw. VII	200	" Powers of construction revived, and time for completion extended.....	1903
4-5 Edw. VII	176	" Time for construction extended; agreement with Alberta Railway & Irrigation Company authorized.....	1905
	62-63	7 (No. 454) Subsidy Act	1899
4 Edw. VII	34	(" 637) " in lieu of 454.....	1904
	50-51	77 WESTERN COUNTIES RAILWAY CO., (1870, Ch. 81), declaring subject to legislative authority of Canada; power to issue debenture stock or preference shares	1887
	56	63 " Name changed to Yarmouth and Annapolis Railway Company; confirming agreement for sale of to Syndicate (schedule).....	1893
		See DOMINION ATLANTIC RAILWAY.	
	51	69 WESTERN ONTARIO RAILWAY CO., incorporated.....	1888
3 Edw. VII		WESTMINSTER BRIDGE CO., incorporated.....	1903
48-49	87	WEST ONTARIO PACIFIC RAILWAY CO., incorporated.....	1885
	49	70 " Authority to construct branch line; powers as to mortgage bonds.....	1886

WEST ONTARIO PACIFIC RAILWAY Co.—*Continued.*

REIGN.	CHAP.		YEAR
	49 10	(No. 66) Subsidy Act	1886
	53 2	(" 189) " in lieu of above	1890
See ONTARIO AND QUEBEC RAILWAY.			
4 Edw. VII	142	WHITE HORSE AND ALSEK RAILWAY CO., incorporated.....	1904
WHITE PASS AND YUKON ROUTE, owning and operating "The BRITISH YUKON RAILWAY" and the "BRITISH COLUMBIA RAILWAY."			
57-85	69	WINDSOR AND ANNAPOLIS RAILWAY CO., (1867, Chs. 36 and 40), name changed to Dominion Atlantic Railway.	1894
58-59	69	" Sale of railway authorized.....	1895
Now DOMINION ATLANTIC RAILWAY.			
	45 16	WINDSOR BRANCH OF INTERCOLONIAL RAILWAY, respecting transfer of, to Western Counties Railway and to Windsor and Annapolis Railway (schedules).....	1882
	37 16	WINDSOR BRANCH OF NOVA SCOTIA, transfer to Western Counties Railway (schedule)	1874
	61 120	WINDSOR AND DETROIT UNION BRIDGE CO., incorporated	1898
2 Edw. VII	114	" Time for construction limited	1902
55-56	62	WINNIPEG AND ATLANTIC RAILWAY CO., incorporated.....	1892
57-58	94	WINNIPEG GREAT NORTHERN RAILWAY CO., name of Winnipeg and Hudson Bay Railway changed to	1894
58-59	8	" Special subsidy, and authority to transfer portion of to Lake Manitoba Railway and Canal Company.	1895
	59 40	" Time for construction extended	1896
	61 10	" Change in location of railway, and disposition of contract and land subsidy.....	1898
See LAKE MANITOBA RAILWAY AND CANAL COMPANY.			

REIGN.	CHAP.		YEAR
50-51	81	WINNIPEG AND HUDSON BAY RAILWAY CO., (1890, Ch. 2), name of Winnipeg and Hudson's Bay Railway and Steamship Company changed to; incorporation continued	1887
53	80	" Time for completion extended	1890
54-55	81	" Special subsidy granted of \$80,000 per annum for twenty years.	1891
57-58	94	" Time for construction extended; name changed to Winnipeg Great Northern Railway	1894
43	59	WINNIPEG AND HUDSON'S BAY RAILWAY AND STEAMSHIP CO., incorporated.	1880
46	69	" Amalgamation of Nelson Valley Railway and Transportation Company with, and corporate powers confirmed.	1883
47	70	" Charter continued; time for construction extended; power to issue bonds, etc.	1884
49	73	" Charter continued in force, and time limited for construction	1886
50-51	81	" Corporate powers continued, and name changed to Winnipeg and Hudson Bay Railway.	1887
47	25	" Dominion Lands Act, subsidy in land. Section 7	1884
See WINNIPEG AND HUDSON BAY RAILWAY.			
48-49	89	WINNIPEG AND PRINCE ALBERT RAILWAY CO., incorporated	1885
49	84	WINNIPEG AND NORTH PACIFIC RAILWAY CO., incorporated	1886
52	68	" Time for construction extended	1889
1 Edw. VII	53	WINNIPEG TRANSFER RAILWAY CO., LIMITED; agreement with Canadian Northern Railway confirmed	1901
1 Edw. VII	73	" Authorizing amalgamation with Manitoba Railway Co.	1901
57-58	95	WOLSELEY AND FORT QU'APPELLE RAILWAY CO., incorporated	1894

REIGN.	CHAP.		YEAR
46	74	WOOD MOUNTAIN AND QU'APPELLE RAILWAY CO., incorporated.....	1883
48-49	16	" New line of railway approved; as to lands required and bond issue; time for construction extended.....	1885
49	11	" Special land subsidy to.....	1886
51	87	" Time for construction extended	1888
52	66	" New line of railway approved; time for completion limited	1889
53	83	" Time for completion again extended.....	1890
55-56	63	" Time for construction extended; may enter into agreement with another Company.....	1892
57-58	96	" Time for construction again extended.....	1894
49	11	(No. VIII.) Subsidy Act. land	1886
WOODSTOCK AND CENTREVILLE RAILWAY CO. (N.B., 1887, Ch. 43).			
50-51	24	(No. 131) Subsidy Act	1887
53	2	(" 203) " additional.....	1890
55-56	5	(" 266) " in lieu of No. 131	1892
55-56	5	(" 281) " in lieu of No. 203	1892
57-58	4	(" 335) " in lieu of Nos. 131 and 203.....	1894
Y			
56	63	YARMOUTH AND ANNAPOLIS RAILWAY CO., (1893, Chs. 46 and 141), name of Western Counties Railway Company changed to.....	1893
See DOMINION ATLANTIC RAILWAY CO.			
45	53	YELLOW HEAD PASS, Government may dispense Canadian Pacific Railway Company from using.....	1882
YORK AND CARLETON RAILWAY COMPANY, (N.B., 1887, c. 44.)			
57-58	4	(No. 351) Subsidy Act	1894
62-63	7	(" 423) " revoke.....	1899
3 Edw. VII	57	(" 605) " additional.....	1903

REIGN.	CHAP.		YEAR
60-61	91	YUKON MINING AND TRANSPORTATION CO., (B.C., 1897, Ch. 38 and 77), confirming incorporation by British Columbia Legislature, and general corporate powers conferred.....	1897
2 Edw. VII	115	YUKON PACIFIC RAILWAY COMPANY, incorporated.....	1902

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62-63	92	ZENITH MINING AND RAILWAY COMPANY, incorporated	1899
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NOTE:—To find Leased and Allied lines of the various railway companies, see Location of Railways.



TELEGRAPH, TELEPHONE AND CABLE COMPANIES.

REIGN.	CHAP.		YEAR
	46 78	AMERICAN, BRITISH AND CONTINENTAL CABLE COMPANY, LIMITED, (The). Name of EUROPEAN AMERICAN, CANADIAN AND ASIATIC CABLE CO. LIMITED, changed to	1883
	42 5	ANTICOSTI AND MAGDALEN ISLANDS, subsidy for telegraphic communication.....	1879
	56 73	AUTOMATIC TELEPHONE AND ELECTRIC COMPANY OF CANADA, incorporated.....	1839
	44 33	ASIA, Marine Telegraph to, providing for incorporation of a Company	1881
	45 54	“ Authority to issue Letters Patent to a Company extended	1882
	43 67	BELL TELEPHONE COMPANY OF CANADA, incorporated.....	1880
	45 95	“ Power to manufacture instruments; to issue bonds and to extend lines.....	1882
	47 88	“ Authority to increase capital stock.....	1884
	55-56 67	“ As to increase of capital stock, and limit of bond issue	1892
	57-58 108	“ Limitation of bond issue	1894
2 Edw. VII	41	Increase of capital, and regulation of rates.....	1902
	44 33	CANADA AND ASIA, telegraphic communication.....	1881
	36 96	CANADA ATLANTIC CABLE CO., incorporated.....	1873
	40 69	“ Corporate powers amended, and time for completion of works extended.....	1877
	53 98	CANADA CABLE CO., incorporated.....	1890
	45 94	CANADA MUMUAL TELEGRAH CO., incorporated.....	1882

REIGN.	CHAP.		YEAR
32-33	63	CANADIAN AND EUROPEAN TELE- GRAPH CO., incorporated	1869
	35	“ Time for commencement and completion extended.	1872
	37	83 CANADIAN AND GREAT NORTHERN TELEGRAPH CO., incor- porated.	1874
2 Edw. VII	51	CANADIAN NORTHERN TELE- GRAPH COMPANY, in- corporated.	1902
	46	79 CANADIAN RAPID TELEGRAPH CO., incorporated.	1883
3 Edw. VII	100	CANADIAN TELEPHONE AND TELE- GRAPH CO., incorporated	1903
	37	84 CENTRAL CANADA TELEGRAPH CO., incorporated.	1874
	60	14 COLUMBIA TELEPHONE AND TELE- GRAPH CO., incorporated	1896
	47	87 COMMERCIAL CABLE CO., incorporated	1884
	43	65 COMPAGNIE (LA) FRANCAISE DU TELEGRAPHE DE PARIS A NEW YORK, certain pow- ers granted to.	1880
	61	100 DAWSON CITY AND VICTORIA TELE- GRAPH CO., incorporated	1898
	34	52 DOMINION TELEGRAPH CO., incor- porated.	1871
	37	83 “ Time for commencing and completing extended.	1874
	42	68 “ Powers extended to all parts of the Dominion.	1879
See GREAT NORTH-WESTERN TELEGRAPH CO.			
ELECTRIC TELEGRAPH COMPANIES ACT, (THE), R.S.C. (1886), C. 132.			
32-33	14	ELECTRIC TELEGRAPHS, as to under what circumstances a com- pany may diverge from its original line.	1869
	38	26 ELECTRIC TELEGRAPHS, Marine	1875

REIGN.	CHAP.		YEAR
	44 50	EUROPEAN, AMERICAN, CANADIAN AND ASIATIC CABLE CO. (Limited), incorporated.....	1881
	46 78	“ Rights and liabilities continued; section 3 amended, and name changed to “The American, British and Continental Cable Co. (Limited).....	1883
4-5 Edw. VII	93	FESSENDEN WIRELESS TELEGRAPH COMPANY OF CANADA, incorporated.....	1905
	48-49 92	FORT MACLEOD RANCH TELEGRAPH COMPANY, incorporated.....	1885
	43 666	GREAT NORTH-WESTERN TELEGRAPH CO. OF CANADA, incorporated	1880
3 Edw. VII	149	MARCONI WIRELESS TELEGRAPH CO., incorporated.....	1903
	35 95	MONTREAL TELEGRAPH CO., corporate powers extended to whole Dominion; capital stock increased.....	1872
	36 95	“ Powers extended as in above Act.....	1873
	43 64	“ Power to enter into arrangements with other companies; and as to wires underground and telephone wires.....	1880
	45 93	“ Acts consolidated and powers enlarged.....	1882
	See	GREAT NORTH-WESTERN TELEGRAPH CO.	
	49 94	NORTH AMERICAN TELEGRAPH CO. (THE), incorporated....	1886
4 Edw. VII	104	“ Increase of capital authorized; head office to be at Winnipeg	1904
	61 111	NORTHERN COMMERCIAL TELEGRAPH CO., incorporated	1898
	62-63 120	“ Authority to construct branches and to increase capital.....	1899
	63-64 110	“ Authority to increase capital	1900
4-5 Edw. VII	136	NORTHWEST TELEPHONE & TELEGRAPH CO., incorporated	1905

REIGN.	CHAP.		YEAR
	51 100	NOVA SCOTIA TELEPHONE CO., corporate powers in Nova Scotia and New Brunswick confirmed	1888
	62-63 3	PACIFIC (THE) CABLE ACT, 1899, To provide for the establish- ment of direct sub-Marine telegraphic communication between Canada and Aus- tralia.....	1899
1 Edw. VII	5	" Repealing section 3 of the above Act, and guaranteeing pay- ment of Canada's share.....	1901
	32-33 14	TELEGRAPH COMPANIES (ELEC- TRIC), as to under what circumstances a company may diverge from its original line	1869
	38 26	TELEGRAPHS, MARINE ELECTRIC	1875
	44 33	TELEGRAPH, Marine, between Canada and Asia	1882
	46 45	TELEGRAPH, Marine, Pacific Coast to Asia.....	1883
	44 46	TELEGRAPH OPERATORS ON GOV- ERNMENT LINES, declara- tion as to secrecy	1881
3 Edw. VII	70	TELEGRAPH SERVICE, To assist in establishing and maintaining telegraphic service for Can- adian newspapers.....	1903
	35 97	THUNDER BAY SILVER MINES TELEGRAPH CO., incor- porated.....	1872
	42 16	UNION ATLANTIC CABLE CO., in- corporated.....	1877
4-5 Edw. VII	49	WIRELESS TELEGRAPHY IN CAN- ADA, Act to provide for the regulation of	1905
	62-63 131	YALE - KOOTENAY TELEGRAPH COMPANY, (LIMITED), incorporated.....	1899

NOTE.—No legislation respecting Telegraph Companies in the years 1887, 1889, or 1891.

ORDERS OF THE GOVERNOR-GENERAL IN COUNCIL HAVING FORCE OF LAW.

NOTE.—The Roman figures in the margin indicate the pages of the 1st volume of the Statutes of Canada in which Orders in Council appear, and the Arabic figures refer to the year of the reign of the Sovereign.

VICTORIA		YEAR
38 (LXXXVII.)	O. C., November 6th, 1874, INTERCOLONIAL RAILWAY, regulations respecting freight, and general classification per car load for specified articles.....	1875
40 (CXXIII.)	O. C., October 7th, 1876, INTERCOLONIAL RAILWAY, freight tariff from Halifax and St. John to Stations as far north as Campbellton. <i>Vide Canada Gazette</i> , Vol. 10, p. 488.....	1877
40 (LXVI.)	O. C., CANADIAN PACIFIC RAILWAY, land reserve, Battle River to Jasper House. <i>Vide Canada Gazette</i> , Vol. 9, p. 1538.....	1877
42 (LXI.)	O. C., CANADIAN PACIFIC RAILWAY, preservation of peace on. <i>Vide Canada Gazette</i> , Vol. 12, p. 704.....	1879
42 (CX.)	O. C., BROCKVILLE and OTTAWA and CANADA CENTRAL RAILWAYS, amalgamation of. <i>Vide Canada Gazette</i> , May 18th, 1879.	
42 (XCVII.)	O. C., February 11th, 1879, INTERNATIONAL RAILWAY, local passenger tariff.....	1879
42 (CX.)	O. C., COTEAU AND PROVINCE LINE RAILWAY and MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY COMPANY, amalgamation of. <i>Vide Canada Gazette</i> , June 28th, 1879.....	1879
43 (CXLIV.)	O. C., ONTARIO AND PACIFIC JUNCTION RAILWAY COMPANY, power to acquire lands to connect with railway system of Canada. <i>Vide Canada Gazette</i> , Vol. 13, p. 806.....	1880
43 (LXXVIII.)	O. C., CANADIAN PACIFIC RAILWAY, regulations for disposal of lands for, and issue of scrip. <i>Vide Canada Gazette</i> , Vol. 13, p. 781.....	1880

VICTORIA		YEAR
44	CANADIAN PACIFIC RAILWAY COMPANY, capital \$25,000,000; incorporated on the 16th day of February, 1881	1881
(XXXVII.)		
44	O. C., June 19th, 1880, repealing 7th section of O. C., of 24th October, 1879, CANADIAN PACIFIC RAILWAY, respecting lands, regulations as to scrip.	
(XVIII.)	<i>Vide Canada Gazette</i> , Vol. XIV., p. 38	1881
45	O. C., July 26th, 1881, INTERCOLONIAL RAILWAY, certain works on, exempted under 44 Vic. cap. 25.	
(CXXI.)	<i>Vide Canada Gazette</i> , Vol. 15, p. 199	1882
45	CANADIAN PACIFIC RAILWAY CO., O.C., April 27th, 1881, allowance for iron bridges	1882
(XXX.)		
(CXXIII.)	" Certain works on, exempted under 44 Vic. cap. 24	1882
(CXIX.)	" Tariff or tolls on, O. C. April 29th, 1871	1882
(XXXVII.)	" Allowance of bounty on fish plates, etc., made in Canada	1882
(CXIII.)	" Act for preservation of peace	1882
	<i>Vide Canada Gazette</i> , Vol. 15, pp. 1314 and 1181	1882
45	O. C., WINNIPEG SOUTH EASTERN RAILWAY CO., Act of Manitoba incorporating disallowed.	
(XXII.)	<i>Vide Canada Gazette</i> , Vol. 15, p. 978	1882
45	O. C., April 29th, 1881, CANADIAN PACIFIC RAILWAY, approving tariff of tolls for freight and passengers	1882
(CXIX.)		
	O. C., Clifton Suspension Bridge Company (43).	
46	O. C., May 28th, 1883, CANADIAN PACIFIC RAILWAY CO., approving By-law No. 56, establishing freight tolls on division west of Prince Arthur's Landing	1883
(CXXI.)		
46	Proclamation for the preservation of peace in the vicinity of the CANADIAN PACIFIC RAILWAY.	
(LXV.)	<i>Vide Canada Gazette</i> , Vol. XVI., p. 744	1883
46	Proclamation declaring in force "An Act respecting the PORTAGE, WESTBOURNE AND NORTH-WESTERN RAILWAY CO."	
(XXXIX.)	<i>Vide Canada Gazette</i> , Vol. 16, p. 438	1883

VICTORIA		YEAR
46	Regulations respecting transporting, manifesting and reporting dutiable goods by RAILWAY in or through Canada, to take effect May 1st, 1883.....	1883
(XLV.)		
47	Proclamation respecting rescinding of O. C. of July 5th, 1882, by O. C. of November 29th, 1883, and declaring certain lands in CANADIAN PACIFIC RAILWAY belt re-opened for homestead and pre-emption entries.	
(68)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 860..	1884
47	O. C., April 12th, 1884, declaring incorporation of "THE ESQUIMALT AND NANAIMO RAILWAY CO."	
(117)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1648	1884
47	O. C., December 19th, 1883, approving passenger and freight tariffs of MANITOBA AND NORTH-WESTERN RAILWAY CO."	
(115)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1000	1884
48-49	CANADIAN PACIFIC RAILWAY preservation of peace on certain sections.	
(CVII.)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1804	1885
(CVII.)	" Preservation of peace, etc.	
	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1953	1885
(CVIII.)	" Preservation of peace, etc.	
	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1918	1885
(CIX.)	" Preservation of peace, etc.	
	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 424	1885
(CIX.)	" Preservation of peace, etc.	
	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 484	1885
(CX.)	" Preservation of peace, etc.	
	<i>Vide Canada Gazette</i> , Vol., XVIII. p. 1532	1885
48-49	" By-law No. 50, establishing passenger and freight tariffs, was approved.	
(CXLC.)	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 239	1885
48-49	O. C., May 21st, 1885, By-law No. 31 of ONTARIO AND QUEBEC RAILWAY CO. was approved.....	1885
(CXLV.)		
48-49	By O. C., May 5th, 1884, Rule 45 of GOVERNMENT RAILWAYS OF CANADA, approved by O. C. of August 15th, 1876, was rescinded and new rule adopted; and also Rule 58½, governing rules 48 to 58, was adopted.	
(CXLIV.)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1959	1885

VICTORIA		YEAR
49	O. C., July 23rd, 1885, CANADIAN PACIFIC RAILWAY, By-law No. 50 amended to authorize charge of ten cents for each ticket purchased on Company's trains.	
(LXXXI.)	<i>Vide Canada Gazette</i> , Vol. XIX., p. 436	1886
49	O. C., October 6th, 1885, TEMISCOUATA RAILWAY, authorizing construction of, by Company.	
	<i>Vide Canada Gazette</i> , Vol. XIX., p. 501	1886
48-49	O. C., May 5th, 1884, rule 45 of the Rules and Regulations of GOVERNMENT RAILWAYS, approved by O. C. of August 15th, 1876, was rescinded and rule substituted requiring payment of ten cents each additional on tickets purchased on trains, and adding Rule No. 58½ imposing penalties for infractions of Rules 45 to 58, inclusive.	
(CXLIV.)	<i>Vide Canada Gazette</i> , Vol. XVII., p. 1959	1886
48-49	O. C., January 10th, 1885, CANADIAN PACIFIC RAILWAY, approving By-law No. 50—Passenger Tariff.	
(CXLV.)	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 1239	1886
48-49	O. C., May 21st, 1885, ONTARIO AND QUEBEC RAILWAY (leased to Canadian Pacific Railway), approving By-law No. 31 establishing maximum rate for carriage of passengers, and authorizing charge of ten cents per mile on tickets purchased on trains; also maximum mileage tariff of freight rates and tolls on lines and extensions.	
(CXLV.)	<i>Vide Canada Gazette</i> , Vol. XVIII., p. 1893	1886
50-51	O. C., August 3rd, 1883, approving local passenger tariff of NEW BRUNSWICK RAILWAY (leased to Canadian Pacific Railway), in effect January 1st, 1884	
(CLXXXV.)	<i>Vide Canada Gazette</i> , Vol. XX., p. 242....	1887
50-51	O. C., July 20th, 1886, granting charter to LAKE TEMISCAMINGUE COLONIZATION RAILWAY CO. for the construction of wharves and landing stages.	
(CXCIII.)	<i>Vide Canada Gazette</i> , Vol. XX., p. 894....	1887

		YEAR
VICTORIA 50-51 (CC.)	O. C., July 22nd, 1886, land grants on certain conditions to the GREAT NORTH-WEST CENTRAL RAILWAY CO. <i>Vide Canada Gazette</i> Vol. XX., p. 897.	1887
50-51 (CCX.)	O. C., August 3rd, 1886, authorizing the GREAT NORTH-WEST CENTRAL RAILWAY CO. to issue bonds to amount of \$25,000 per mile. <i>Vide Canada Gazette</i> , Vol. XX., p. 897....	1887
50-51 (CCXI.)	O. C., May 21st, 1887, approving rates of PRINCE EDWARD ISLAND RAILWAY per 100 lbs. for goods under general classification, and per car load for special articles. <i>Vide Canada Gazette</i> , Vol. XX., p. 242....	1887
51 (CCIV.)	Proclamation, July 5th, 1888, confirming Act passed by Legislature of Quebec to amend Charter of the QUEBEC CENTRAL RAILWAY COMPANY. <i>Vide Canada Gazette</i> , Vol. XXII., p. 102	1888
52 (CIII.)	O. C., O. C., February 25th, 1889, INTERCOLONIAL RAILWAY, establishing tolls for carriage of freight in accordance with maximum freight tariff based on CANADIAN JOINT CLASSIFICATION, dated March 1st, 1888, and November 1st, 1888; also for storage and side and top wharfage in connection with said Railway. <i>Vide Canada Gazette</i> , Vol. XXII., p. 1671	1889
52 (CIII.)	Proclamation, December 5th, 1888, declaring that Governor-General in Council was satisfied that no objection exists to constructing low level bridge across St. Lawrence River at point mentioned in 35 Vic. cap. 83, by CANADA ATLANTIC RAILWAY COMPANY. <i>Vide Canada Gazette</i> , Vol. XXII., p. 928	1889
	October 26th, 1889, General Regulations for GOVERNMENT RAILWAYS, O. C., August 16th, 1876.	

