



No. 34.

---

---

4th Session, 8th Parliament, 62 Victoria, 1899

---

---

BILL.

An Act respecting the Pontiac Pacific  
Junction Railway.

---

First reading, April 6, 1899.

---

(PRIVATE BILL.)

Mr. POUPORE.

---

OTTAWA

Printed by S. E. DAWSON  
Printer to the Queen's most Excellent Majesty  
1899

An Act respecting the Pontiac Pacific Junction  
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 Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Preamble.

**1.** Notwithstanding anything contained in section 2 of chapter 31 of the statutes of 1896 (First Session), and except in so far as the same have already been commenced, the Pontiac Pacific Junction Railway Company, hereinafter called  
10 “the Company,” may, in addition to its line of railway already constructed, lay out, construct and operate, with single or double track of the gauge of four feet eight and one-half inches, the following lines of railway:—

1896 (1st Sess.)  
c. 31.Line of  
railway  
described.

(a) An extension of its present line from its present north-  
15 westerly terminus at or near Waltham, in the county of Pontiac, crossing the Ottawa River at Allumette Island, to the town of Pembroke, in the province of Ontario, and thence in a north-westerly direction beyond Pembroke, passing to the south of Lake Nipissing and crossing the Gravenhurst and  
20 Callender railway at a point about twenty miles south of Callender station to Sault Ste. Marie:

Extensions  
of main line.

(b) A branch or extension of its line from its present terminus at or near Waltham aforesaid in a north-westerly  
25 direction through the province of Quebec to some point in the county of Pontiac:

(c) An extension of its line from its present south-easterly terminus at or near the town of Aylmer, in the county of  
Ottawa, to some point in or near the city of Hull, and thence  
30 across the Ottawa River to some point in the city of