VICTORIA

YEAR

52

CANADIAN JOINT FREIGHT CLASSIFICATION, No. 6, taking effect April 15th, 1889.

1889

ADOPTED BY

Canadian Pacific Railway.	Michigan Central Railroad (Canada Division).
Canada Atlantic Railway.	Niagara Central Railway.
Central Ontario Railway.	Pontiac Pacific Junction Railway.
Central Vermont Railroad (in Canada).	Quebec Central Railway.
Cumberland Railway and Coal Co.	Quebec and Lake St. John Railway.
Erie and Huron Railway.	Bay of Quinte Railway and Nav. Co.
Grand Trunk Railway.	Napanee, Tamworth and Quebec Ry.
Intercolonial Railway (Through Canadian Traffic).	Thousand Islands Ry.
Kingston and Pembroke Railway.	Temiscouata Railway.
Lake Erie, Essex and Detroit River Ry.	
Manitoba and North-Western Ry.	

- 53 October 15th, 1889, Tariff of tolls for carriage of freight on PRINCE EDWARD ISLAND RAILWAY, with maximum general freight tariff.
(CXXXIII.) *Vide Canada Gazette*, Vol. XXIII., p. 638 1889
- 52 CANADA ATLANTIC RAILWAY bridge over River St. Lawrence approved.
(CIII.) *Vide Canada Gazette*, Vol. XXII., p. 998 1889
- 52 O. C., June 15th, 1889, regulations governing drawbridge of ATLANTIC AND NORTH - WEST RAILWAY over Lachine Canal.
(CXVI.) *Vide Canada Gazette*, Vol. XXII., p. 2387 1889
- 53 CANADIAN JOINT FREIGHT CLASSIFICATION, Supplement No. 1 to Classification No. 6, of April 15th, 1889, to take effect August 12th, 1889.
(CXXXIV.) *Vide Canada Gazette*, Vol. XXIII., p. 1020 1890
- 53 O. C., October 15th, 1889, PRINCE EDWARD ISLAND RAILWAY, maximum freight tariff, governed by Canadian Joint Freight Classification of March 1st, 1888; also tariffs for side and top wharfage at railway wharves and for storage were established.
(CXXIV.) *Vide Canada Gazette*, Vol. XXIII., p. 1020 1890

VICTORIA		YEAR
53 (CXXXVIII.)	O.C., November 29th, 1889, NORTH-WESTERN COAL AND NAVIGATION CO., tariff of tolls and rates based on Canadian Joint Freight Classification, No. 5, of March 1st, 1888, were approved. <i>Vide nanada Gazette</i> , Vol. XXIII., p.1499	1890
53 (CXI.)	O. C., April 24th, 1890, INTERCOLONIAL RAILWAY, amending freight tariff established February 25th, 1889, on agricultural products; stoves at O. R. reduced; cattle, horses and mules; furniture, certain articles of; molasses, small lots, reduced; lumber, confirming tariff of, February 23rd, 1880. <i>Vide Canada Gazette</i> , Vol. XXIII., p.2171	1890
54-55 (CXLV.)	O. C., December 31st, 1890, QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY and STEAMBOAT COMPANY, By-laws of, passed July 20th, 1889, tariff of tolls No. 6, and on December 9th, 1890, No. 7 amending No. 6, were approved. <i>Vide Canada Gazette</i> , Vol. XXIV., p.1208	1891
55-56 (C.)	O. C., June 2nd, 1892, MANITOBA and NORTH-WESTERN RAILWAY CO., approving tariff of tolls under Canadian Joint Freight Classification. <i>Vide Canada Gazette</i> , Vol. XXVI., p. 2....	1892
55-56 (LXXIII.)	Proclamation, October 1st, 1891, CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, authorized on above date to apply to railway freight traffic to and from all points within the Dominion of Canada. <i>Vide Canada Gazette</i> , Vol. XXV., p. 580	1892

CANADIAN JOINT FREIGHT CLASSIFICATION No. 8,
1ST OCTOBER, 1891.

ADOPTED BY

Brantford, Waterloo and Lake Erie Railway.	Manitoba and North-Western Railway.
Boston and Maine Railway (in Canada).	Michigan Central Railroad (Canada Division).
Brockville, Westport and Sault Ste. Marie Railway.	New Brunswick and Prince Edward Island Railway.
Buctouche and Moncton Railway.	Niagara Central Railway.
Canada Atlantic Railway.	Nova Scotia Central Railway.
Central Ontario Railway.	Northern Pacific and Manitoba Railway.
Central Vermont Railroad (in Canada).	Pontiac Pacific Junction Railway.
Cumberland Railway and Coal Co.	Prince Edward Island Railway.
Erie and Huron Railway.	Quebec Central Railway.
Grand Trunk Railway.	Quebec and Lake St. John Railway.
Intercolonial Railway.	Bay of Quinte Railway and Navigation Company.
Kingston and Pembroke Railway.	Thousand Islands Railway.
Kingston Napanee, and Western Railway.	Temiscouata Railway.
Lake Erie, Essex and Detroit River Railway.	Western Counties Railway.
Maine Central Railway (in Canada).	Windsor and Annapolis Railway.

VICTORIA		YEAR
57-58	Proclamation, July 5th, 1893, under clause 226 of "The Railway Act," 51 Vic. cap. 29 an amended classification of freight, No. 9, approved, to be substituted for CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, to be applicable to railway freight to and from all points within the Dominion of Canada.	
(CLXII.)	<i>Vide Canada Gazette</i> , Vol. XXVII., p. 198	1894
57-58	TOBIQUE VALLEY RAILWAY CO., confirming Acts of Legislature of New Brunswick, 48 Vic. cap. 51, and 50 Vic. cap. 16, Proclamation May 19th, 1893.	
(CLXII.)	<i>Vide Canada Gazette</i> , XXVI., p. 212	1894
60-61	O. C., July 8th, 1896, approving By-laws adopted by the CANADA ATLANTIC RAILWAY CO., and the OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO., and O. C. dated October 24th, 1894, approving of certain By-laws of the said companies, was cancelled.	
(XCIII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 296	1897

VICTORIA		YEAR
60-61	O. C., April 17th, 1897, under section 223, of "The Railway Act," a By-law of the CUMBERLAND RAILWAY AND COAL CO., adopted February 10th, 1898, authorizing directors to fix tolls, and a resolution of the directors dated March 29th, 1897, fixing the tolls to be collected by the said railway for the transport of passengers and goods, were approved.	
(XCIII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 2220	1897
60-61	O. C., May 7th, 1895, under the provisions of the "Railway Act," By Law No. 5, a freight tariff of the TEMISCOUATA RAILWAY CO., adopted by the said Company at their annual meeting held on December 3rd, 1889, was approved.	
(XCIII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 2286	1897
61	O. C., May 17th, 1897, approving Freight Tariff of the IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY, By-law No. 1	
(LXXXVIII)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 1258	1898
61	O. C., July 29th, 1897, approving CANADIAN JOINT FREIGHT CLASSIFICATION No. 10.	
(LXXXIX)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2234	1898
61	O. C., February 28th, 1898, approving substitution of Supplement No. 2 for Supplement No. 1, and amendment of CANADIAN JOINT FREIGHT CLASSIFICATION No. 10	
(LXXXIX.)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2258	1898
61	O. C., July 1st, 1896, approving a schedule of maximum fares and freight rates adopted by a by-law of the CANADA SOUTHERN RAILWAY COMPANY Dec. 19th, 1895, and amended June 17th, 1896.	
(LXXXVIII.)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2171.	1898
61	O. C., Sept. 7th, 1896, approving tariff of tolls adopted by NIAGARA RIVER BRIDGE COMPANY on April 26th, 1884.	
(LXXXVIII.)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2172.	1898

VICTORIA		YEAR
61 (LXXXVIII.)	O. C., Nov. 27th, 1896, approving rates to be charged by ST. LAWRENCE & ADIRONDACK RAILWAY COMPANY for freight transport, and maximum rates for passenger traffic. <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2111.	1898
61 (LXXXVIII.)	O. C., June 28th, 1897, freight tariff of CUMBERLAND RAILWAY AND COAL COMPANY amended by striking out "lumber," and by striking out all words after "Canadian Joint Freight Classification." <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2110.	1898
61 (LXXXIX.)	O. C., Oct. 26th, 1897, approving tariff of maximum tolls and rates of TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY; and authorizing Directors to fix tolls. <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2111.	1898
61 (LXXXIX.)	O. C., January 22nd, 1898, cancelling O. C. Nov. 19th, 1897, authorizing mileage tariff of freight rates for INTERCOLONIAL RAILWAY, and adopting minimum weight for car loads as laid down in Canadian Joint Freight Classification. <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2258.	1898
62-63 (LXXXI.)	Proclamation, dated Dec. 10th, 1898, repealing Acts of Province of Nova Scotia and Parliament of Canada granting to WINDSOR AND ANNAPOLIS or to DOMINION ATLANTIC RAILWAY certain privileges or rights respecting drawback of customs or import duties. See 58-59 Vic., Chap. 47. <i>Vide Canada Gazette</i> , Vol. XXXII., p. 1224	1899
63-64 (LVI.)	Proclamation, dated Sept. 21st, 1899, the Act 62-63 Vic., Chap. 5, and intituled "An Act to confirm an agreement entered into by HER MAJESTY with the GRAND TRUNK RAILWAY COMPANY for the purpose of securing an extension of the INTERCOLONIAL RAILWAY SYSTEM to the City of MONTREAL," was brought into force, from and after Sept. 26th, 1899. <i>Vide Canada Gazette</i> , Vol. XXXIII, p. 617.	1900

VICTORIA		YEAR
63-64	O. C., Oct. 24th, 1899, by-law No. 14, passed at a meeting of the shareholders of the OTTAWA AND NEW YORK RAILWAY CO. held on Sept. 19th, 1899, fixing the passenger and freight rates to be charged on that railway, was approved.	
(LVI.)	<i>Vide Canada Gazette</i> , Vol. XXXIII, p. 863.	1900
63-64	O. C., dated June 9th, 1900, By-law No. 21, dated April 27th, 1900, enacted by GRAND TRUNK RAILWAY OF CANADA, fixing maximum freight rates, and the maximum rates for passenger traffic on the Company's lines in Canada was approved subject to certain modifications mentioned therein.	
(LVI.)	<i>Vide Canada Gazette</i> , Vol. XXXIII, p. 2602	1900
63-64	Proclamation, dated June 23rd, 1900, under the provisions of the Act 62-63 Vic., Chap. 68, and intituled "An Act respecting the GREAT NORTHERN RAILWAY COMPANY, and to change its name to "GREAT NORTHERN RAILWAY OF CANADA," the said Act was brought into force on the day of the publication of said Proclamation.	
(LVI.)	<i>Vide Canada Gazette</i> , Vol. XXXIII, p. 2707	1900
1 Edw. VII	O. C., July 24th, 1900, certain by-laws fixing tolls for passengers and freight on the DOMINION ATLANTIC RAILWAY were approved.	
(LXXXIX.)	<i>Vide Canada Gazette</i> , Vol. XXXIV., p. 196	1901
2 Edw. VII	O. C., February 18th, 1902, by-laws Nos. 3, 4 and 5 of the BRITISH YUKON RAILWAY fixing rates for conveyance of passengers and freight were approved, subject to revision by the Governor in Council under certain conditions.	
(LXXVIII)	<i>Vide Canada Gazette</i> , Vol. XXXV., p. 1694.	1902
3 Edw. VII	O. C., Oct. 31st, 1902, by-laws Nos. 6 as set forth adopted at a special general meeting of the BRITISH YUKON RAILWAY CO., fixing the passenger and freight tariffs and enacting regulations to govern on that road, were sanctioned.	
(LIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p. 998.	1902

VICTORIA		YEAR
3 Edw. VII	O. C., Feb. 4th, 1903, certain provisions as set forth for "general conditions of carriage" for freight over the CANADIAN GOVERNMENT RAILWAYS were adopted.	
(LIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p.1618	1903
3 Edw. VII	O. C., March 31st, 1903, amending O. C. of Feb. 4th, 1903, respecting "general conditions of carriage" for freight over the CANADIAN GOVERNMENT RAILWAYS.	
(LIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p.2034	1903
3 Edw. VII	O. C., March 31st, 1903, approving amendments to certain by-laws indicated by the letters "B", "C" and "D" adopted by the ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY, fixing tolls for transportation of passengers and goods, also fixing wharfage tolls to be in force at certain points named.	
(LV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p.2086	1903
	O. C., October 31st, 1902, as amended by O. C. of 5th of November, 1903, approving Fair Wages Clauses to be incorporated in contracts between H.M. the King and the Department of Railways and Canals.....	1903
	O. C., November 28th, 1903, approving form of agreement and specification for railways entering into contract under Subsidy Acts	1903
3 Edw. VII	O. C., January 18th, 1904. By Proclamation of this date, the provisions of the Act 3 Edw. VII, chap. 58, entitled "An Act to amend and consolidate the Law respecting Railways" came into force and effect on the 1st of February, 1904.	
(LXIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVII., p.1336	1904

NOTE.—Under the provisions of "The Railway Act," 1903, and amendments, all railway companies are required to submit tariffs of tolls, freight classification, and by-laws, rules and regulations to the Board of Railway Commissioners for Canada for approval, before publication in *The Canada Gazette*, in the manner specified in sections 255, 261 to 267, and 273 and 274 of the Act.

No references to these subjects, consequently, will appear in the Statutes of the Dominion of Canada, as heretofore, with the exception of those relating to Government Railways, which are exempt from the operation of the Act.

TABLE SHOWING LOCATION OF THE RAILWAYS OF THE DOMINION OF CANADA, 30th JUNE, 1904.

NOTE.—Railways indicated by an asterisk (*) have been incorporated by Provincial Governments, and are subject to the jurisdiction of "The Railway Act," 1903, as provided for in Sections 6 and 7 of that Act, only.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Ry. and Coal Co.	From Lethbridge in District of Alberta, N.W. T., to Coutts, on International boundary, 4 ft. 8½ in. gauge		66·72
	Also third rail for 20 miles, making a gauge of 3' 0".....		
	The portion from Dunmore to Lethbridge, 107 miles, was changed to 4 ft. 8½ in. gauge and sold to Can. Pac. Ry., 29th Nov., 1893.....		
Albert Southern	Harvey Branch Junction to Alma, N.B.....	16·00	
	Harvey Branch Albert to Harvey Bank, N.B.....	3·00	19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to mile 64½—Main line.....	64·25	
	Branch—Michipicoten to Helen Mines.....	12·00	
	" Josephine Jet. to Josephine Mine.....	10·50	
	Trout Lake to Aweres.....	2·00	
	Mile 20 to Maple Camp.....	1·00	
	Lake Wilde to Breiting Mine.....	2·00	91·57
Baie des Chaleurs in Atlantic and Lake Superior System.....	Metapedia Station on C.P.R. to Paspebiac, 100 miles.....		100·00
Bay of Quinte Railway.....	Deseronto to Bannockburn.....	76·00	
	" west of Deseronto.....	4·00	
	" Deseronto Junction.....	4·00	
	Yarker to Sydenham.....	11·37	93·37
Bedlington and Nelson.....	International Boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Junct. with C.P.R. at Sirdar to Kuscomok.....		15·30
British Yukon.....	White Pass to White Horse Spur, B.C. and Branch to White Horse.....		90·32
*Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32·00
*Brockville, Westport and North Western.....	Brockville to Westport, Ont.....		45·00
Bruce Mines and Algoma.	Town of Bruce Mines to Rock Lake Mine and 66 miles under construction.....		16·62
Calgary and Edmonton	Calgary to Edmonton.....	190·97	
	" MacLeod, District of Alberta.....	104·96	

Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Ry.....	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron near Parry Sound.....		400·30
Central Counties.....	From Glen Robertson, on Canada Atlantic to Hawkesbury, Ont.....	21·00	
Leased to Can. Atlantic	South Indian, on Can. Atlantic, to Rockland.....	16·20	37·40
Canadian Northern.....	Port Arthur to Winnipeg.....	438·60	
	Beaver to Grand View.....	131·30	
	Branches—Stanley Junct. to Gunflint Lake.....	66·90	
	“ Carman Junct. to Learys.....	63·10	
	“ Neepawa Junct. to McCreary Junct.....	32·70	
	“ Gilbert Plains Junct. to Erwood.....	190·70	
	“ Sifton Junct. to Winnipegosis.....	21·20	
	“ Emerson to Ridgeville.....	11·60	
	“ Winnipeg Transier Track.....	4·85	
Canada Coals and Ry ₂ Co., formerly Joggins.....	Maccan Station, I.C.R., to Joggins Coal Mine.....		998·65
Canada Southern.....	Main Line—Windsor, Ont., to Suspension Bridge.....	226·18	12·00
	Amherstburg Branch—Essex Centre to Amherstburg.....	16·83	
	St. Clair Branch—St. Clair Jct. to Courtright.....	62·63	
Canada Southern.....	Fort Erie Branch—Fort Erie to Welland Jct.....	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara.....	30·60	
Leased.....	Oil Springs Branch—Oil Springs to Oil City.....	5·50	
“.....	Sarnia, Chatham and Erie—Oil City to Petrolea.....	7·00	
“.....	Leamington and St. Clair—Comber to Leamington.....	15·95	382·19
Canada Eastern.....	Late Northern and Western of New Brunswick Gibson, opposite City of Fredericton to Chatham Junction, I.C.R.....	107·00	
	Chatham Junction to Chatham and Logieville via Nelson.....	20·00	
	Blackville to Indiantown.....	9·00	
Canadian Pacific: Owned.....	Main Line—Quebec to St. Martin's Junction.....	159·80	136·00
	“ Montreal to Ottawa.....	120·30	
	“ Ottawa to Bonfield.....	223·60	
	“ Bonfield to Vancouver.....	2,565·80	
	Branches—Dunmore to Crows Nest.....	213·60	3,064·80
	“ Piles Junction to Grand Piles.....	26·90	
	“ Berthier Junction to Berthier.....	2·10	
	“ Joliette Junction to St. Felix.....	16·60	
	“ Ste. Therese Junction to St. Jerome.....	13·30	
	“ “ to St. Eustache.....	6·00	
			295·93

Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Montreal and Western.....	Branches—St. Jerome to Labelle.....	66·90	
	“ Labelle to Nominigue.....	23·50	
	“ St. Lin Junction to St. Lin.....	15·10	
	“ Buckingham Stn. to Buckingham Village.....	4·60	
Brockville and Ottawa Railway.....	Branches—Carleton Junction to Brockville.....	44·90	
	“ Sudbury to Sault Ste. Marie.....	178·90	
	“ Sudbury to Copper Mines.....	5·60	
	“ Dymont to Ottamine.....	6·90	
	“ Molson to Lac du Bonnet.....	22·00	
	“ McGregor to Brookdale.....	36·00	
	“ Winnipeg Junction to Emerson.....	63·60	
	“ Les Riviere Junction to Manitou....	99·60	
	“ Winnipeg to Winnipeg Beach.....	50·20	
	“ Rosenfeldt to Gretna.....	13·70	
	“ Beach Junction to Teulon.....	37·30	
	“ Kenmay to Estevan.....	156·20	
	Souris Branch. {	Glenboro' to Souris.....	45·70
“ Deloraine to Napinka.....	18·70		
Branches—Monteith Junction to Arcola.....	94·80		
“ North Portal to Pasqua.....	160·30		
“ New Westminster Junction to New Westminster.....	8·20		
Lake Temiscamingue Colonization.....	Branches—Mattawa to Kippewa.....	48·00	
	“ Mission Junction to Huntington....	10·00	
	“ Revelstoke to Arrow Head.....	27·70	
	“ Vancouver to Coal Harbour.....	1·20	
	“ Three Forks to Sandon.....	4·20	
	“ Wood Bay to Mowbray.....	25·70	
	“ North Star Junction to Kimberly..	19·10	
	“ Deloraine to Lyleton.....	36·50	
	“ Fernie to Fernie Mines.....	5·00	
	“ Kickella to Esterhazy.....	62·80	
“ Marysville Junction to Maryville....	1·05		
Esquimalt & Nanaimo.....	Victoria to Wellington, Island of Vancouver ...	78·00	
			1,664·20
	Total Mileage owned.....		4,820·40
Leased Lines.....	Atlantic and North-west (in Canada)—		
	South end Lachine Bridge to		
	Maine boundary, Que.....	181·90	
	Renfrew Jct. to Eganville, Ont.....	18·10	
			201·00
Canadian Pacific— Leased lines.....	St. Lawrence and Ottawa.....		
	Ottawa to Prescott, Ont.....	51·70	
	Chaudiere Junction to Sussex St.,		
	Ottawa.....	6·60	
			58·30

Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific— Leased lines.....	Ontario and Quebec—		
	Montreal (Windsor Sta.,) to Toronto Junction.....	338·90	
	Mile End to Adirondack Jct.....	9·90	
	St. Luc Jct. to Western Jct.....	1·70	
	Toronto Jct. to Toronto (Union Sta) Leaside Jct.	4·70	
	London to Windsor.....	5·30	
		122·60	471·40
	Credit Valley—		
	Toronto Jct. to St. Thomas.....	116·80	
	Streetsville Jct. to Melville Jct.	31·60	
	Cataract to Elora.....	27·30	175·70
	West Ontario Pacific—Woodstock to London.....		26·60
	Toronto, Grey and Bruce—		
	Toronto Jct. to Owen Sound.....	116·80	
	Orangeville Jct. to Teeswater.....	69·80	
	Glenannan to Wingham.....	4·50	191·10
	Guelph Junction—		
	Guelph Jct. on Credit Valley Ry. to Guelph.....	15·00	
	Montreal and Lake Maskinonge—		
	St. Felix to St. Gabriel de Brandon.....		11·00
	Montreal and Ottawa—		
	Vaudreuil to Jct. with the Canada Atlantic.....	86·70	
	Rigaud to Pt. Fortune.....	6·80	93·50
	Toronto, Hamilton and Buffalo—		
	Hamilton Junction to Hamilton.....		2·20
	Cap de la Madeleine—		
	From Main Line C.P.R., at Junct. with Piles branch to Cap de la Madeleine.....		2·30
	New Brunswick—		
	Woodstock to Maine boundary....	59·30	
Newburg Junction to Fredericton	58·50		
Aroostook Junct. to Edmondston	57·00		
St. John and Maine—		174·80	
Vanceboro to McAdam Junction	6·00		
McAdam Junction to Fairville.....	81·80		
Fairville to Carleton.....	4·00		
St. John Bridge and Ry. Extension—		91·80	
Fairville to St. John.....		2·00	
Fredericton—			
Fredericton Junct. to Fredericton.....		22·10	
New Brunswick and Canada—			
McAdam Junction to St. Stephen	33·90		
Watt Junction to St. Andrews....	27·50		
McAdam Junction to Woodstock	50·80		
Debec Junction to Maine boundary	5·00	117·20	

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
<i>Canadian Pacific-Cont.</i>			
Leased lines.....	St. Stephen and Milltown Ry.—		
	St. Stephen to Milltown.....	4	60
	Tobique Valley—		
	Perth Centre to Plaster Rock.....	28	00
	Manitoba and Northwestern—		
	Portage la Prairie to Yorkton.....	222	90
	Binscarth to Russell.....	11	30
	Yorktown to Sheko.....	42	02
	Saskatchewan and Western-Min- nedosa to Rapid City.....	18	20
		294	60
	Manitoba South-western Colonization—		
	Manitou to Deloraine.....	100	30
	La Riviere to Glenboro'.....	103	30
	Elm Creek to Carman.....	12	10
		215	70
	Great North-west Central, Charter to Miniota.....	71	00
	Forest to Lenore.....	40	70
		111	70
	British Columbia Southern—		
	Crows-Nest to Kootenay Landing.....	180	00
	Nelson to Proctor.....	20	40
		200	40
	Shuswap and Okanagan—		
	From Jct. with C.P.R. at Sicamous to Lake Okanagan.....		50
	50	80	
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.		36
			30
	Columbia and Western—		
	Robson to Midway.....	99	60
	Castlegar Jct. to Rossland.....	30	70
	Trail to Smelter Junction.....	2	00
	Mining Spurs, including Rossland to LeRoi.....	24	80
		157	10
	Kootenay and Arrowhead—		
	Lardo to Gerrard.....		33
			40
	Columbia & Kootenay—		
	Nelson to Robson.....	27	40
	Spur to mouth of Kootenay River.....		80
	Slocan Junction to Slocan.....	31	30
		59	50
	Vancouver and Lulu Island, Van- couver, to Steveston.....		16
			90
	Calgary and Edmonton—		
	Calgary Jct. to Strathcona.....	190	60
	" to MacLeod Jct.	105	60
		296	20

Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.		
		Miles.	Total.	
Canadian Pacific— Leased lines.....	Ottawa Northern and Western— Ottawa to Waltham (including Interprovincial Bridge).....	78·20		
	Hull Junction to Maniwaki.....	80·50		
			158·70	
	Total mileage leased.....		3,319·60	
	“ owned		4,820·40	
	“ in C. P. System		8,140·00	
Canadian Government Railways.....	Intercolonial—			
	Halifax to Pt. Levis (via Harlaka)	674·87		
	Dartmouth to Windsor Junction..	12·12		
	Truro to Sydney	214·17		
	Mulgrave to Point Tupper Ferry	·90		
	North Sydney Jc. to North Sydney	4·43		
	New Glasgow to Pictou Landing	7·57		
	Stellarton to Oxford Junction	79·63		
	Brown's Point to Pictou.....	1·70		
	Pugwash Jet. to Pugwash Station	4·70		
	Painsec Jet. to Pt. du Chene.....	11·38		
	Moncton to St. John.....	89·22		
	Derby Junction to Indiantown..	13·51		
	Dalhousie Branch.....	5·97		
	River Ouelle to St. Denis Wharf..	6·25		
	St. Charles Jet. to Chaudiere Jet. (via St. Henri).....	16·38		
	Hadlow to Chaudiere Curve	5·66		
	Freight Branches.....	27·57		
	Ys at various places.....	3·62		
			1,179·65	
		Windsor Branch (32 miles) of I.C. Ry. is operated by Dominion Atlantic Ry.		
		Drummond County—		
	Chaudiere to Ste. Rosalie Jet, with Grand Trunk		115·93	
	St. Leonard to Nicolet and Balls Wharf on St. Lawrence.....		14·68	
	Canada Eastern— Fredericton to Chatham and branches.....		136·00	
			1,446·26	
	Prince Edward Island—			
	Main Line—Alberton to Charlotte- town.....	104·30		
	Royalty Junction to Georgetown	41·00		
	Branch—Mount Stewart to Souris	38·40		
	“ Alberton to Tignish	13·30		
	“ Emerald to Cape Traverse	12·00		
			209·00	
			1,655·26	

Location of Railways, &c.—Continued.

Name of Railway	Description.	Distance.	
		Miles.	Total.
*Cape Breton Railway.....	Point Tupper to St. Peters..... Terminal at St. Peters.....	30·00 1·00	31·00
*Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.....		68·00
*Carillon and Grenville.....	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).....		13·00
Central Ontario.....	From Picton, in Prince Edward County, to Bancroft Branch, Ormsby Jet, to Coe-Hill Iron Mines, Wallaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon.....	117·00 8·00	125·00
*Central Railway of New Brunswick, now New Brunswick Coal and Railway Co.....	From Norton Station, on the Intercolonial Railway, to Chipman..... Extension, Chipman to Newcastle, 15 miles under construction.	44·66	
Chateauguay and North-ern.....	Montreal to L'Epiphanie, 37 miles under construction.		
Coast Line, Nova Scotia, now Halifax and Yarmouth.....	Yarmouth to Barrington Passage.....		50·20
Cobourg, Northumberland and Pacific, now Campbellford, Lake Ontario and Western.....	From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction		
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro').....	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy..... Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R., not in operation.		32·00
*Crows Nest Southern.....	International boundary to Swinton, B. C.....	43·38	43·38

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial	Windsor to Annapolis, N.S.	84·00	
	Annapolis to Yarmouth.....	87·00	
	Branches—		
	Wilnot to Forbrook.....	3·50	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·00	
	Windsor Branch of I. C. R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased.....	32·00	278·37
Midland Division.....	Windsor to Truro.....	57·87	
Edmonton, Yukon and Pacific	Strathcona to Edmonton, N.W.T.....		4·50
Elgin and Havelock	From Elgin, County of Albert, N.B., to Peti-codiac Junction with Intercolonial Railway; thence to Havelock in County of King's, N.B.	27·00	
	Havelock to Keith's Mills.....	1·00	
			28·00
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver.....		78·00
Fredericton and St. Mary's Railway Bridge.....	Over St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Railway, at St. Mary's		1·33
Grand Trunk (owned)—Main Line.....	Point Edward to Point Levis and Boundary Line, Vermont.....	544·40	
	York to Sarnia Tunnel.....	175·70	
	Suspension Bridge, Niagara Falls to Windsor...	229·81	
			949·91
Branches, Eastern Division.....	Arthabasca Branch.....	35·34	
	St. Lambert to Ft. Covington (Boundary).....	67·20	
	Brosseaus to Rouse's Point (Boundary).....	36·79	
	St. Isidore to Province Line.....	24·15	
	St. Martine to Valleyfield.....	19·12	
	Bonaventure to Dorval.....	10·12	
	Jacques Cartier Union Ry.....	6·54	
	St. Paul Branch.....	1·08	
	St. Henri curve.....	0·31	
	Wharf Branch, Montreal.....	0·85	
	Wharf Branch, Lachine.....	0·68	
	Kingston Branch.....	2·25	
	Canada Atlantic System.....	400·30	
	Leased to Canada Atlantic.....	37·40	
			641·83

Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Northern Division	Belleville Harbour to Midland.....	163·96	
	Madoc Junction to Eldorado.....	21·68	
	Port Hope to Peterboro'.....	30·57	
	Peterboro' to Lakefield.....	9·56	
	Millbrook Junction to Omamee Junction.....	15·12	
	Blackwater to Coboconk.....	36·19	
	Medonte Tramway.....	0·75	
	Scarboro Junction to Haliburton.....	114·82	
	Whitby Harbour to Manilla Junction.....	33·71	
	Stouffville to Jackson's Point.....	26·91	
	North Parkdale to Nipissing Junction.....	218·31	
	Muskoka Wharf Branch.....	1·00	
	Burlington Junction to Allandale.....	84·00	
	Allandale to Meaford.....	53·88	
	Colwell to Penetang.....	33·30	
	Beeton Junction to Lake Junction.....	40·62	
Hillsdale Tramway.....	8·28		
			892·66
Middle Division.....	Blackwell to Point Edward.....	5·21	
	Galt to Elmira.....	25·02	
	St. Mary's to London.....	21·13	
	Toronto Belt Line.....	12·79	
	Bathurst St., Toronto to Hamilton.....	37·95	
	Port Dover to Hamilton.....	40·25	
	Burlington Beach Line.....	11·33	
	Stoney Creek and Gages connections.....	2·56	
	Komoka to Sarnia.....	50·85	
	Sarnia to Point Edward.....	2·67	
	Petrolia Branch.....	4·71	
	Fort Erie to Glencoe.....	145·55	
	Glencoe to Kingscourt.....	21·01	
	Port Colborne to Port Dalhousie.....	25·14	
	Clifton to Port Robinson.....	9·75	
	Welland Junction.....	0·20	
	Goderich to Goderich Harbour.....	1·00	
	Harrisburg to Tilsonburg Junction.....	42·54	
	Port Dover to Tavistock.....	55·68	
	Simcoe to Port Rowan.....	17·00	
Harrisburg to Southampton.....	128·44		
Palmerston to Durham.....	26·73		
Harriston to Warton.....	63·97		
Stratford to Palmerston.....	36·60		
Listowell to Kincardine.....	57·66		
Hyde Park to Wingham.....	68·88		
Cobourg to Harwood (not in operation).....	15·00		
			929·62
			3,418·14
Leased & partly owned.	Buffalo and Lake Huron Railway.....		
	Port Erie to Goderich.....	162·00	
	Owen Sound Branch.....		
	Park Head to Owen Sound.....	12·42	
			174·42

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Leased or rented.....	Wharf Branch, Montreal.....		3·44
			3,596·00
St. Clair Tunnel and approaches.....	Under the St. Clair River, between Sarnia and Port Huron connecting the Grand Trunk Railway with railroads in State of Michigan..... (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches).		2·25
Great Eastern in Atlantic and Lake Superior system.....	From junction with South Eastern Railway at Yamaska to River St. Francis.....	6·00	
	From Nicolet to Junction with Grand Trunk Railway at St. Gregoire.....	7·00	
	Yamaska to Sorel.....	10·00	
	Pierreville to Nicolet, 15 miles under construction.		
	St. Gregoire to Chaudiere Junction, 67 miles under construction.		23·00
Great Northern, including Lower Laurentian and Montfort and Gatineau Railways.....	From Riv. à Pierre Jct. with Quebec and Lake St. John Railway to Hawkesbury.....	169·38	
	From Shawenegan Junct. to Shawenegan Falls	3·98	
	From St. Jérôme Junction to St. Jérôme.....	1·74	
	From Junction with Montreal and Western, near St. Sauveur, to Arundel.....	33·00	
			208·10
*Gulf Shore.....	Junction with Caraquet Railway at Pokemouche to Tracadie, operated by Caraquet Ry		16·78
*Halifax and South-western, formerly Nova Scotia Southern, including Central Nova Scotia.....	Lunenburg to Middleton Junction.....	74·00	
	New Germany to Caledonia.....	22·00	
			96·00
*Hampton and St. Martin, formerly St. Martin and Upham.....	From Hampton on Intercolonial Ry. to St. Martin County of St. John, N.B., on Bay of Fundy		29·00
Hereford.....	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell.....	48·50	
	Dudswell to Lime Quarries (Dominion Lime Company).....	4·80	
			53·30
Indian River.....	Megantic to Boundary, under construction, 18·10 miles.....		

Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Interprovincial Railway Bridge and approaches, now included in Ottawa Northern & Western.....	Across the Ottawa River at City of Ottawa 1.40		
Irondale, Bancroft and Ottawa.....	From Junction with Grand Trunk Railway, near Kinmount Station, to Bancroft Station		48·00
Inverness and Richmond, now Inverness Ry. and Coal Co.....	Inverness to Point Tupper Junction.....		61·00
James Bay.....	From junction with Canada Atlantic Railway to Parry Sound, under construction, 3·90 miles.....		
*Kaslo and Slocan.....	From Kaslo to Sandon, B.C.....	28·80	
	From Junction to Cody.....	3·00	
			31·80
*Kent Northern.....	Richibucto, N.B., to Kent Jct. Intercolonial Railway		27·00
St. Louis and Richibucto..	Richibucto to St. Louis.....		7·00
Kettle River Valley.....	Grand Forks to International boundary.....		3·86
Kingston and Pembroke..	Main Line Kingston to Renfrew.....	103·10	
	Glendower Branch—Bedford to Zanesville Mine	4·00	
	Robertsville Branch—To Robertsville Mines....	1·00	
	Branches—To Doran's Mills Charcoal Works, McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay.....	4·75	
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew).		112·85
Klondike Mines Railway..	Klondike City to Stewart River, 82 miles under construction		2·00
*Lenora Mount Sicker.....	Lenora Mines to Crofton, B.C.....		11·50
*Lotbinière and Mégantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30·34
*L'Assomption.....	L'Epiphanie Station, C.P.R. to L'Assomption		3·50
Lake Erie & Detroit River	Walkerville, Ont., to St. Thomas.....	126·78	
Erie and Huron	Rondeau to Sarnia.....	72·63	
			199·41
London & Port Stanley....	London to Port Stanley on Lake Erie.....		24·00
Lindsay, Bobcaygeon and Pontypool.....	From Bobcaygeon to 10 miles west of Ponty- pool on Canadian Pacific Railway, 39·50 miles under construction		
*Liverpool and Milton....	From Liverpool, N.S., to Milton.....		5·00
*Manitoulin and North Shore.....	Sudbury to Gertrude Mines.....	13·50	
	Stanley Junction to Spanish River	1·50	
	Elsie Junction to Mines.....	1·00	
			16·00

Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
*Magawetawan River.....	Burks Falls, on Grand Trunk Ry., to Magawetawan River.....		1·91
*Middleton & Victoria Beach.....	Middleton to Victoria Beach, 41 miles under construction.....		
The Manitoba Ry., formerly The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and North-western, the Waskada and North-eastern leased to Govt. of Manitoba and operated by the Canadian Northern.	International Boundary to Winnipeg.....	65·94	
	Morris to Brandon.....	145·24	
	Departure to Hartney.....	50·94	
	Portage Junction to Portage la Prairie.....	52·52	
	Portage la Prairie to Beaver.....	20·02	
	Portage la Prairie to Delta.....	15·05	
	Hope Farm Branch.....	2·86	
	Fairground Branch.....	·84	
	Winnipeg Transfer Ry.....	1·24	
			354·65
*Midland of Nova Scotia (formerly Stewiacke Vy.)	From Windsor to Truro, N.S.....		57·87
Massawippi Valley.....	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R., at Lennoxville.....	31·95	
	Branch—Stanstead Junction to Stanstead.....	3·51	
			35·46
Montreal and Vermont Junction.....	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.O., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway.....		23·60
Montreal, Portland and Boston, now Montreal and Province Line.....	Junction with Grand Trunk at St. Lambert to Farnham.....	32·00	
	Marieville to St. Césaire.....	8·60	
	Farnham to Freligsburg.....	18·00	
			58·60
Montreal and Atlantic (formerly South-eastern)	Main Line—Farnham to Richford on International boundary.....	43·70	
	Sutton to Drummondville.....	59·20	
		102·90	
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume.....	60·50	
			163·40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Railways).....		

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
*Morrissey, Fernie and Michel.....	From Swinton to Carbonado, B.C.....		4·73
Nelson & Fort Sheppard..	From Five Mile Point to Fort Sheppard on International boundary, B.C.....		
*New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.....	From Ferrona Junction, I.C.R., to Sunny Brae.....		55·42
New Brunswick and Prince Edward Island..	From Sackville Station, Intercolonial Railway to Cape Tormentine.....		12·50
*New Westminster Southern.....	Douglas to South Westminster.....		36·00
Nipissing and James Bay	Junction of Pacific Junction Railway and Canadian Pacific to Moose Factory, 3·90 miles under construction.		24·10
*Nosbonsing & Nipissing.	From Lake Nosbonsing to Lake Nipissing.....		5·50
*Ontario, Belmont and Northern, now Marmora Ry..... Leased to Central Ontario Ry.....	From Junction with Central Ontario Ry. to Iron Mines in Township of Belmont.....		9·60
Orford Mountain.....	Eastman on C.P.R. to Lawrenceville and Kingsbury, Que.....	26·50	
	Eastman to Bonallie Lake } 30 miles under Bolton Springs.. } construction		26·50
Kingsbury to Windsor Mills. }			
Ottawa Valley in Atlantic and Lake Superior System.....	Lachute on C.P.R., to St. Andrew's on Ottawa River.....		7·00
Ottawa and New York	From Ottawa to International Boundary near Cornwall.....		56·79
*Pembroke Southern leased to Canada Atlantic..	From Pembroke to Golden Lake.....		20·90
*Philipsburg.....	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co.....		7·50
Pontiac and Renfrew.....	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que.....		4·25
Qu'Appelle, Long Lakes and Saskatchewan.....	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert.....		253·96
Quebec Bridge and approaches to connect adjacent Railways.....	(Across St. Lawrence River at Quebec, under construction 10 miles).		
*Quebec & Lake St. John	Ouebec to Roberval.....	189·00	
	Chambord Junction to Chicoutimi.....	51·00	
			240·00

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
*Quebec Central.....	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.....	137·50	
	Chaudiere Branch—Beauce Junction to St. Francis.....	15·00	
	Angus Branch—East Angus to Angus Mills.....	1·00	60·00
	Tring Megantic—Tring Junction to Megantic.... (Connects with Grand Trunk, Canadian Pacific and Boston and Maine Railways at Sherbrooke).....		213·50
Quebec & New Brunswick	From Chaudiere Junction to Connors, N.B., 135 miles, 3 miles under construction.		
Quebec, Montmorency and Charlevoix.....	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente.....		30·00
Quebec Southern, comprising East Richelieu Valley Railway and United Counties— And South Shore Ry.....	Noyan Junction to St. Robert Junction.....	82·00	
	From St. Francis du Lac to Junction with Grand Trunk at St. Lambert.....	61·50	143·50
Red Mountain.....	From International boundary Line, B.C., to Rossland.....		9·59
*Restigouche and Western, now International of New Brunswick.....	Campbellton, N.B., to St. Leonard's, 99 miles (20 miles under construction), 18 miles from Campbellton westward completed.....		18·00
Rutland and Noyan.....	International Boundary to Noyan Jct.....		3·39
Stanstead, Shefford and Chambly.....	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.....		43·00
Shore Line, now New Brunswick Southern.....	St. John to St. Stephen, N.B.....		82·50
*St. John Bridge and Ry. Extension, now leased by Canadian Pacific Railway.....	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2·00 miles.		
*St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are under construction.....		
Salisbury and Harvey (formerly Albert Ry).....	Salisbury to Albert, N.B.....		45·00
Schomberg and Aurora....	Bond Lake, Ont., to Schomberg, 15 miles under construction.		

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
St. Lawrence and Adirondack.....	From Junction with Canada Atlantic near Valleyfield to International Boundary.....	19·92	32·82
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction.....	12·90	
*Sydney and Louisburg (Dominion Coal Co.)....	Sydney Harbour to Louisburg Harbour.....	39·15	48·67
	Branches to coal mines.....	9·52	
St. Mary's River.....	Stirling to Cardston (District of Alberta).....		47·00
*Temiscamingue & Northern Ontario.....	North Bay to Temiscamingue, 200 miles under construction.		
Thousand Islands.....	Gananoque on St. Lawrence River to Gananoque Station, G.T.R.		6·33
Temiscouata.....	Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway.....	81·00	113·00
	Branch—Edmundston to Connors, on St. John River	32·00	
Tilsonburg, Lake Erie and Pacific.....	Port Burwell to Ingersoll		35·33
Toronto, Hamilton and Buffalo, including Brantford, Waterloo & Lake Erie.....	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton.....	79·88	87·78
	Hamilton to Grand Trunk Junction.....	1·77	
	Belt Line, Hamilton.....	3·52	
	Chautler's Junction to Conboro road.....	2·61	
Trans-Canada.....	From Roberval to Port Simpson across the continent, .60 mile from Roberval, westward under construction.		
*Victoria and Sidney.....	Victoria to Sidney, B.C.....		16·26
*Victoria Terminal Railway and Ferry.....	Cloverdale to Port Guichon and 1·14 miles in City of Victoria.....		18·40
Vancouver, Victoria and Eastern.....	Laurier to Grand Forks.....	14·40	16·50
	Grand Forks Junction to Danville.....	2·10	
Vancouver, Westminster and Yukon.....	3·81 miles under construction		13·89
*Wellington Colliery.....	Union Bay to Cumberland.....		10·75
*York and Carleton.....	Junction with Canada Eastern Ry. at Cross Creek Station to Stanley, N.B.....		5·75

SUBSIDIES TO RAILWAYS.

The Dominion Government in 1882 adopted the policy of granting subsidies to railway enterprises, and, since the inauguration of that system, the following sums have been paid:—

For the fiscal year	1883-84, ended on June 30,	1884	\$	208,000	00
"	1884-85	"	1885	403,245	00
"	1885-86	"	1886	2,171,249	00
"	1886-87	"	1887	1,406,533	00
"	1887-88	"	1888	1,027,041	92
"	1888-89	"	1889	846,721	83
"	1889-90	"	1890	1,678,195	72*
"	1890-91	"	1891	1,265,705	87*
"	1891-92	"	1892	1,248,215	93*
"	1892-93	"	1893	811,394	07*
"	1893-94	"	1894	1,229,885	10*
"	1894-95	"	1895	1,310,549	10*
"	1895-96	"	1896	834,745	49*
"	1896-97	"	1897	416,955	30*
"	1897-98	"	1898	1,414,934	78*
"	1898-99	"	1899	3,201,220	05*
"	1899-1900	"	1900	725,720	35*
"	1900-01	"	1901	2,512,328	86*
"	1901-02	"	1902	2,093,939	00*
"	1902-03	"	1903	1,463,222	34*
"	1903-04	"	1904	2,046,878	45*

\$28,316,681 16†

To the above there have to be added the following exceptional subsidies—

The Canada Central Railway, paid between 1878-83..	\$1,525,250	00
The Canadian Pacific Railway extension from St. Martin's Junction to Quebec, paid in 1885	1,500,000	00

Total subsidies paid from "Consolidated Fund" up to June 30, 1902.....\$313,41,931 16†

The main line subsidy to the Canadian Pacific Railway was paid from "Capital," amounting to.....25,000,000 00

Total paid as subsidies.....56,341,931 16†

The above does not include the amount \$2,394,000, due to the Province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to the public debt, and on which interest at 5 per cent, is paid, amounting to \$119,700 a year. (See note on page 48 of the accountant's statement, Part II.)

*In these amounts the subsidy of \$186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.

†There was an error in the corresponding figures in last year's report, which is now rectified.

SUBSIDIES TO RAILWAYS.—Statement showing Railways subsidized by Grants of Dominion Lands.

Act Authorizing Subsidy	Name of Railway Company	Mileage subsidized	Acres granted per mile	Area granted
48-49 Vic., c. 60.....	Alberta Railway & Coal Co.—	109·50	6,400	700,800
	Dunmore to Lethbridge			
52 Vic., c. 2.....				
52 Vic., c. 4.....	Alberta Railway & Coal Co.—	64·62	6,400	413,568
	from Lethbridge to International Boundary.....			
52 Vic., c. 3.....				
53 Vic., c. 4.....	C. P. R.—Calgary and Edmonton Railway.....	294·07	6,400	1,888,448
44 Vic., c. 1.....	Canadian Pacific Railway—Main Line.....			25,000,000
53 Vic., c. 4.....	C. P. R.—Deloraine and Napinka Branch.....	18·01	6,400	115,264
53 Vic., c. 4.....	C. P. R.—Glenboro' and Souris Branch.....	45·24	6,400	289,536
53 Vic., c. 4.....	C. P. R.—Kemnay and Estevan Branch.....	156·86	6,400	1,003,904
54 Vic., c. 10.....		31·30	6,400	200,320
57-58 Vic., c. 57.....	C. P. R.—Pipestone Branch.....			
62-63 Vic., c. 57.....	Canadian Northern Railway.....	818·61	{ A. 6,400 B. 12,800 C. 6,400 }	8,580,928
49 Vic., c. 11.....	C. P. R.—Great Northwest Central Railway.....	50·00	6,400	320,000
48-40 Vic., c. 60.....	C. P. R.—Manitoba and North-Western Railway—Main Line	223·00	6,400	2,918,400
49 Vic., c. 11.....	Russel Branch.....	11·50	6,400	
57-58 Vic., c. 6.....	Saskatchewan and Western Ry.	15·45	6,400	98,880
53 Vic., c. 4.....	C. N. R.—Manitoba and South-Eastern Railway.....	98·00	6,400	627,200
54-55 Vic., c. 10.....	C. P. R.—Manitoba and South-western Colonization Rail'y....	218·25	6,400	1,396,800
48-49 Vic., c. 60.....	C.P.R.—Qu'Appelle, Long Lake and Saskatchewan Railway....	253·96	6,400	1,625,344

NOTE.—By 62-63 Vic., caps. 57, 75 and 80, the Lake Manitoba Railway and Canal Co., the Winnipeg Great Northern Railway, the Manitoba and South-eastern Railway and the Ontario and Rainy River Railway were amalgamated with the Canadian Northern Railway, all the rights of these companies being vested in the new company.

SUBSIDIES TO RAILWAYS—Table of per mile Cash Subsidies paid in aid of Railway Construction, &c.—*Concluded.*

	Name of Railway.	No. of miles built up to June 30, 1904.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1904		Subsidy paid to June 30, 1904		Subsidy paid to September 30 1904.	
				\$	cts.	\$	cts.	\$	cts.
	Brought forward.....								
94	Shuswap and Okanagan.....	51	51	163,200	00	163,200	00	163,200	00
95	South Norfolk.....	17	17	54,400	00	54,400	00	54,400	00
96	St. Catharines and Niagara Central.....	12	12	38,400	00	38,400	00	38,400	00
97	St. Clair Frontier Tunnel	2·23	2·23	375,000	00	375,000	00	375,000	00
98	St. Lawrence and Lower Laurentian.....	38·85	38·85	217,600	00	217,600	00	217,600	00
99	St. Louis, Richibucto & Buctouche.....	7	7	22,400	00	22,400	00	22,400	00
100	†St. Lawrence and Adirondack.....	33·51	33·51	149,481	60	149,481	60	149,481	60
101	†St. Mary River.....	44	46	126,200	00	115,960	00	115,960	00
102	St. Stephen and Milltown.....	4·64	4·64	14,848	00	14,848	00	14,848	00
103	Schomberg and Aurora.....	14·42	14·42	46,144	00	46,144	00	46,144	00
104	Temiscouata.....	112·95	112·95	645,950	00	645,950	00	645,950	00
105	†Thousand Islands.....	5·19	5·19	29,840	00	29,840	00	29,840	00
106	†Tilsonburg, Lake Erie and Pacific.....	33·96	47·50	117,431	48	117,431	48	117,431	48
107	Tobique Valley.....	27·88	27·88	134,016	00	134,016	00	134,016	00
108	Toronto, Grey and Bruce.....	4·58	4·58	14,656	00	14,656	00	14,656	00
109	†United Counties.....	59	59	188,816	00	188,816	00	188,816	00
110	Waterloo Junction.....	10·25	10·25	32,800	00	32,800	00	32,800	00
111	Western Counties.....	20	20	500,000	00	500,000	00	500,000	00
112	West Ontario Pacific.....	18·75	18·75	60,000	00	60,000	00	60,000	00
113	†York and Carleton.....	5·73	5·73	18,336	00	18,336	00	18,336	00
	Total.....	7,339·43	7,816·36	55,790,959	86	53,890,625	96	54,014,465	96

†Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-Western, \$2,799,000, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$500,000, which will then agree with statement of subsidies in part ii, page 48 viz., \$31,341,931.16.

*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, a subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament, given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-Annually for fixed periods of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount paid up to June 30, 1904.
				\$ cts.
1	International (Atlantic and North-west Railway Co.).....	252	\$93,300 per ½ year for 20 yrs.	2,799,000
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$ 3,136 " 21 "	Nil.
	Total.....	308		2,799,000.

Additional Subsidy Payments from July 1, 1904, to December 31, 1904.

Algoma Central and Hudson Bay Railway.....	\$331,378 76
Atlantic and Lake Superior Railway.....	43,131 85
Atlantic and North-west Railway.....	93,300 00
Canadian Pacific Railway (Kootenay and Arrowhead Branch).....	4,176 15
Lindsay, Bobcaygeon and Pontypool Railway.....	123,840 00
	\$595,826 76

Railway aid has consisted; (1) of money grants (a) by the Federal Parliament, (b) by the Provincial Legislatures, (c) by the municipalities; (2) loans; (3) Government guaranties of interest; (4) Government issue of debentures by way of loan to railway companies; (5) Government guaranty of railway bonds; (6) direct issue of Government bonds to railways with a first mortgage on the companies' properties; (7) Imperial Government guaranty of capital; (8) share capital locally distributed; (9) land grants; (10) release of Government loans by placing them behind other loans; (11) composition of Government claims; (12) assumption by Government of liabilities; (13) direct construction by Government; (14) combined land and money grants.

RAILWAYS aided by grant of Loans.

Name of Railway Company.	Authorized.	Loaned.
	\$	\$
Albert Railway Co.....	15,000	14,726
Fredericton and St. Mary's Bridge Co.....	300,000	300,000
St. John Bridge and Railway Extension Co.....	500,000	433,900
	815,000	748,626

STATEMENT showing Railways subsidized by the Grant of used Iron Rails, valued at the amount set forth.

Name of Railway.	Tons of used Rails	Subsidy on value of Rails.	Subsidy on used Rails paid.
Central Railway Co. of New Brunswick.....	4,052	83,612	83,612
Elgin, Petitoodiac and Havelock Ry. Co.....	2,201	44,253	44,253
Chatham Branch Railway Co.....	958	24,440	24,440
Total.....	7,211	152,305	152,305

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
1	Kent Northern Railway Co.....	2,549	\$ 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer).
2	Halifax Cotton Co.....	233	58,334 00	
3	Steel Company of Canada.....	597	11,964 66	
4	Albert Railway Co.....	726	14,665 45	
	Total.....	4,105	89,299 38	

NOTE A.—With regard to certain subsidies granted by Dominion Parliament.

By 60-61 Vic., cap. 4, 1897, 62-63, Vic., cap. 7, 63-64 Vic., cap. 8, 1900, and 1 Edward VII., cap. 7.—A subsidy was authorized on certain mileage of these railways specified in the said Acts of Parliament, of \$3,200 per mile, and a further subsidy beyond the sum of \$3,200 per mile, of fifty per cent on so much of the average cost of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amounts of certain of the subsidies authorized by Parliament which are given in this statement, include the determined portion of the subsidies, viz., the amounts produced by the \$3,200 per mile, but the other portion, being an undermentioned amount, cannot be shown here.

Of the railways shown in this statement, the following is the mileage which may be entitled to the additional subsidies under these said Acts—

Algoma Central.....	225 miles.
Bruce Mines and Algoma.....	9 "
Canadian Pacific—Extension of Pipestone Branch.....	50 "
" Extension of Waskada Branch.....	20 "
" Extension of Stonewall Branch.....	35 "
Cape Breton Railway.....	30 "
Central Railway of New Brunswick.....	45 "
Coast Railway of Nova Scotia, now Halifax and Yarmouth	61 "
Drummond County, new Intercolonial.....	42½ "

East Richelieu Valley, now in Quebec Southern.....	24 miles.
Great Northern.....	44 "
Gulf Shore.....	5½ "
Ontario and Rainy River, now in Can. Northern.....	80 "
Ottawa, Arnprior and Parry Sound.....	56 "
Ottawa and Gatineau, now Ottawa, Northern and Western..	86 "
Ottawa and New York.....	87 "
Pembroke Southern.....	24 "
Philipsburg Railway and Quarry Co.....	0.66 ⁶ / ₁₀₀ "
Pontiac Pacific Junction.....	21½ "
Restigouche and Western.....	20 "
St. Lawrence and Adirondack.....	13½ "
St. Stephen and Milltown.....	1.14 ⁴ / ₁₀₀ "
Tilsonburg, Lake Erie and Pacific.....	28 "
United Counties, now in Quebec Southern.....	1 "
Inverness and Richmond.....	53 "
Montreal and Province Line.....	19 "
Nova Scotia Southern.....	97 "
York and Carltone.....	6 "
Atlantic and Lake Superior—Baie des Chaleurs.....	30 "
Central Ontario.....	20 "
Midland of Nova Scotia.....	58 "
Kingston and Pembroke.....	41 "
Manitoulin and North Shore.....	16 "
Middleton and Victoria Beach.....	5 "

NOTE B.—Memorandum of adjustment with Statement No. 3, Part II, being Accountant of Department of Railways and Canals Statement of Railway Subsidies to June 30, 1904.

	\$	Cts.
Total Dominion Government aid paid—Statement I.....	182,222,277	86
Add Atlantic and North-west Railway (portion in United States).....	1,732,500	00
St. Catharines and Niagara Railway (Electric Railway) in Electric Railway Statistics.....	38,400	00
Oshawa Railway and Navigation Co. (Electric Railway) in Electric Railway Statistics.....	22,400	00
	184,015,377	86
LESS—Intercolonial Railway, including Windsor Branch Railway (cost).....	\$ 72,742,163	75
Prince Edward Island Railway (cost).....	6,128,116	80
Canadian Pacific Railway, construction of lines, built by Dominion (not including surveys) and transferred to Canadian Pacific Rail- way Co.....	31,145,738	54
Fredericton and St. Mary's Bridge Co. (loan).....	300,000	00
Grand Trunk Railway Company (loan).....	15,142,633	33
Kent Northern Railway (rails loan).....	58,334	27
Salisbury and Harvey Railway (loan, including rails).....	29,391	01
St. John Bridge and Railway Extension (loan).....	433,900	00
Windsor and Annapolis Railway.....	1,193,369	00
Canadian Pacific Railway subsidy.....	25,000,000	00
Western Counties Railway subsidy.....	500,000	00
	152,673,646	70
Agreeing with subsidy No. 3, Part II, Accountant of Department of Rail- ways and Canals Statement to June 30th, 1904.....	\$ 31,341,931	16

STEAM AND ELECTRIC RAILWAY STATISTICS OF THE DOMINION OF CANADA.

TABLE showing the growth of the railways from year to year, since the opening of the first line in 1836.

Year.	Miles in Operation	Year.	Miles in Operation	Year.	Miles in Operation
1835	0	1858	1,863	1881	7,194
1836	16	1859	1,994	1882	7,331
1837	16	1860	2,065	1883	8,697
1838	16	1861	2,146	1884	9,577
1839	16	1862	2,189	1885	10,273
1840	16	1863	2,189	1886	10,773
1841	16	1864	2,189	1887	11,793
1842	16	1865	2,240	1888	12,184
1843	16	1866	2,278	1889	12,585
1844	16	1867	2,278	1890	13,151
1845	16	1868	2,278	1891	13,838
1846	16	1869	2,524	1892	14,564
1847	54	1870	2,617	1893	15,005
1848	54	1871	2,695	1894	15,627
1849	54	1872	2,899	1895	15,977
1850	66	1873	3,613	1896	16,270
1851	159	1874	3,832	1897	16,550
1852	205	1875	4,331	1898	16,870
1853	506	1876	4,804	1899	17,250
1854	764	1877	5,218	1900	17,657
1855	877	1878	5,782	1901	18,140
1856	1,414	1879	6,126	1902	18,714
1857	1,444	1880	6,858	1903	18,988
				1904	19,431

ELECTRIC RAILWAY STATISTICS OF CANADA.

The following table gives particulars of Electric Railway Companies during the years ended December 31, 1901-1904:—

	1904	1903	1902
Total number of railways sending returns.....	46	46	44
“ miles of track, single.....	475.75	454.75	421.39
“ “ double.....	201.64	192.54	188.09
“ motor cars.....	2,129	2,053	1,895
“ trailers.....	255	298	326
“ snow-sweepers and ploughs.....	131	109	97
“ miles run.....	40,964,845	39,721,153	36,711,130
“ passengers carried.....	191,755,066	167,703,958	145,609,993
“ employees.....	6,984	7,439	5,427
Total amount of capital paid up.....	\$30,314,730	\$29,838,326	25,961,254
“ bonded debts.....	19,641,777	17,013,758	15,794,408
“ gross earnings.....	8,978,378	7,777,324	6,865,907
“ gross expenses.....	6,528,142	5,018,779	4,140,490

ELECTRIC RAILWAY STATISTICS.

MILEAGE IN PROVINCES FOR THE YEAR ENDING JUNE 30, 1904.

	Miles.
Ontario.....	375·74
Quebec.....	253·97
New Brunswick.....	13·00
Nova Scotia.....	44·79
Manitoba.....	28·00
British Columbia.....	51·00
Total.....	766·50

CAPITAL OF RAILWAYS.

Nominal capital paid up to June 30, 1904.

	Miles con- structed.	Amount.	Per mile.	Remarks.
		\$ cts.	\$ cts.	
Ordinary share capital.....	19,611	347,158,117 42	17,702 21	
Preference ".....	19,611	145,594,412 28	7,422 33	
Bonded Debt.....	19,611	449,114,035 34	22,901 13	
Aid from Dominion Govt.....	19,611	182,222,277 86	9,291 84	
" Ontario ".....	7,220	8,512,578 04	1,179 02	
" Quebec ".....	3,510	16,613,242 16	4,733 11	
" New Brunswick Govt.....	1,460	4,569,937 71	3,130 09	Equal to an average of \$1,759.06 per mile on the total mileage.
" Nova Scotia ".....	1,104	2,846,707 18	2,578 53	
" Prince Edw. Is. Govt ..	209			
" Manitoba Govt.....	2,364	1,916,952 75	810 89	
" British Columbia Govt..	1,544	37,500 00	24 28	
" North-west Territories	2,200			
" Municipalities in Ontario.....	7,220	12,862,197 80	1,781 46	
" Municipalities in Quebec.....	3,510	3,125,727 17	890 52	
" Municipalities in New Brunswick.....	1,460	336,500 00	230 48	
" Municipalities in Nova Scotia.....	1,104	283,023 93	256 36	
" Municipalities in Prince Edward Island.....	209			Equal to an average of \$874.90 per mile on the total mileage.
" Municipalities in Manitoba.....	2,364	490,600 00	207 11	
" Municipalities in British Columbia	1,544	37,500 00	24 28	
" Municipalities in North-west Territories.....	2,200	22,261 29	10 12	
Capital from other sources.....	19,611	10,838,347 36	552 66	
Total capital paid.....	19,611	1,186,546,918 29		

Government and Municipal Loans, Bonuses, &c., premised to Railways Completed
and under Construction up to June 30, 1904.

	\$	cts.
Dominion Government.....	188,397,314	39
Ontario ".....	8,922,378	04
Quebec ".....	17,569,089	08
New Brunswick Government.....	4,863,012	71
Nova Scotia ".....	3,965,087	45
Manitoba ".....	1,916,952	75
British Columbia ".....	37,500	00
Municipalities in Ontario.....	12,947,197	80
" Quebec.....	4,875,074	00
" New Brunswick.....	341,500	00
" Nova Scotia.....	333,023	93
" Manitoba.....	595,600	00
" British Columbia.....	37,500	00
North-west Territories.....	25,000	00
Total.....	243,926,230	15

GOVERNMENT RAILWAYS.

The railways belonging to the Government of Canada are known as the Canadian Government Railway System. They include, 1st, the Intercolonial and its branches; 2nd, the Prince Edward Island Railway; 3rd, the Canada Eastern Railway.

The total mileage of the Intercolonial system on June 30, 1905, was 1,469 miles of operated road, including the Windsor Branch (32 miles), the Drummond County Railway (170 miles) and the Canada Eastern Railway (136 miles).

The Intercolonial touches six Atlantic points, viz: Point du Chêne, Pictou, St. John, Halifax, Sydney and North Sydney.

	Miles.
Lévis (opposite Quebec) via St. Joseph and St. Charles Junction (14 miles) to Halifax.....	675
Lévis to St. John.....	578
Lévis via Truro to Sydney.....	827
“ North Sydney.....	820

The following statement shows the financial position of each road on June 30, 1904:—

—	Capital paid up.	Earnings.	Expenses.	Profits.	Loss.
Intercolonial.....	72,735,935.80	6,339,231	7,239,982	.....	900,750
Windsor Branch .....	.....	53,634	24,281	29,352	.....
P. E. Island.....	6,128,116	234,390	335,695	.....	101,305
Total.....	78,864,051.80	6,627,255	7,599,958	29,352	1,002,055

*Including \$140,000 rental of leased lines.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Point du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended June 30, 1904, was 1,320.92 miles.

The following are the through distances.

	Miles.
Halifax to Montreal, via Lévis.....	837
St. John to Montreal, via Lévis.....	740
Sydney to Montreal, Via Lévis.....	990
North Sydney to Montreal, via Lévis.....	983

Freight is carried direct via St. Henri to Montreal, which would reduce each of the above distances by 6 miles.

GOVERNMENT EXPENDITURE ON RAILWAYS.

The following statement shows the amount of Government expenditure on construction, staff and maintenance of railways in Canada for the last six years:—

RAILWAYS.	YEAR ENDED JUNE 30.					
	1899.	1900.	1901.	1902.	1903.	1904.
	\$	\$	\$	\$	\$	\$
Pacific.....	8,419	236	8,979	449		33,076
Surveys and inspections.....	63,487	6,922	6,020	13,038	9,103	13,671
Statistics.....	114	35	591	732	232	2,533
Intercolonial.....	4,757,616	6,227,753	9,094,259	10,240,154	8,450,920	9,119,548
Windsor Branch.....	12,873	12,892	16,863	16,376	17,843	24,281
Prince Edward Is.....	240,053	274,478	541,940	746,158	1,089,052	1,034,572
Subsidies, general.....	3,014,620	725,720	2,512,329	2,093,939	1,463,223	2,046,878
Annapolis & Digby Crow's Nest Pass.....	2,235		8,382			
Drummond County Governor General's car 'Victoria'.....	2,500	1,400	1,000	1,145	658	1,451
Exploratory Survey, Stikine River & Ocean, Port, C.B.....		24,457	12,227	*283,323		
Miscellaneous.....	608			6,241	†4,996	‡5,335
Reporting evidence before Railway Committee, Privy Council.....	199	488	343	500	484	500
International Railway Congress, Brussels.....	97	195	97	97	97	97
National Transcon- tinental Railway. Railway Commis- sion.....						6,249
						44,080
Total.....	8,102,821	8,733,576	12,203,029	13,407,152	11,036,608	12,332,271

* Yukon Territory works (Stikine-Teslin). † Cattle guard commission. ‡ Cost of litigation, \$4,770.

STEAM RAILWAY TRAFFIC.

The following is a comparative statement of the business done by Canadian steam railways in the years 1903 and 1904, particulars of the principal lines being given separately.

Railways.	MILES IN OPERATION		CAPITAL PAID UP.		PASSENGERS CARRIED.			FREIGHT CARRIED.	
	1903.	1904.	1903.	1904.	1903.	1904.	1903.	1904.	
	No.	No.	\$	\$	No.	No.	Tons.	Tons.	
British Yukon.....	90	90	2,934,119	2,934,119	12,930	11,264	29,834	32,361	
Canada Atlantic System.....	458	458	24,501,093	24,500,193	377,779	411,385	1,494,809	1,324,913	
Canada Eastern.....	136	136	2,085,611	2,085,611	53,831	58,169	107,690	85,944	
Canada Southern.....	382	382	35,860,559	35,860,559	760,635	711,097	4,940,868	5,280,046	
Calgary and Edmonton.....	296	296	6,474,513	†	92,612	†	169,869	†	
Canadian Pacific Railway System.....	7,439	8,062	407,062,051	459,928,531	5,580,739	6,224,177	10,162,726	11,112,514	
Canadian Northern System.....	1,236	1,353	51,719,895	52,785,814	281,801	358,133	901,608	1,109,585	
Ontario Central.....	135	135	3,565,491	3,304,200	89,064	103,540	195,218	207,188	
Cumberland Railway and Coal Co.....	32	32	1,213,500	1,213,500	29,730	36,673	512,627	456,159	
Dominion Atlantic.....	220	220	*9,083,401	*9,083,401	265,348	303,716	232,585	306,556	
Esquimalt and Nanaimo.....	78	78	3,250,000	3,250,000	153,326	183,156	143,129	192,112	
Grand Trunk System.....	3,139	3,144	350,048,663	356,589,034	7,971,587	8,376,140	11,818,177	11,668,672	
Great Northern Railway of Canada.....	208	208	14,373,549	14,772,358	160,019	145,039	319,856	286,671	
Kingston and Pembroke.....	113	113	4,979,363	4,979,363	44,857	43,570	128,079	99,620	
†Lake Erie and Detroit River.....	222	222	6,626,291	7,193,834	604,953	609,265	977,360	1,339,966	
Massawippi Valley.....	35	35	805,376	805,376	140,527	136,077	346,453	353,039	
Montreal and Atlantic.....	164	164	5,915,874	5,915,874	209,702	211,546	829,863	844,123	
“ Vermont Junction.....	24	24	†	†	104,386	101,874	999,017	964,856	
Ottawa and New York.....	57	57	2,482,384	2,482,384	101,191	106,216	64,799	60,059	
Ou'Appelle, Long Lake & Saskatchewan.....	254	254	4,010,140	4,010,140	33,847	40,141	123,344	123,364	
Quebec and Lake St. John.....	240	240	14,081,519	14,154,521	207,993	247,905	233,467	318,730	
Quebec Central.....	213	214	10,168,655	10,211,968	222,286	221,795	445,133	433,759	
Quebec Southern.....	143	143	7,982,561	8,059,170	78,309	78,309	141,755	141,755	

* Not including capital paid-up of Windsor Branch. † Including Erie and Huron and London and Port Stanley. a Including business of South Shore previous to becoming part of Quebec Southern. b No reliable returns, original books lost or destroyed. † Now part of C. P. Ry. System.

GROSS AND NET INCOME OF THE RAILWAYS OF CANADA.

	YEARS ENDED JUNE 30.					
	1904.	1903.	1902.	1901.	1900.	1899.
Gross earnings from operation.....	\$ 95,607,413	\$ 91,347,704	\$ 79,860,065	\$ 69,166,863	\$ 67,237,638	\$ 53,873,302
Less general operating expenses.....	26,154,065	23,145,983	20,274,701	18,285,084	17,842,357	15,828,312
Income from operation.....	69,453,348	68,201,721	59,585,364	50,881,779	49,395,281	43,044,990
" other sources.....	4,612,023	4,716,823	3,806,438	3,731,886	3,502,632	3,370,483
Total income.....	74,065,371	72,918,544	63,391,802	54,613,665	52,897,913	47,415,473
Deduction from income*.....	48,409,097	44,335,540	37,068,891	32,083,643	29,857,442	24,877,905
Net income.....	25,656,274	28,583,004	26,322,911	22,530,022	23,040,471	22,537,568
Capital, share and preferential.....	492,752,530	483,770,312	460,401,863	424,414,314	410,326,095	391,300,360
Bonded debt.....	449,114,035	424,100,762	404,806,847	391,696,523	373,716,704	362,053,495
Per cent of net income to capital, share and preferential.....	5.20 p.c.	5.91 p.c.	5.72 p.c.	5.31 p.c.	5.62 p.c.	5.76 p.c.
	YEARS ENDED JUNE 30.					
	1898.	1897.	1896.	1895.	1894.	1893.
Gross earnings from operation.....	\$ 56,862,492	\$ 50,075,170	\$ 48,512,500	\$ 45,055,390	\$ 47,617,846	\$ 50,174,099
Less general operating expenses.....	15,365,083	13,637,097	13,356,023	12,577,649	13,396,177	13,467,466
Income from operation.....	41,497,409	36,438,073	35,156,477	32,477,741	34,221,669	36,706,633
" other sources.....	2,852,614	2,278,107	2,033,069	1,730,096	1,934,682	1,868,298
Total income.....	44,350,023	38,716,180	37,189,546	34,207,837	36,156,351	38,574,931
Deduction from income*.....	23,772,466	21,531,569	21,686,632	20,172,020	21,822,256	23,148,567
Net income.....	20,577,557	17,184,611	15,502,914	14,035,817	14,334,095	15,426,364
Capital share and preferential.....	378,151,790	367,611,048	361,075,341	361,449,590	361,760,508	371,877,287
Bonded debt.....	354,946,866	348,834,086	336,137,601	330,785,546	327,003,803	307,225,888
Per cent of net income to capital, share and preferential.....	5.44 p.c.	4.67 p.c.	4.29 p.c.	3.88 p.c.	3.96 p.c.	4.15 p.c.

*Maintenance of line, buildings, &c., workings and repairs of engines and of cars.

CANADIAN TRANSCONTINENTAL RAILWAY COMMUNICATION.

HALIFAX OR ST. JOHN, TO MONTREAL.

The routes available between Halifax and Montreal are four in number, in all of which the Intercolonial is used either in whole or in part, as follows:—

Halifax to Montreal.

	Miles
1. Intercolonial Railway, via Levis to Montreal.....	837
2. Intercolonial Railway to St. John.....	275
Canadian Pacific Railway, from St. John to Montreal	480
Total.....	755

3. Intercolonial Railway to St. John.....	275
Canadian Pacific Railway, from St. John to Vanceboro'.....	90
Maine Central Railway, from Vanceboro' to Danville Junction.....	224
Grand Trunk Railway, from Danville Junction to Montreal	270
Total.....	859

4. Intercolonial Railway to St. John.....	275
Canadian Pacific Railway from St. John to Edmundston	170
Temiscouata Railway, from Edmundston to Rivière du Loup	81
Intercolonial Railway, from Rivière du Loup to Montreal	278
Total.....	804

St. John to Montreal.

1. Intercolonial Railway, via Lévis, to Montreal.....	740
2. Canadian Pacific Railway to Montreal.....	480
3. Canadian Pacific Railway to Edmundston.....	170
Temiscouata Railway, from Edmundston to Rivière du Loup	81
Intercolonial Railway, from Rivière du Loup to Montreal	278
Total.....	529

MONTREAL, OR QUEBEC, TO THE PACIFIC COAST.

Montreal to Vancouver.

1. Canadian Pacific Railway to Vancouver.....	2,906
2. Grand Trunk Railway to North Bay.....	560
Canadian Pacific Railway From North Bay to Vancouver	2,546
Total.....	<u>3,102</u>

Quebec to Vancouver.

	Miles
1. Canadian Pacific Railway to Vancouver.....	3,052
2. Grand Trunk Railway to Montreal.....	172
Canadian Pacific Railway from Montreal to Vancouver.....	2,906
Total.....	<u>3,078</u>
3. Grand Trunk Railway to North Bay.....	732
Canadian Pacific Railway from North Bay to Vancouver....	2,542
Total.....	<u>3,274</u>

The Canadian Pacific Railway was opened for through traffic on
June 28, 1886.

RAILWAY HISTORY OF THE WORLD.

The Romans constructed tracks consisting of two large lines of cut stones. These were the precursors of the modern railway.

The first rail tracks were made of wood, and were the invention of miners in the Hartz Mountains.

In 1730 the wooden rail was covered with an iron strap, and cast-iron rails began to be used in 1768. Wrought iron rails were patented in 1820.

The attempt to move wheels by steam dates back to the seventeenth century, when a number of experiments were made.

The first railway or tramway Act was passed in England in 1758.

Newton experimented with a steam motor in 1680. Dr. Robinson described in 1759 a steam vehicle. James Watts devoted himself from 1769 to 1785 to the development of the steam engine, which became the parent of the modern engine.

Oliver Evans constructed, at the beginning of the present century, a carriage propelled by steam, and exhibited it in 1804 at Philadelphia, in the presence of 20,000 spectators.

In 1814 George Stephenson began to apply himself to the construction of an improved locomotive. The first line on which his invention was used was the Liverpool and Manchester railway.

In 1824, a charter was granted to the Darlington and Stockton railway, and the road was opened in September, 1825, and was the first public carrier of goods and passengers.

The first railway in the United States was the Baltimore and Ohio, from Baltimore to Elliott's Mills, Md., 15 miles. It was commenced on July 4th, 1828, and opened for traffic in 1830. It was first operated by horse power, but steam locomotive traction was speedily substituted. The total railway mileage in the United States in 1904 was 203,132.

In 1832 a charter was granted by the Lower Canadian Legislature to the Champlain and St. Lawrence Railway, and it has the distinction of being the first passenger railway built in Canada. It was opened on July 23rd, 1836, by Earl Gosford. The first train consisted of four cars, drawn by horses, locomotive power being adopted in the following year. The length of the line was 16 miles, and the gauge was 5 feet 6 inches.

In 1834 two railways were incorporated in Upper Canada: the Cobourg and the London Gore—being the first for the Upper Canadian Province.

The first German railway was built between the cities of Nuremberg and Furth in 1835. It was four miles long.

In Austria the building of railways was greatly discouraged until 1836.

In Nova Scotia the first railway was built in 1839 (six miles in length) to connect the Albion Mines with the loading grounds on the shore of the Gulf of St. Lawrence. Locomotives were used.

Belgium began the construction of railways in 1834, and the first line (Brussels and Malines) was opened May 5th, 1835.

The French began railway agitation in 1832. The first railway—The Western—was opened between Paris and Rouen in 1837.

The first line opened in Java was in 1839.

The first line of railway in the Russian Empire was constructed from St. Petersburg, 16 miles, to Tscoksj-Sielo in 1842. The mileage in 1904 was 31,114.

The first line of railway in Switzerland was between Zurich and Aarau, and was completed in 1847.

In Denmark the first railway was built on the Island of Zeeland in 1847.

The first railway in Spain was opened in 1848, between Barcelona and Mataro.

British India opened her first railway for public traffic between Bombay and Tannah in 1852.

In Italy railway enterprises have received attention since 1853.

Norway built its first railway, from Christiania to Eldsvold, in 1854.

Sweden commenced railway building in 1856.

The first railway on African soil was from Alexandra to Cairo, and was opened in 1856.

In Asiatic Turkey, the first line of railway was opened between Smyrna and Trianda, December 24th, 1860.

In Portugal very little railway building was done previous to 1863.

Venezuela opened a railway 56 miles long in 1866.

In Ceylon the first railway was built in 1867.

The first and principal line of railway in Japan was opened between Tokio and Yokohama in 1872.

In Sumatra, the first railway was opened in 1876.

The first railway in China, seven miles long, was built by an English Company in 1885, and in 1886 it was purchased by a Chinese company.

In the Malay Peninsula, the first railway was built in 1885.

The first railway in Burmah was built in 1889.

Railways were opened in other countries as follows: Holland, 1839; Mexico, 1850; Peru, 1851; Argentine Republic, 1854; Brazil, 1854; Roumania, 1860; Turkey in Europe, 1860; Algiers and Tunis, 1862; Paraguay, 1863; Uruguay, 1869; Honduras, 1871; Costa Rica, 1872; Bolivia, 1873; Guatemala, 1880; Nicaragua, 1880; Colombia, 1880; Salvador, 1882; and Abyssinia, 1901.

CANADA FIRSTS.

The first vessel to cross the Atlantic ocean under steam was the "Royal William," built in Canada, which sailed from Quebec in the year 1833.

The first steel steamship engaged in the Atlantic trade between Europe and America was the Allan Steamship "Buenos Ayrean," in the year 1879.

The first steamship equipped with turbine engines to cross the Atlantic Ocean was the Allan Line S. S. "Victorian," which arrived at Montreal on the 8th of May, 1905. A sister ship, the "Virginian," has made the record passage between Moville and Rimouski, the time occupied in making the distance, 2,290 miles, being 5 days, 22 hours, 20 minutes, arriving at the latter point on August 10th, 1905.

The first electric telegraph cable across the Atlantic ocean was laid to Canada, August 5th, 1868.

The first Canadian Pacific Railway train crossed the continent July 12th, 1886.

The largest Hydraulic Lift Lock in the world is on the Trent Canal, at Peterboro, Ont. The lock has a lift of 65 feet; the two lock chambers measure 140 by 33 feet each, with a depth of 9 feet 10 in., and one vessel can be raised and another lowered in one operation. The lock is double the size of any of the three existing in Europe, and is the only one of its character on this continent.

The Quebec Railway Bridge, now under construction, when completed, will have the longest cantilever span in the world, 1800 feet. The total length of the bridge will be 3,240 feet, and will require about 35,000 tons of steel to complete the superstructure. The longest span now in existence is that of the Forth bridge, Scotland, 1,710 feet.

THE DECLINE IN RAILWAY CHARGES IN THE UNITED STATES.

The decline in railway charges in the United States has been continuous and extensive. The average rate per ton of freight carried one mile, measured in gold, has declined from nearly two cents in 1867 to less than eight mills in 1898, the last year covered by the reports of the statistician to the Inter-state Commerce Commission. The price of wheat at the port of New York during 1867 would pay for the transportation of but 2.84 bushels of wheat from Chicago to New York at the rates of that year; in 1897 the price, though considerably lower than in 1867, would pay for moving six bushels. In other words, the decline in the railway rates from Chicago to New York was twice as great as the decline in the price of wheat. The decline in passenger rates from 1871 to 1898 amounts apparently to 25 per cent., but, unlike that in freight rates, is not susceptible of satisfactory statistical presentation. The substantial identity of the service necessary to permit the use of the statistical method has not been preserved. The dollar that purchases transportation in a modern train, provided with automatic couplers and air brakes, traversing at sixty miles per hour a track of Bessemer steel rails weighing 100 pounds to the yard and guarded by block signalling apparatus, purchases vastly more than did the dollar paid for personal transportation a few decades ago, even though the distance traversed be but little greater at present. The public has preferred to have improved accommodation and better service rather than very much lower charges, and, as usual in America, has had its way. The same rise in the standard of living that has given the American farmer his top buggy, the piano in his parlour, his Sunday suit and Brussels carpet, has given us the luxurious coaches and well-ballasted roadbeds, the safety and the speed of modern passenger service. (From address before Trust Conference in Chicago, September, 1899, by Prof. H. T. Newcomb, of U. S. Department of Agriculture).



QUANTITIES OF MATERIALS REQUIRED FOR ONE MILE OF TRACK OR PER TON OF RAILS.

Amount in Tons of Rails of Various Patterns to Lay One Mile of Track.

Weight per Yard.	Tons per Mile.	Weight per Yard.	Tons per Mile.	Weight per Yard.	Tons per Mile.
56	88	68	106	82	128
57	89	70	110	85	133
60	94	71	111	88	138
61	95	72	113	90	141
63	99	73	114	92	144
65	102	75	117	95	149
66	103	78	122	98	154
67	105	80	125	100	157

Number of Fastenings Required to the Ton of Rails.

Weight of Rail per Yd.	24-foot Rail.	25-foot Rail.	26-foot Rail.	27-foot Rail.	28-foot Rail.	30-foot Rail.	33-foot Rail.
Pounds	Joints.	Joints.	Joints.	Joints.	Joints.	Joints.	Joints.
56	5.00	4.79	4.61	4.44	4.28	4.00	3.63
60	4.66	4.47	4.30	4.14	4.00	3.73	3.39
62	4.51	4.33	4.16	4.01	3.86	3.61	3.28
64	4.37	4.19	4.03	3.88	3.74	3.50	3.17
65	4.30	4.13	3.97	3.82	3.69	3.44	3.13
67	4.17	4.00	3.85	3.71	3.58	3.34	3.03
70	.....	.....	.....	.....	.....	3.20	2.90
75	.....	.....	.....	.....	.....	2.98	2.71
80	.....	.....	.....	.....	.....	2.80	2.54
85	.....	.....	.....	.....	.....	2.63	2.39
90	.....	.....	.....	.....	.....	2.48	2.26
95	.....	.....	.....	.....	.....	2.35	2.14
100	.....	.....	.....	.....	.....	2.24	2.03

Splice Bars and Bolts for One Mile of Track.

Length of Rail, Feet.	Number of Splice Bars Required.	Number of Bolts Required.		Number of Rails or Complete Joints.
		4-Hole Splice.	6-Hole Splice.	
24	880	1,760	2,640	440
25	844	1,688	2,532	422
26	812	1,624	2,436	406
27	782	1,564	2,346	391
28	754	1,508	2,262	377
30	704	1,408	2,112	352
33	640	1,280	1,920	320

Cross Ties Per Mile.

Centre to Centre.	Ties.
18 inches.	3,520
21 "	3,017
24 "	2,640
27 "	2,347
30 "	2,112

Railway Spikes.

Size Measured Under Head.	Average Number Per Keg of 220 lbs.	Ties Two Feet Be- tween Centre and Four Spikes per Tie, Makes per Mile.		RAIL USED Weight per Yard.
		Pounds.	Kegs.	
Inches. 5½ x 9-16	375	5,632	28·16	45 to 100
5 x 9-16	400	5,280	26·4	40 to 56

Table of Cubic Yards of Ballast per Mile of Road; Side Slope of Ballast 1 to 1; Width in Clear between Tracks of Double Track Road, 6 Feet.

Depth in inches	Top Width, Single Track.			Top Width, Double Track.		
	10 ft.	11 ft.	12 ft.	21 foot.	22 ft.	23 ft.
	Cubic Yards.	Cubic Yards.	Cubic Yards.	Cubic Yards.	Cubic Yards.	Cubic Yards.
12	2,152	2,347	2,543	4,303	4,499	4,695
18	3,374	3,667	3,960	6,600	6,894	7,188
24	4,694	5,085	5,474	8,996	9,388	9,780
30	6,111	6,600	7,087	11,490	11,980	12,470

EXPANSION OF RAILS.

A steel rail 30 feet long expands $\frac{1}{4}$ of an inch for a change of 100 degrees in temperature. Some roads, upon laying rails, allow the following expansion:—

At zero, expansion should be 1-4 inch; at 25 above, should be 3-16; at 50 above, should be 1-8 inch; at 75 above, should be 1-16 inch.

NOTE.—Expansion should always be uniform. By observing this and using care in placing plates and in spiking, much can be done to stop "creeping track."

To find the gross tons of steel rails per mile, multiply the weight of one yard by 11 and divide by 7.

The number of tons of rails of 2,000 lbs. required per mile is very nearly $1\frac{3}{4}$ times the weight per yard.

LIFE OF TIES.

Chestnut.....	7 years	Cedar.....	12 to 16 years.
White Oak.....	7 years	Hemlock....	3 to 6 years.
Spruce Pine....	5 years	Mountain Pine..	2 to 4 years.

TREATED TIES,

Wellhouse process, about 15 years. Burnettized, rusts spikes rapidly.
Creosoting prevents rust.

GRADE AND CURVATURE.

A grade of one per cent. is that fraction of 5,280 feet, or 52.80 feet per mile.

CURVES ON RAILWAYS.

To find the radius of any curve, divide 5,730 feet by the degree of the curve.

DEGREE OF CURVE.

1.—To find the degree of any curve: Find the Middle Ordinate of a chord 61 feet 4 inches. The number of inches in this M. O. is the degree of the curve.

2.—To find the Middle Ordinate of a 30 foot rail: divide the degree of the curve by 4. This is good up to 10 degrees.

RESISTANCE OF CURVES.

W—weight of vehicle.

R—radius of curve.

D—distance apart from tread to tread.

L—length of right wheel base.

F—coefficient of friction of wheels on rail, varying from .1 to .27 according to weather.

$$\text{Resistance due to curve} = \frac{W F (D + L)}{2 R}$$

The tractive resistance on railways is stated by Max Schiemann to be 9 to 18 pounds per ton, on tramways 26 to 33 pounds, on good stone pavement from 44 to 55 pounds, on bad stone pavement from 66 to 78 pounds, on good Macadam from 44 to 67 pounds, on bad Macadam from 77 to 100 pounds, and on sand roads from 130 to 220 pounds.

CONCRETE CONSTRUCTION.

CEMENT.

Weight per Barrel.

Portland. 375 lbs., net.	Natural. 265 lbs., net.
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PROPORTIONS FOR CONCRETE IN RAILWAY CONSTRUCTION.

Bridge Piers. (Submarine.)	Culverts.
Cement.....1	Cement.....1
Sand.....2	Sand.....3½
Stone.....5	Stone.....5

One barrel of cement will make, mixed with water, about 3½ cubic feet of thick mortar.

Proportions of materials, according to strength required, that may be used in concrete work:—

Cement.	Sand.	Broken Stone.
Portland, 1.....	3	7
“ 1.....	4	9
“ 1.....	6	11
Rosedale, 1.....	2	5
“ 1.....	3	7

For concrete, with clean stone, the largest of which should pass through a 2-inch ring, the percentage of mortar should be,—maximum, .55; Minimum, .50.

QUANTITIES OF MATERIALS BY CUBIC MEASUREMENT.

Broken stone!.....½ cubic yard.
 Sand.....½ “ “
 Cement according to strength required.

TESTS OF CEMENT REQUIRED UNDER SPECIFICATIONS OF DEPARTMENT OF RAILWAYS AND CANALS.

In standard tests the tensile strength, in briquettes of neat cement, shall be:—

One day air and 6 days water.....450 lbs. per sq. in.
 One day air and 27 days water.....600 “ “

The tensile strength shall, in briquettes of one part cement to three parts sand by weight, be:—

One day air and 6 days water.....150 lbs. per sq. in.
 One day air and 27 days water.....250 “ “

INFORMATION RELATING TO CANALS OF THE DOMINION OF CANADA.

LENGTH OF VESSELS TO BE ACCOMMODATED	Name of Canal.	Locks.					Total Length stat. miles.
		No.	Length.	Width.	Depth of Water on Sills.	Total lockage.	
225 ft.	River St. Lawrence and Lakes route		ft.	ft.	ft.	ft.	
	1 Lachine	5	270	45	14	45	8.25
	2 Soulanges	5	280	45	15	85	14.00
	3 Cornwall	6	270	45	14	48	11.00
	4 Farran's Point	1	800	45	14	3.50	1.00
	5 Rapide Plat....	2	270	45	14	11.50	3.66
	6 Galops.....	3	270	45	14	15.50	7.33
	7 Welland.....	26	270	45	14	326.75	26.75
	8 SaultSteMarie	1	900	60	20.3	18.	1.13
185 ft.	Ottawa River route and Kingston						
	1 St. Anne's.....	1	200	45	9	3	0.13
	4 Carillon.....	2	200	45	9	16.	0.75
	3 Grenville.....	5	100	45	9	43.75	5.75
	4 Rideau.....	Asc. } 35 Desc } 14	134	32	5.6	Rise } 282.25 Fall } 164.00	126.26
108 ft.	Richelieu & Lake Champl'n route.						
	1 St.Ours.....	1	200	45	7	5.	0.13
	2 Chambly.....	9	118	22.5	7	74.	12.00
185 ft.	Beauharnois...	9	200	45	9	82.5	11.25

CANAL AND LAKE NAVIGATION.

The Canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

*(The through route between Montreal and the head of Lake Superior,
14 feet minimum depth of water.)*

	Miles
1. Lachine Canal.....	8½
Lake St. Louis and River St. Lawrence.....	16
2. Soulanges Canal.....	14
Lake St. Francis and River St. Lawrence.....	33
3. Cornwall Canal.....	11
River St. Lawrence.....	5
4. Farran's Point Canal.....	1
River St. Lawrence.....	10
5. Rapide Plat Canal.....	3½
River St. Lawrence.....	4
6. Galops Canal.....	7½
River St. Lawrence and Lake Ontario.....	236
7. Welland Canal.....	26¾
Lake Eire, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal.....	1¼
Lake Superior to Port Arthur.....	266
Total.....	1,223½
To Duluth.....	1,357
Chicago.....	1,286

SAULT STE. MARIE CANAL.

Length of Canal, between the extreme ends of the entrance piers.....	5,967 feet
Number of Locks.....	1
Dimensions of lock.....	900 feet by 60 feet.
Depth of water on sills (at lowest known water level).....	20 feet 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom.....	141 feet 8 inches.
Breadth at surface of water.....	150 feet.

WELLAND CANAL.

Main Line from Port Dalhousie, Lake Ontario, to Port Colbourne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of Canal.....	27½ miles	26¾ miles.
Pairs of guard-gates (formerly 3).....		2
Number of Locks { lift.....	26	Lift 25
	1	Guard 1
Dimensions.....	1 lock 200 x 45	} 270 feet x 45 feet.
	1 " 200 x 45	
	1 (tidal) 230 x 45	
	24 locks 150 x 45	
Total rise or lockage.....	326¾ feet.	326¾ feet.
Depth of water on sills.....	10¼ feet.	14 "

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions:—Length 270 feet, width 45 feet, depth of water on sills 14 feet. *The length of the vessels to be accommodated is limited to 255 feet.* At Farran's Point, in the canal of that name, the lock is 800 feet long. A similar lock is being built at Iroquois on the Galops Canal, the object being to pass a full tow at one lockage.



ST. LAWRENCE RIVER, CANAL AND LAKE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE ISLE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR, BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate.	Total to Straits of Belle-Isle.
Straits of Belle-Isle.....	Cape Whittle.....	Gulf of St. Lawrence.....	240	240
Cape Whittle.....	West Point, Anticosti.....	do.....	201	441
West Point, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Kimouski.....	do.....	6	649
Kimouski.....	Bic.....	do.....	12	661
Bic.....	Isle Verte.....	do.....	39	700
Isle Verte (opp. Saguenay).....	Quebec.....	do.....	126	826
Quebec.....	Three Rivers.....	do to Tide-Water.....	74	900
Three Rivers.....	Montreal.....	do.....	86	986
Montreal.....	Lachine.....	Lachine Canal.....	81	994
Lachine.....	Cascades.....	Lake St. Louis.....	151	1,009
Cascades.....	Coteau Landing.....	Soulanges Canal.....	14	1,021
Coteau Landing.....	Cornwall.....	Lake St. Francis.....	32	1,053
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	101	1,065
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070
Farran's Point.....	Upper End of Croyle's Island.....	Farran's Point.....	1	1,071
Upper end of Croyle's Island.....	Williamsburg or Morrisburg.....	River St. Lawrence.....	104	1,081
Williamsburg or Morrisburg.....	Rapide Plat.....	Rapide Plat Canal.....	4	1,085
Rapide Plat.....	Point Iroquois Village.....	River St. Lawrence.....	41	1,090
Point Iroquois Village.....	Upper end Presqu'Isle.....	Point Iroquois Canal.....	3	1,093
Upper end Presqu'Isle.....	Point Cardinal, Edwardsburg.....	Junction Canal.....	2	1,095
Point Cardinal, Edwardsburg.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097
Head of Galops Rapids.....	Prescott.....	River St. Lawrence.....	7	1,105
Prescott.....	Kingston.....	do.....	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,360
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	26	1,360
Port Colborne.....	Amherstburg.....	Lake Erie.....	232	1,592
Amherstburg.....	Windsor.....	River Detroit.....	18	1,610
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,635
Foot of St. Mary's Island.....	Sarnia.....	River St. Clair.....	33	1,668
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,938

ST. LAWRENCE RIVER, CANAL AND LAKE NAVIGATION—Continued.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Ile.
Foot of St. Joseph's Island.....	Foot of Sault Ste. Marie.....	River St. Mary.....	47	1,985½
Sault Ste. Marie.....	Head of Sault Ste. Marie.....	Sault Ste. Marie Canal.....	1	1,986½
Head of Sault Ste. Marie.....	Pointe aux Pins.....	River St. Mary.....	7	1,993½
Pointe aux Pins.....	Port Arthur.....	Lake Superior.....	266	2,259½
Port Arthur to Lake Shebandowan.....			45	
Lake Shebandowan to North-West Angle.....			312	
North-West Angle to Winnipeg.....			95	
Pointe aux Pins to Duluth.....			390	

Of the 2,259½ miles from the Straits of Belle-Ile to the head of Lake Superior, 71 miles are artificial navigation, and 2,188½ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

The steamboat route from Depot Harbour, Parry Sound, Canada Atlantic Transit Line, to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee 442 miles.

TABLE OF DISTANCES.

FROM	TO LIVERPOOL.	TO GLASGOW.
	MILES.	MILES.
Quebec, (via Straits).....	2,633	2,513
Quebec, (South of Nfd.)	2,826	2,706
North Sydney.....	2,282	2,162
Halifax.....	2,450	2,330
St. John.....	2,700	2,580
Portland.....	2,765	2,645
Boston.....	2,807	2,687
New York.....	3,105	2,985
Philadelphia.....	3,147	3,027
Baltimore.....	3,378	3,258

LAKE NAVIGATION.

Port Arthur to Depot Harbour.....	Miles 510
Duluth to Depot Harbour on Georgian Bay.....	644
Depot Harbour to Montreal, by rail.....	379
	1,023
Duluth to Buffalo, via lakes.....	997
Buffalo to New York, via rail.....	440
	1,437
Difference in favor of Montreal	414

The distance from Port Arthur to Depot Harbour or Midland is 510 miles,—that is, 130 miles shorter than from Duluth, and adding this to the 414 we have a difference of 544 miles in favour of Montreal as against New York, while there is a further advantage of 284 miles in the ocean passage to Liverpool, making a total of 828 miles shorter haul between Port Arthur and Liverpool than from Duluth to Liverpool.

TONNAGE THROUGH SAULT STE. MARIE CANALS:

YEAR.	PASSAGES	TOTAL TONS FREIGHT.
1865.....	997	181,638
1875.....	2,083	835,465
1885.....	5,380	3,256,628
1895.....	17,956	15,062,580
1900.....	19,452	25,643,073
1901.....	20,041	28,403,065
1902.....	22,659	35,961,146
1903.....	18,596	34,674,437
1904.....	16,120	31,546,106

OTTAWA AND GEORGIAN BAY CANAL.

The total distance from Georgian Bay to Montreal by the proposed route is 425 miles, of which four miles would be taken up with locks; forty miles of canal section, 22 feet deep, with a bottom width of 100 feet; 74 miles of improved river channel with a bottom width of 100 feet; and 307 miles of open lake and river suitable for twenty foot navigation without further improvement.

THE BOARD
OF
RAILWAY COMMISSIONERS FOR CANADA

HON. A. C. KILLAM, CHIEF COMMISSIONER.
HON. M. E. BERNIER, DEPUTY CHIEF COMMISSIONER.
JAMES MILLS, Esq., M.A., LL.D.
A. D. CARTWRIGHT, SECRETARY.

RULES AND REGULATIONS

OCTOBER 18TH. 1904



OTTAWA:
THE ROLLA L. CRAIN CO. Limited.
1906

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THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

(*Meeting at Ottawa.*)

TUESDAY, the 18th day of October, A.D. 1904.

The Board, in virtue of the provisions of The Railway Act, 1903, hereby makes the following Rules and Regulations:—

PUBLIC SESSIONS.

1. The general sessions of the Board for hearing contested cases will be held at its Court Room in Ottawa, Ontario, on such dates and at such hour as the Board may designate.

When special sessions are held at other places, such announcements as may be necessary will be made by the Board.

INTERPRETATION.

2. In the construction of these rules, and the forms herein referred to, words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the following terms shall (if not inconsistent with the context or subject) have the respective meanings hereinafter assigned to them; that is to say, "Application" shall include complaint under this Act; "Respondent" shall mean the person or company who is called upon to answer to any application or complaint; "Affidavit" shall include affirmation; and "Costs" shall include fees, counsel fees, and expenses.

APPLICATION OR COMPLAINT.

3. Every proceeding before the Board under this Act shall be commenced by an application made to it, which shall be in writing and signed by the applicant or his solicitor; or in the case of a corporate body or company being the applicants, shall be signed by their manager, secretary, or solicitor. It shall contain a clear and concise statement of the facts, the grounds of application, the section of the Act under which the same is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. It shall be divided into paragraphs, each of which, as nearly as possible, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively. It shall be endorsed with the name and address of the applicant, or if there be a solicitor acting for him in the matter, with the name and address of such solicitor. The application shall be according to the forms in schedule No. 1.

The application, so written and signed as aforesaid, shall be left with or mailed to the Secretary of the Board, together with a copy of any document, or copies of any maps, plans, profiles, and books

of reference, as required under the provisions of the Act, (a) referred to therein, or which may be useful in explaining or supporting the same. The Secretary shall number such applications according to the order in which they are received by him and make a list thereof. From the said list there shall be made up a docket of cases for hearing which, as well as their order of entry on the docket, shall be settled by the Board. Said docket list when completed to be put upon a notice board provided for that purpose, which shall be open for inspection at the offices of the Secretary during office hours.

ANSWER.

4. Within ten days from the service of the application, the respondent or respondents shall mail or deliver to the applicant, or his solicitor, a written statement containing in a clear and concise form their answer to the application, and shall also leave or mail a copy thereof with or to the Secretary of the Board at its office, together with any documents that may be useful in explaining or supporting it. The answer may admit the whole or any part of the facts in the application. It shall be divided into paragraphs, which shall be numbered consecutively, and it shall be signed by a person making the same, or his solicitor. It shall be endorsed with the name and address of the respondents, or if there be a solicitor acting for them in the matter, with the name and address of such solicitor. It shall be according to the form in Schedule No. 2,

REPLY.

5. Within four days from the delivery of the answer to the application, the applicant shall mail or deliver a reply thereto to the respondents, and a copy thereof to the Secretary of the Board, and may object to the said answer as being insufficient, stating the grounds of such objection, or deny the facts stated therein, or may admit the whole or any part of said facts. The reply shall be signed by the applicant or his solicitor, and may be according to form No. 3 in the said schedule.

The Board may, at any time, require the whole or any part of the application, answer or reply, to be verified by affidavit, upon giving a notice to that effect to the party from whom the affidavit is required; and if such notice be not complied with, the application, answer, or reply may be set aside, or such part of it as is not verified according to the notice may be struck out.

SUSPENSION OF PROCEEDINGS.

6. The Board may require further information, or particulars, or documents from the parties, and may suspend all formal proceedings until satisfied in this respect.

If the Board, at any stage of the proceedings, think fit to direct inquiries to be made under any of the provisions of this Act, it shall give notice thereof to the parties interested, and may stay proceedings or any part of the proceedings thereon accordingly.

(a) For further particulars of plans, etc., see regulations in Appendix.

NOTICE.

7. In all proceedings under this Act, where notice is required, a copy or copies of said proceeding, or proceedings, for the purpose of service, shall be endorsed with notice to the parties in the forms of endorsement set forth in schedules Nos. 1 and 2; and in default of appearance the Board may hear and determine the application *ex parte*.

Endorsements shall be signed in accordance with the provisions of Section 28.

The Board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, and in that case the period shall be endorsed in the notice accordingly.

Except in any case where it is otherwise provided, ten days' notice of any application to the Board, or of any hearing by the Board, shall be sufficient; unless, in any case, the Board directs longer notice. The Board may, in any case, allow notice for any period less than ten days, which shall be sufficient notice as if given for ten days or longer. (Section 31).

Notice may be given or served as provided by Section 28 of the Act.

When the board is authorized to hear an application or make an order, upon notice to the parties interested, it may, upon the ground of urgency, or for other reason appearing to the Board to be sufficient, notwithstanding any want of or insufficiency in such notice, make the like order or decision in the matter as if due notice had been given to all parties; and such order or decision shall be as valid and take effect in all respects as if made on due notice; but any person entitled to notice, and not sufficiently notified may, at any time within ten days after becoming aware of such order or decision, or within such further time as the Board may allow, apply to the Board to vary, amend, or rescind such order or decision; and the Board shall thereupon, on such notice to all parties interested as it may in its discretion think desirable, hear such application, and either amend, alter, or rescind such order or decision, or dismiss the application, as may seem to it just and right. (Section 32.)

CONSENT CASES.

8. In all cases the parties may, by consent in writing, with the approval of the Board, dispense with the form of proceedings herein mentioned, or some portion thereof.

POWER TO DIRECT AND SETTLE ISSUES.

9. If it appears to the Board at any time that the statements in the application, or answer, or reply do not sufficiently raise or disclose the issues of fact in dispute between the parties, it may direct them to prepare issues, and such issues shall, if the parties differ, be settled by the Board.

PRELIMINARY QUESTIONS OF LAW.

10. If it appear to the Board at any time that there is a question of law which it would be convenient to have decided before further

proceeding with the case, it may direct such question to be raised for its information, either by special case or in such other manner as it may deem expedient, and the Board may, pending such decision, order the whole or any portion of the proceeding before the Board in such matter, to be stayed.

PRELIMINARY MEETING.

11. If it appear to the Board at any time before the hearing of the application that it would be advantageous to hold a preliminary meeting for the purpose of fixing or altering the place of hearing, determining the mode of conducting the inquiry, the admitting of certain facts or the proof of them by affidavit, or for any other purpose, the Board may hold such meeting upon such notice to the parties as it deems sufficient, and may thereupon make such order as it may deem expedient.

PRELIMINARY EXAMINATION WITH THE PARTIES.

12. The Board may, if it thinks fit, instead of holding the preliminary meeting, provided for in Rule 11, communicate with the parties direct, and may require answers to such inquiries as it may consider necessary.

PRODUCTION AND INSPECTION OF DOCUMENTS.

13. Either party shall be entitled, at any time, before or at hearing of the case, to give notice in writing to the other party in whose application, or answer, or reply reference was made to any document, to produce it for the inspection of the party giving such notice, or his solicitor, and to permit him to take copies thereof; and any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in said proceedings, unless he satisfy the Board that he had sufficient cause for not complying with such notice.

NOTICE TO PRODUCE.

14. Either party may give to the other a notice in writing to produce such documents as relate to any matter in difference, (specifying the said documents) and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

NOTICE TO ADMIT.

15. Either party may give to the other party a notice in writing to admit any documents, saving all just exceptions, and in case of neglect to admit, after such notice, the cost of proving such documents shall be paid by the party so neglecting or refusing, whatever the result of the application may be; unless, on the hearing, the Board certifies that the refusal to admit was reasonable; and no costs of proving any document shall be allowed, unless such notice be given, except where the omission to give the notice is, in the opinion of the Board, a saving of expense.

WITNESSES.

16. The attendance and examination of witnesses, the production and inspection of documents, shall be enforced in the same manner as is now enforced in a Superior Court of law; and the proceedings for that purpose shall be in the same form, *mutatis mutandis*, and they shall be sealed by the Secretary of the Board with the seal and may be served in any part of Canada. (Sec. 23).

Witnesses shall be entitled, in the discretion of the Board, to be paid the fees and allowances prescribed by schedule No. 4, annexed hereto.

THE HEARING.

17. The witnesses at the hearing shall be examined *viva voce*; but the Board may, at any time, for sufficient reason, order that any particular facts may be proved by affidavit, or that the affidavit of any witnesses may be read at the hearing on such conditions as it may think reasonable; or that any witnesses whose attendance ought, for some sufficient reason, to be dispensed with, be examined before a Commissioner appointed by it for that purpose, who shall have authority to administer oaths, and before whom all parties shall attend. The evidence taken before such Commissioner shall be confined to the subject matter in question, and any objection to the admission of such evidence shall be noted by the Commissioner and dealt with by the Board at the hearing. Such notice of the time and place of examination as is prescribed in the order shall be given to the adverse party. All examinations taken in pursuance of any of the provisions of this Act, or of these rules, shall be returned to the Court; and the depositions certified under the hands of the person or persons taking the same may, without further proof, be used in evidence, saving all just exceptions. The Board may require further evidence to be given either *viva voce* or by affidavit, or by deposition, taken before a Commissioner or other person appointed by it for that purpose.

The Board may, in any case when deemed advisable, require written briefs to be submitted by the parties.

The hearing of the case, when once commenced, shall proceed, so far as in the judgment of the Board may be practicable, from day to day.

JUDGMENT OF THE BOARD.

18. After hearing the case the Board may dismiss the application, or make an order thereon in favour of the respondents, or reserve its decision, or (subject to the right of appeal in the Act mentioned) make such other order upon the application as may be warranted by the evidence and may seem to it just.

The Board may give verbally or in writing the reasons for its decisions. A copy of the order made thereon shall be mailed or delivered to the respective parties. It shall not be necessary to hold a court merely for the purpose of giving decisions.

Any decision or order made by the Board under this Act may be made an order of the Exchequer Court, or a rule, order, or decree of any Superior Court of any Province of Canada, and shall be enforced

in like manner as any rule, order, or decree of such court. To make such decision or order a rule, order or decree of such court, the usual practice and procedure of the court in such matters may be followed, or in lieu thereof the form prescribed in sub-section 2, section 35 of the Act.

The Board shall with respect to all matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights, and privileges as are vested in a Superior Court. (Sec. 23).

ALTERATION OR RESCINDING OF ORDERS.

19. Any application to the Board to review, rescind or vary any decision or order made by it shall be made within thirty days after the said decision or order shall have been communicated to the parties, unless the Board think fit to enlarge the time for making such application, or otherwise orders.

APPEAL.

20. If either party desire to appeal to the Supreme Court of Canada from the decision or order of the Board upon any question which, in the opinion of the Board, is a question of law, he shall give notice (c) thereof to the other party and to the Secretary, within fourteen days from the time when the decision or order appealed from was made, unless the Board allows further time, and shall in such notice state the grounds of the appeal. The granting of such leave shall be in the discretion of the Board.

For procedure upon such leave being obtained see section 44, sub-section 4 *et seq.* of the Act.

An appeal shall lie from the Board to the Supreme Court of Canada upon a question of jurisdiction; but such appeal shall not lie unless the same is allowed by a judge of the said Court upon application and hearing the parties and the Board.

The costs of such application shall be in the discretion of the judge.

INTERIM EX PARTE ORDERS.

21. Whenever the special circumstances of any case seem to so require, the Board may make an Interim ex parte Order requiring or forbidding anything to be done which the Board would be empowered upon application, notice and hearing to authorize, require or forbid. No such Interim Order shall, however, be made for a longer time than the Board may deem necessary to enable the matter to be heard and determined. (Sec. 38).

AFFIDAVITS.

22. Affidavits of service according to the form No. 6 shall forthwith, after service, be filed with the Board in respect of all documents or notices required to be served under these rules: except when notice is given or served by the Secretary of the Board, in which case no affidavit of service shall be necessary.

(c) For form of notice see form No. 5 in the schedule hereto.

All persons authorized to administer oaths to be used in any of the Superior Courts of any Province, may take affidavits to be used on any application to the Board.

Affidavits used before the Board, or in any proceeding under this Act, shall be filed with the Secretary of the Board at its office.

Where affidavits are made as to belief, the grounds upon which the same are based must be set forth.

COMPUTATION OF TIME.

23. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by this Act, or by these rules, the same shall be reckoned exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or a day appointed for a public fast or thanksgiving in the Dominion or any of the Provinces, in which case the time shall be reckoned exclusively of that day also.

ADJOURNMENT.

24. The Board may, from time to time, adjourn any proceedings before it.

AMENDMENT.

25. The Board may at any time allow any of the proceedings to be amended, or may order to be amended or struck out any matters which, in the opinion of the Board, may tend to prejudice, embarrass, or delay a fair hearing of the case upon its merits; and all such amendments shall be made as may, in the opinion of the Board, be necessary for the purpose of hearing and determining the real question in issue between the parties.

FORMAL OBJECTIONS.

26. No proceedings under this Act shall be defeated or affected by any technical objections or any objections based upon defects in form merely.

PRACTICE OF EXCHEQUER COURT, WHEN APPLICABLE.

27. In any case not expressly provided for by this Act, or these rules, the general principles of practice in the Exchequer Court may be adopted and applied, at the discretion of the Board, to proceedings before it.

COSTS.

28. The costs of and incidental to any proceedings before the Board shall be in the discretion of the Board, and may be fixed in any case at a certain sum, or may be taxed. The Board may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

SCHEDULE No. 1.

(Forms of Application.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

APPLICATION No. (This No. is to be filled in by the Secretary on receipt.)

A.B. of C.D. hereby applies to the Board for an order under section 198 of The Railway Act, 1903, directing the _____ Railway Company to provide and construct a suitable farm crossing where the Company's Railway intersects his farm in Lot _____ Con. Tp. _____ County of _____ Ontario, and states—

1. That he is the owner of the land, &c.
2. That by reason of the construction of the said railway he is deprived, &c.
3. That it is necessary for the proper enjoyment of his said land, &c.

Dated this _____ day of _____ A.D. 19 _____
(Signed (A.B.))

Endorsements.

The within application is made by A.B. of _____ (state address and occupation) or by C.D. of _____ his solicitor.

Take notice that the within named Railway Company is required to file with the Board of Railway Commissioners within ten days from the service hereof, its answer to the within application.

Form of Application.

(Where no Notice Required).

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Application No.

The _____ Railway Company hereby applies to the Board for an Order under section 130 of The Railway Act, 1903, sanctioning the plans, profiles and books of reference submitted in triplicate herewith, showing a proposed deviation of its line of railway as already constructed between _____ and _____, mileage _____ to _____

Dated this _____ day of _____ A.D. 19 _____
(Signed (A.B.))

SCHEDULE No. 2.

(Form of Answer.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the Application, No. _____, of A.B. for an order under section 198 of The Railway Act, 1903, directing _____ Railway Company to provide a farm crossing.

The said Company in answer to the said application states:—

1. That the said A. B. is not the owner but merely, etc.
 2. That upon the acquisition of the right of way, of the said Railway, A.B. was duly paid for and released, etc.
 3. That the said A, B. has other safe and convenient means, etc.
 4. That, etc.
- Dated, etc.

Endorsements.

The within answer is made by A. B. of
(state address and occupation), or by C.D.
of his solicitor.

Take notice that the within named Applicant is required to file with the Board of Railway Commissioners within four days from the service hereof, his reply to the within answer.

SCHEDULE No. 3.

(Reply.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application of A. B. against the Company.
The said A. B., in reply to the answer of the said Company states that:—

- 1.
2. And the said A.B. admits that.....

Dated this..... day of A.D. 19...

Signed (Q).

SCHEDULE No.4.

(Fees and allowances to witnesses.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To witnesses residing within three miles of the Court-room, per diem, (not including ferry and meals)	\$1 00
Barristers, attorneys and physicians, when called upon to give evidence in consequence of any professional services rendered by them, or to give professional opinion, per diem	5 00
Engineers, surveyors and architects, when called upon to give evidence of any professional services rendered by them, and to give evidence depending upon their skill and judgment, per diem.	5 00

If the witnesses attend in one case only, they will be entitled to the full allowance. If they attend in more than one case, they will be entitled to a proportionate part in each case only.

When witnesses travel over three miles they shall be allowed expenses according to the sum reasonably and actually paid, which in no case shall exceed twenty cents per mile one way.

SCHEDULE No. 5.

(Notice of Appeal.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application No. _____, of A.B. for
an Order under section 198 of The Railway Act, 1903, authorizing the
_____ Railway, etc., etc.

To the Board of Railway Commissioners,
and

To

The above named Applicant (or Respondent, as the case may be.)

Take notice that the _____ Company will apply to the Board on the _____ day of _____, (not exceeding 14 days from the date thereof) for leave to appeal to the Supreme Court of Canada from the Order of the Board, dated the day of _____, in the matter of the above application authorizing the expropriation of certain lands referred to in said Order, and directing that compensation or damages to be awarded to the owners of said lands, or persons interested therein, shall be ascertained, as and from the date of the application, (or such other time as may be named in the Order.)

The grounds of appeal are that as a matter of law, the awarding of such compensation or damages should be ascertained and determined from the date of the deposit of plan, profile, etc., as provided under section 153 of the Act, and not from the time stated in the Order.

Dated this _____ day of _____

Signed,

Solicitor, etc.

SCHEDULE No. 6.

(Form of Affidavit of Service.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application, No. _____, of A.B. for
an Order under section 198 of The Railway Act, 1903, directing
_____ Railway Company to provide a farm crossing.

I, _____ of the City of Ottawa, etc., make oath and say:—

1. That I am a member, etc.
2. That I did on _____ 19 _____, serve the (C.P.) Railway Company above named, with a true copy of the (application) of the said (A.B.) in this matter by delivering the same to (C.D.) the Secretary of the said Company (or to E.F. the (Ass't to the Gen. Mgr.) of the Company, being an adult person in the employ of the Company at the head office of the Company in (Montreal), see section 28 (a), which said copy was endorsed with the following notice, viz:—

(Copy exactly)

Sworn, etc.

REQUIREMENTS ON APPLICATION HAVING
REFERENCE TO PLANS.

No. 1—GENERAL LOCATION OF RAILWAY—Sections 122–124.

(a) Send to Secretary of the Department of Railways and Canals; 3 copies of *map* showing the general location of the proposed line of railway, the termini and the principal towns and places through which the railway is to pass, giving the names thereof, the railways, navigable streams and tide-water, if any, to be crossed by the railway, and such as may be within a radius of thirty miles of the proposed railway, and generally the physical features of the country through which the railway is to be constructed.

1st copy to be examined and approved by the Minister and filed in the Department of Railways and Canals.

2nd copy to be approved by Minister for filing by the Company with the Board.

3rd copy to be approved by Minister for the Company.
Scale of Map—not less than 6 miles to the inch.

(b) Upon approved general location map being filed by the Company with the Board, send to the Secretary of the Board three sets of plan prepared exactly in accordance with the general “notes” hereunder, as follows:—

1st set—	{	1 plan.	}	To be examined, sanctioned and deposited with the Board.
		1 profile.		
		1 book of reference.		
2nd set—Same as 1st.	{		}	To be examined, certified and returned for registration.
3rd set—Same as 1st.	{		}	To be certified and returned to Company.

Scale—Plans—400 feet to the inch.

(N.B.—In prairie country, scale may be 1,000 ft. to the inch.)

Profiles.	|	Horizontal, 400 feet.
		Vertical, 20 feet.

No. 2—TO ALTER LOCATION OF LINE PREVIOUSLY SANCTIONED OR COMPLETED.—Section 130.

Send to the Secretary of the Board three sets of plans, profiles and books of reference as required in No. 1 (b).

(N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves, and the changes desired or necessitated.)

Scale—Same as No. 1 (b).

No. 3—PLANS OF COMPLETED RAILWAY.—Section 128.

Send to the Secretary of the Board within six months after completion three sets of plans and profiles of the completed road.

1st set to be filed with the Board.

2nd set to be certified and returned to the Company.

3rd set for registration purposes.

Scale—Same as No. 1 (b).

No. 4—TO TAKE ADDITIONAL LANDS FOR STATIONS, SNOW PROTECTION, ETC.—Section 139.

Send to the Secretary of the Board three sets of plans and documents as follows:—

1st set	{	1 application sworn to by officers required to sign and certify plans. See "General Notes." 1 plan, 1 profile. 1 book of reference.	}	To be examined and certified and deposited with the Board.
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2nd set	— Same as 1st.....	{	For certificate and return for registration, with duplicate authority.
3rd set	— Same as 1st.....	{	For certificate and return to company, with copy of authority.

Scale—Same as No. 1 (b).

N.B.—Ten days' notice of application must be given by the applicant Company to the owner or possessor of the property, and copies of such notice with affidavits of service thereof, must be furnished to the Board on the application.

No. 5—BRANCH LINES, not exceeding six miles—Section 175.

(a) 1 plan, profile and book of reference same as No. 1 (b) to be deposited in Registry Office.

Upon such registration 4 weeks public notice of application to the Board to be given.

Send to the Secretary of the Board an application with copies of the plan, profile and book of reference certified by the Registrar as a duplicate of those so deposited in the Registry Office.

A certified copy of the Order authorizing the construction of the Branch lines to be registered together with any papers and plans showing changes directed by the Board.

A map showing the adjacent country, neighbouring lines, etc., must be sent to the Secretary of the Board with the application.

Proof of registration and of public notice having been duly given will be required upon the application.

Scale—Same as No. 1 (b).

No. 6—RAILWAY CROSSINGS OR JUNCTIONS.—Section 177.

Send to the Secretary of the Board with an application three sets of plan of both roads at point of crossing.

Scale—Plan—100 feet to the inch.

Also three sets of plan and profile of both roads on either side of the proposed crossing for a distance of two miles.

Scale—Plan—400 feet to the inch.

Profile { 20 feet to inch vertical.
 { 400 feet to inch horizontal

1st set for approval by and filing with the Board;

2nd and 3rd sets to be certified and furnished to the respective companies concerned, with certified copy of order.

The applicant Company must give ten days' notice of application to the Company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of work application must be made to the Board for leave to operate.

No. 7—HIGHWAY CROSSINGS.—Sections 184 to 191.

Send to the Secretary of the Board with an application three sets of plans and profiles of the crossings.

Scale—Plan—100 feet to inch.

Profile { 20 feet to inch vertical.
 { 100 feet to inch horizontal.

1st set for approval by and filing with the Board;

2nd and 3rd sets to be furnished to the respective parties concerned, with a certified copy of the order approving the same.

The plan and profile shall show at least $\frac{1}{2}$ a mile of the railway and 200 feet of the highway on each side of the crossing.

The applicant must give ten days' notice of application to the opposite party and with such notice shall serve a copy of the plan and profile and of the application.

No. 8—CROSSINGS WITH WIRES FOR TELEGRAPH, TELEPHONES AND POWERS.—Section 194.

Send to the Secretary of the Board with the application a plan and profile in duplicate. Profile must show the distance between the different lines of wire.

A copy of plan and profile to be sent to the Railway Company with notice of application.

No. 9—CROSSINGS AND WORKS UPON NAVIGABLE WATERS, BEACHES, &c.—Section 182.

Upon site and general plans being approved by the Governor in Council, send to the Secretary of the Board:—

Certified copy of Order in Council with the plans and description approved thereby—1 application and 2 sets of detail, plans, profiles, drawings and specifications.

1st set for filing with Board.

2nd set to be certified and returned to Company with certified copy of order.

Upon completion of work application must be made to the Board for leave to operate.

NO. 10—BRIDGES, TUNNELS, VIADUCTS, TRESTLES, &c., over 18 ft. span.—Section 203.

(a) Must be built in accordance with standard specifications and plans, approved of by the Board.

(b) Or detail plans, profiles, drawings, and specifications, which may be blue, white or photographic prints, must be sent to the Secretary of the Board for approval, &c., as in No. 8.

NO. 11—STATIONS—Section 204.

Send to the Secretary of the Board:—

2 sets of detail plans, profiles, drawings and specifications, with an application for approval.

1st set for filing with the Board.

2nd set to be certified and returned to Company with certified copy of order of approval.

GENERAL NOTES.

Plans (for Nos. 1 (b) to 5) must show the right of way, with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines, owners' names, the areas and length and width of lands proposed to be taken, in figures (every change of width being given) the curves and the bearings, also all open drains, watercourses, highways, and railways proposed to be crossed or affected.

Profiles shall show the grades, curves, highway and railway crossings, open drains and water courses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length, and width of the portion thereof proposed to be taken and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated and must be certified and signed by the President or Vice-President or General Manager, and also by the Engineer of the Company.

The plan and profile to be retained by the Board must be on *linen*, the copies to be returned may be either white, blue, or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper and in the form of a book with a suitable paper cover. The size of such books when closed shall be as near as possible to $7\frac{1}{2}$ inches by 7 inches.

Book of reference may be endorsed on the plan.

Form of book of reference required.

Railway Company.

Division or Province

Branch.

Book of Reference to accompany Location Plan showing Lands required for railway purposes.

INTERLOCKING SYSTEM.

RULES FOR SIGNALS AND SPEED OF TRAINS WHERE ONE STEAM RAILWAY CROSSES ANOTHER AT RAIL LEVEL.

When the signal on distant semaphore post indicates *caution*, a train passing it must be under *full control* and come to a *full stop* before reaching the home post.

When the signal on the home post indicates *danger*, it must not be passed.

When the signals on the distant and home posts indicate *safety*, the train can proceed.

When clear signals are shown the speed of passenger trains must be reduced to *twenty* miles and freight trains to *ten* miles per hour, until the entire train has passed the crossing.

GENERAL REQUIREMENTS.

Applicable to Steam Railways for Interlocking, Derailing and Signals System at Crossings at Rail Level and at Junctions.

The plan and construction of interlocking, signaling and derailing system to be used at rail level crossings and junctions of one railway by another must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.

2. The derail points must be placed not less than 500 feet from point of intersection of the crossing of junction tracks, unless in special cases in which the Board authorizes in writing a less distance.

3. On side tracks the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules.

4. On single track railways, derail points, when practicable, should be on inside of curve and on double track railways the derail points should be in outside rail of both tracks.

5. On double track railways back-up derails will be necessary.

6. Home signal posts must be 50 feet beyond point of derail, and the distance between home and distant signals must be not less than 1,200 feet. Signal post should be placed on engineman's side of track it governs.

7. Guard-rails should be laid on outside of rail in which the derail is placed and and commence at least 6 feet toward home signa

from point of derail, extending from thence toward crossing, parallel with and 9 inches distant from track rail, for 400 feet.

8. In case there are crossovers, turnouts, or other connecting tracks involved in the general system, the movements of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between cars and trains of the same railway, or between cars or trains of different railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliances against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.

9. The arms and back lights of all signals should be visible to the signal-man in the tower. If from any cause the arm or light cannot be placed so as to be seen by the signal man, a repeater or indicator should be provided in the tower.

10. Application for inspection of interlocking plant must be made to the Board accompanied by a plain diagram showing location of crossing and position of all main tracks, sidings, switches, turnouts, etc.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, locks, etc., corresponding to levers in tower.

It is intended herein to state general rules, which will govern the construction of any proposed system of interlocking. The traffic to be done, relative position and operation of intersecting lines, may require safeguards not mentioned herein.

The system of derailing, signaling, and interlocking must be connected and worked and be complete in each particular before the Board will grant an order authorizing the operation of such interlocking, derailing, and signal system or the crossing by the railway ordered to put on the system.

General Requirements for Interlocking at Drawbridges.

Interlocking, signaling, and derailing systems to be used at drawbridges must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open and the interlocking so arranged that it will be impossible for the operator to open the draw until signals and derails are set against the approaching train movement.

2. Where the grade is practically level the derailing points shall be located not less than 500 feet from the ends of the bridge, but, in case of a descending grade towards the bridge, the derailing point must be located at such distance from the bridge as to give the same measure of protection that is required for a level approach.

3. On single track railways, derail points, when practicable, should be on the inside of curve, and on double track railways, the derail points should be in outside rails of both tracks.

4. On double track railways back-up derails will be necessary.

5. Home signal posts must, when practicable, be located on the enginemans side of the track they govern, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point they govern, the distant signals should be located not less than twelve hundred (1200) feet in advance of the home signal, with which it operates and on the same side of the track. The distance signal should be distinguished by a notch cut in the end of the semaphore arm.

6. The arms and backlights of all signals should be visible to the signal man in the tower. If from any cause, the arm or light of any signal cannot be placed so as to be seen by the signal man, a repeater or indicator should be provided in the tower.

7. Guard-rails should be laid on outside of rail in which the derail is placed, and, commencing at least 6 feet in advance of derail, should extend thence toward the end of bridge, parallel with and 9 inches from track rail, for not less than 400 feet.

8. Application for inspection must be made same as for railway crossings.

TARIFF REGULATIONS.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 3rd, 1904.

SIR,

I have to inform you that, by an order of the Board passed this 3rd March, 1904, the tariffs to be filed with the Board under the Railway Act, sections 256, 261 and 262, shall be printed on sheets uniform in size, eight inches by eleven inches (8 x 11), and be specially numbered by each Railway Company, beginning with No. 1 (as per annexed form), and subsequent tariffs to be numbered consecutively and leaving a prefix stamped (C. R. C. No.), such number to be filled in by Railway Company for filing reference by the Board.

All special rate notices to be *uniform in size with tariffs sheets* and to be numbered and bear the stamped prefix as the tariffs.

Mail matter intended for the Board should be stamped O. H. M. S. and directed to the Board or member thereof, or the Secretary, to insure its free carriage.

Competitive tariff which is *bonâ fide* and urgently required to be brought into immediate effect without previous notice to the Board, owing to the exigencies of competition, may be acted upon before filing with the Board, but the Company shall forthwith, upon acting on such tariff, forward the same to the Board with a brief statement of the nature of the exigency and ground for so acting, for the approval

of the Board. The Board may disallow the said tariff, and when said tariff is disallowed it shall cease to be operative, and the Company shall forthwith withdraw the same.

That all freight classifications and amendments, or changes therein, before going into effect shall be first approved by the Board; and two consecutive weekly publications of notice of application for approval by Board of any freight classification or addition thereto, amendments or changes thereto, or any removal of any goods from a lower to a higher class, or from a higher to a lower class, shall be inserted in the *Canada Gazette* before any application for such approval shall be entertained by the Board.

All plans, profiles, etc., sent by Express to the Secretary of the Board must be prepaid.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

(Insert name of railway here).

TRAFFIC DEPARTMENT.

----- 190

(Place and date)

ADVICE No.....

The Secretary

Railway Commission for Canada.

Ottawa, Canada.

DEAR SIR:

In compliance with the requirements of Section 256 of "The Railway Act," 1903, I transmit herewith, for approval and filing with the Commission, copies of tariffs as follows:—

C. R. C. Number	Date Taking Effect	DESCRIPTION

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA.....190...

(CIRCULAR.)

To Railway Companies and others making application for assistance from Parliament towards the building of a railway.

Before any application can be taken into consideration it is essential that information be furnished upon the points following:—

The charter of the Company, together with reference to any Acts by which it may have been amended.

The means definitely in hand and those promised or contemplated, whether by way of Provincial or Municipal bonuses or otherwise, on which the Company are relying for the satisfactory completion of the undertaking.

The number of miles the construction of which is proposed, whether to the final terminus of the road, or to the terminus of the portion as to which a subsidy is being sought from Parliament.

The estimated cost, per mile, of the railway as a whole, or that of the portion for which a subsidy is asked, together with information as to the data upon which such estimate has been formed.

The important streams, if any, to be crossed, and the estimated cost of bridging them; together with the length and character of the bridge structure proposed.

The character of the country to be traversed; the nature of the soil; the extent of existing settlement and of indication or development of mineral wealth, or of other features contributory to traffic and to public advantage.

In addition to the foregoing it is requisite that the company furnish maps indicating the general location of the road, or the general direction of the line contemplated; and also, if at the time practicable, the curves and gradients which it is proposed to adopt.

It is to be observed that the furnishing of information of this character in as full, yet concise, form as possible will greatly expediate the arriving at a conclusion as to the advisability, or the reverse, of aiding the enterprise.

By order.

*Secretary,
Dept. of Railways and Canals.*

CONTRACT UNDER SUBSIDY ACT.

Memorandum of action necessary in connection with making an application to enter into a contract under the subsidy Act.

1. Address an application to the Secretary of the Department of Railways and Canals, quoting the Act or Acts incorporating the Company; also the Act or Acts granting them the subsidy applied for, and describing the line proposed to be contracted for.

2. Submit plan and profile of the proposed location, with full information thereon (in triplicate).

3. Estimate of quantities for each description of work on each 10-mile section.

4. State *bonâ fides* of the Company, showing the resources available with which to construct and equip the Railway or section of Railway under subsidy, and whether any Provincial, Municipal or other aid is granted them.

5. Give, duly certified by the Secretary of the Company, a list of the names of the Directors, stating names in full of its President and of its Secretary, with place of business or address of the Company.

6. Give a list of the Stockholders, with the amount subscribed for by each, also the amount paid up, with a certificate from a chartered bank that the amount is deposited.

7. Apply for one of the Departmental printed Forms of Specification and return same, with blanks, as to maximum grade and minimum radius of curve proposed, properly filled in.

8. State in your application to enter into a contract, that you are prepared to proceed with the work without delay, and when you propose to commence and to complete the same.

9. If the Minister is satisfied with the information given, and as to ability of the Company to construct the line subsidized, he causes an agreement to be prepared and sent to the Governor in Council for approval.

10. When approved by Council the draft of agreement is sent to the Company for execution.

FAIR WAGES CLAUSES.

IN CONTRACTS OF DEPARTMENT OF RAILWAYS AND CANALS.

*Approved by O. C. 31st October, 1902, as amended by O. C. 5th
November, 1903.*

The following conditions are incorporated in and shall form part of the annexed contract between His Majesty the King represented by the Minister of Railways and Canals, and

(therein and hereinafter called the
Company), dated the _____ day
of _____ 190 _____, and distinguished by the
number _____

1. The Company shall not make any assignment of this contract, and in the event of its entering into sub-contract with other parties for the execution of the whole or any portion of the work subsidized, it shall not thereby be relieved from compliance with, and direct liability under the conditions following, but shall, nevertheless, continue to be bound thereby.

2. No labourers shall be employed on or about the works hereby contracted for who are not citizens or residents of Canada, but the Minister may in writing waive the provisions of this clause, either in general or to a limited extent, should he deem it expedient so to do.

3. The minimum rate of wages to be paid by the Company for the labour of any employee, or the minimum rate of hire for any team, employed in or about the works, shall be the rate specified in the Fair Wages Schedule for the same or similar class of labour as that in which such employee is engaged, or for the hire of teams respectively.

4. The number of working hours for employees in the day or week shall be in accordance with the custom of the same or similar trades or classes of labour in the district where the work is being carried on,—to be determined in case of dispute by the Minister; and no employee shall be required to work for longer hours except for the protection of life or property, or, in case of other emergencies, when the necessity therefor is confirmed by the Engineer.

5. In case any labour is required in or about the works for which, in the opinion of the Engineer, no rate is fixed in the said Schedule, the Engineer, or other officer authorized by him, may fix the minimum rate of wages payable in respect thereof, which shall not be less than the rate of wages generally accepted as current for competent workmen in the same or similar trades or class of labour in the district where the work is being carried on.

6. The Company shall not be entitled to any payments under this contract in respect of work and labour performed until it has filed in the office of the Engineer a statement, in duplicate, showing the rate of wages by it paid for the various classes of labour, and the hire of teams, employed in or about the work, and, if any amounts should then be due and unpaid in respect of such wages or hire, showing

in detail the names of the unpaid employees, the class of employment, rate of wages, and the amounts due to each; nor shall the Company be entitled to any payments under this contract in respect of materials or other things supplied, for use in or upon the works, until it has filed in the office of the Engineer a statement in duplicate showing the prices and quantities of all such materials or things, and if any amounts should then be due and unpaid in respect thereof, showing in detail the names of the unpaid vendors, the quantities, prices, and the amounts due to each, such statements shall be attested, in duplicate, by the statutory declaration of the Company, or of such officer of the Company as the Minister may approve.

7. The Minister, or the Engineer, may, as a further condition to such payment at any time require the Company to furnish such further or other detailed information as may be necessary to establish to their satisfaction the compliance by the Company with the conditions of this contract.

8. Should the Company fail to adhere in every particular to the fair wages schedule hereto annexed, or permit any wages or amounts payable for the hire of teams to become or remain in arrear and unpaid, or fail to pay any accounts for materials or other things supplied for the works, the Engineer may give notice in writing requiring the Company to adhere to such schedule, or to pay such wages, or for such hire of teams, or for such materials or other things, as the case may be. Should the Company fail for the period of forty-eight hours after the giving of such notice to comply to the terms thereof, the Minister may make such payments as shall be sufficient to effect an adherence with such schedule, or the settlement or discharge of such arrears, or indebtedness for hire or materials or things supplied, and the Company in the event of any such payments being made after notice and default as aforesaid shall be stopped from setting up, as against His Majesty, the accuracy of any amounts so paid, or the existence or extent of any such indebtedness, and all amounts so paid shall be repaid, at once, by the Company or may be deducted from any amounts then or thereafter due by His Majesty to the Company.

9. The Minister or the Engineer may, in their discretion, at any time require proof, with such formalities or to such extent as they may deem requisite, of any claim under the said fair wages schedule, or for wages or hire of teams in arrears, or of accounts for materials, or other things unpaid.

10. The word "Engineer," when used herein, shall mean the Chief Engineer of Railways and Canals, or such other Officer as the Minister may appoint to perform his duties in respect thereof.

FAIR WAGES SCHEDULE.

The following is the minimum rate of wages to be paid respectively for the several classes of labour mentioned, or for the hire of teams, in accordance with the provisions of Section 3 of the fair wages clauses:—

CLASS OF LABOUR	MINIMUM RATE PER

FORM OF PETITION FOR PRIVATE BILLS.

DOMINION PARLIAMENT.

PETITIONS TO THE THREE BRANCHES OF PARLIAMENT FOR PRIVATE BILLS ARE TO BE PREPARED AFTER THE FOLLOWING FORM, VIZ.:

- (1.) To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor-General of Canada.

IN COUNCIL:

THE PETITION of the undersigned _____ of the City of _____ humbly sheweth:

THAT (here state the objects sought by the petitioner).

WHEREFORE your petition humbly prays that Your Excellency may be pleased to sanction the passing of an Act for the purposes above mentioned.

AND as in duty bound your petitioner will ever pray.

Date.

Signature.

This petition to be sent by mail to the Office of the Secretary of State any time during the Session.

- (2.) TO THE HONOURABLE THE SENATE OF CANADA, IN PARLIAMENT ASSEMBLED.

THE PETITION of the undersigned _____ of the City of _____ humbly sheweth:

THAT (here state the objects sought by the petitioner).

WHEREFORE your petitioner humbly prays that your Honourable House may be pleased to pass an Act for the purposes above mentioned.

AND as in duty bound your petitioner will ever pray.

Date.

Signature.

This petition to be presented by a member of the Senate, from his place in the Senate, within the first three weeks of the Session.

- (3.) TO THE HONOURABLE THE HOUSE OF COMMONS OF CANADA, IN PARLIAMENT ASSEMBLED.

THE PETITION of the undersigned _____ of the City of _____
humbly sheweth:

THAT (here state the objects sought by the petitioner).

WHEREFORE your petitioner humbly prays that your Honourable House may be pleased to pass an Act for the purposes above mentioned.

AND as in duty bound your petitioner will ever pray.

Date.

Signature.

This petition to be presented by a member, from his place in the House, within the first three weeks of the Session.

N.B.—All Petitions must be signed by the Petitioner, signature by Attorney or Agent not being admissible.

Petitions of existing corporations shall have the seal of the corporation affixed thereto.

MODEL RAILWAY BILL.

[Alterations or additions are to be placed between brackets.]

No. .] BILL. [1904
An Act to incorporate the

Railway Company.

WHEREAS a petition has been presented praying that it be enacted as hereinafter set forth, and it is expedient to grant the prayer of the said petition: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. [Insert names of those applying for incorporation] together with such persons as become shareholders in the company, are incorporated under the name of [insert name of company]

Incorporation

Corporate name

hereinafter called "the Company."

2. The persons named in section 1 of this Act are constituted provisional directors of the Company.

Provincial directors.

3. The capital stock of the Company shall be dollars. No one call thereon shall exceed ten per cent on the shares subscribed.

Capital stock

Calls thereon.

4. The head office of the Company shall be in the

Head office

5. The annual meeting of the shareholders shall be held on the first in

Annual meeting

6. The number of directors shall be , One or more of whom may be paid directors.

Number of director.

7. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches from [insert and define clearly the route of the proposed railway, and specify the principal points along the route].

Line of railway described

8. The securities issued by the Company shall not exceed thousand dollars per mile of the railway, and may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Issue of securities.

9. Any agreement provided for in section 281 of *The Railway Act*, 1903, may be entered into between the Company and [name the company or companies it is proposed to make agreements with.]

Agreements with other companies.

NOTE.—The following is Section 281 of "The Railway Act," 1903, referred to in Section 9, Model Bill:—

Amalgamation Agreements.

Agreements for sale, lease, or amalgamation of railway.

Approval of shareholders.

Sanction of Governor in Council on recommendation of Board.

Notice of application to Board

Action of Board.

Duplicate original to be filed in office of Secretary of State.

Notice.

281. Where the company is authorized by any Special Act of the Parliament of Canada, to enter into an agreement with any other company for selling, conveying or leasing to such company the railway and undertaking of the company, in whole or in part, or for purchasing or leasing from such company, the railway and undertaking of such company, in whole or in part, or for amalgamation, such agreement shall be first approved by two-thirds of the votes of the shareholders of each company, parties thereto, at an annual general meeting, or at a special general meeting of each company called for the purpose of considering such agreement, at each of which meetings shareholders representing at least two-thirds in value of the capital stock of each company are present or represented by proxy; and upon such agreement being so approved, and duly executed it shall be submitted to the Board with an application for a recommendation to the Governor in Council for the sanction thereof.

2. Notice of the proposed application therefor shall be published in *The Canada Gazette* for at least one month prior to the time, to be stated therein, for the making of such application, and also, unless the Board otherwise orders, for a like period in one newspaper in each of the counties or electoral districts through which the railway, to be sold, leased or amalgamated, runs, in which a newspaper is published.

3. Upon such notice being given the Board shall grant or refuse such application, and upon granting the same shall make a recommendation to the Governor in Council for the sanction of such agreement.

4. Upon such agreement being sanctioned by the Governor in Council, a duplicate original of such agreement shall be filed in the office of the Secretary of State for Canada, and thereupon such agreement shall come into force and effect, and notice thereof shall be forthwith given in *The Canada Gazette*, and the production of *The Canada Gazette* containing such notice shall be *prima facie* evidence of the requirements of this section being complied with.

PRIVATE BILLS.

APPLICATIONS TO PARLIAMENT.

RULES RELATIVE TO NOTICES FOR PRIVATE BILLS.

All applications to Parliament for Private Bills of any nature whatsoever, shall be advertised by a Notice published in the *Canada Gazette*; such Notice shall clearly and distinctly state the nature and objects of the application, and shall be signed by or on behalf of the applicants, with the address of the party signing the same; and when the application is for an Act of incorporation, the name of the proposed company shall be stated in the Notice. And if the works of any company (incorporated, or to be incorporated) are to be declared to be for the general advantage of Canada, such intention shall be specifically mentioned in the Notice; and the applicants shall cause a copy of such Notice to be sent by registered letter to the Clerk of each municipality which may be specially affected by the construction or operation of such works, and also to the Secretary of the Province in which such works are, or may be located; and proof of compliance with this requirement by the applicants shall be established by statutory declaration.

In addition to the Notice in the *Canada Gazette* aforesaid, a similar Notice shall also be published in *some leading newspaper*, as follows:—

A. When the application is for an Act to incorporate:

1. *A Railway or Canal Company*.—In the principal city, town or village in each county through which the proposed railway or canal is to be constructed.

2. *A Telegraph or Telephone Company*.—In the principal city or town in each Province or Territory in which the company proposes to operate.

3. A company for the *construction of any works* which in their construction or operation might specially affect a particular locality; or for obtaining any *exclusive rights or privileges*; or for doing any matter or thing which in its operation would affect the rights or property of others:—In the particular locality or localities which may be affected by the proposed Act.

4. A Banking Company; An Insurance Company; A Trust Company; A Loan Company; or an Industrial Company without any exclusive powers:—In the *Canada Gazette* only.

B. When the application is for the purpose of amending an existing Act:

1. For an extension of any line of railway, or of any canal, or for the construction of branches thereto:—In the principal city, town or village in each county or district through which such extension or branch is to be constructed.

2. For an extension of the time for the construction or completion of any line of railway, or of any canal, or of any telegraph or telephone line, or of any other works already authorized:—In the place where the head office of the company is, or is authorized to be.

3. For an extension of the powers of a company (when not involving the granting of any exclusive rights); or for the increase or reduction of the capital stock of any company; or for increasing or altering its bonding or other borrowing powers, or for any amendment which would in any way affect the rights or interests of the shareholders or bondholders or creditors of the company:—In the place where the head office of company is situated.

All such Notices whether inserted in the *Canada Gazette* or in a newspaper, shall be published at least once a week, for a period of five consecutive weeks; and when published in the Provinces of Quebec and Manitoba, shall be in both the English and French languages; and *marked* copies of each issue of all newspapers containing such Notice shall be sent to the Clerks of the Senate and House of Commons, endorsed "Private Bill Notice"; or a statutory declaration as to due publication may be sent in lieu thereof.

RULES RELATING TO PETITIONS FOR PRIVATE BILLS.

Any person seeking to obtain a Private Bill shall, at least eight days before the meeting of Parliament, deposit with the clerk of the House, in which the Bill is to originate, a copy of such Bill in the English or French language, with a sum sufficient to pay for translating and printing the same. The applicant shall also, after the second reading, and before the consideration of the Bill by any Committee, pay the Clerk of the Senate, or the Accountant of the House of Commons (as the case may be) a fee of \$200, and a sum sufficient to pay the cost of printing the Act in the Statutes. The fee of \$200 is paid only in the House in which a Bill originates; but charges for reprinting and translation are paid in the House in which such charges are incurred.

No petition for a Private Bill is received by the Senate or by the House of Commons after the first three weeks of the Session.

No Private Bill may be presented to the Senate or to the House of Commons after the first four weeks of the Session.

No Petition praying for the incorporation of a railway company, or of a canal company, or for an extension of the line of any existing or authorized railway or canal, shall be considered by the Standing Orders Committees, until there has been filed with the Committee a map or plan, showing the proposed location of the works, and each county or district through which the proposed railway or canal, or any branch or extension thereof, is to be constructed.

SAML. E. ST. O. CHAPLEAU,
Clerk of the Senate.

THOMAS B. FLINT,
Clerk of the Commons.

SPECIAL RULES OF THE SENATE.

When any Bill, confirming a deed, lease, agreement or other instrument, is brought up or presented to the Senate, such deed, lease, agreement or other instrument shall be set forth in the Bill by way of Schedule or otherwise.

SAML. E. ST. O. CHAPLEAU,
Clerk of the Senate.

ADDITIONAL RULES OF THE HOUSE OF COMMONS RESPECTING
PRIVATE BILLS.

All Private Bills for Acts of Incorporation shall be so framed as to incorporate by reference the *clauses* of the *General Acts* relating to the details to be provided for by such Bills;—Bills not framed in accordance with this *Rule*, shall be recast by the promoters, and reprinted at their expense, before any Committee passes upon the *Clauses*.

52. All Private Bills for Acts of Incorporation of, or in amendment of Acts incorporating Railway Companies, shall be drawn in accordance with the Model Bill, copies of which may be obtained from the Clerk of the House.

(a.) The provisions contained in any Bill which are not in accord with the Model Bill, shall be inserted between brackets, and when revised by the proper officer shall be so printed, and Bills which are not in accordance with this Rule shall be returned to the promoters to be recast before being revised and printed.

(b.) Any sections of existing Acts which are proposed to be amended shall be reprinted in full with the amendments inserted in their proper places and between brackets.

(c.) Any exceptional provisions that it may be proposed to insert in any Bill shall be clearly specified in the Notice of Application for the same.

53. No Bill for the incorporation of a Railway Company, or for changing the route of the railway of any company already incorporated, shall be considered by the Railway Committee until there has been filed with the Committee, at least one week before the consideration of the Bill. :—

(a) A Map or Plan drawn upon a scale of not less than half an inch to the mile, showing the location upon which it is intended to construct the proposed work, and showing also the lines of existing or authorized works of a similar character within, or in any way affecting the district, or any part thereof, which the proposed work is intended to serve, and such map or plan shall be signed by the Engineer or other person making the same;

(b.) An exhibit showing the total amount of capital proposed to be raised for the purposes of the undertaking, and the manner in which it is proposed to raise the same, whether by ordinary shares, bonds, debentures, or other securities, and the amount of each, respectively.

THOMAS B. FLINT,
Clerk of the Commons.

TO ADVERTISERS IN THE *GAZETTE*.

Parties sending advertisements to be inserted in the *Canada Gazette* will please observe the following rules:

- 1st. Address "The Canada Gazette, Ottawa, Canada."
- 2nd. Indicate the number of insertions required.
- 3rd. Invariably remit the fees for such advertisements, together with the price of one *Gazette*, as below, otherwise they will not be inserted. The rates are 10 cents for the first insertion, and five cents for each subsequent insertion per line of nine words, each figure counting as one word.

By settled or understood practice as prescribed by law, the rules of Parliament or decisions of the Department of Justice, notices receive the following insertions:—

- Notices of applications for divorce—27 insertions.
- Notices of the withdrawal of deposits of Insurance Companies—13 insertions.
- Notices of ordinary applications to Parliament—5 insertions.
- Notices of applications for Letters Patent under Loan Companies Act (per O. in C. published in *Gazette* of 15th June, 1901)—2 insertions.
- Notices of dividends and meetings of Banks and Insurance Companies—1 calendar month, or 5 insertions.
- Interim Copyrights—1 insertion.

No advertisement is inserted for a less charge than one dollar.

Subscribers will also notice that the subscription, \$4 per annum, is invariably payable in advance, and that the "*Gazette*" will be stopped at the end of the period paid for. Single numbers will be charged ten cents each, and when more than one are required by advertisers, must be remitted for likewise.

S. E. DAWSON,

King's Printer and Controller of Stationery.

Department of Public Printing and Stationery,
Ottawa, October, 1903.

FREIGHT CLASSIFICATION.

A carter was shipping some packed furniture at Glasgow quay the other day, and he stood eyeing curiously the next package to leave his lorry. "What is this, now?" asked the stevedore. "I'm hanged if I ken whether it's live stock or a bed mattress" was the reply, "for I've counted six mice leaving it since I left the warehouse, and it depends on how many mair there's left to say what ye'll book it as."

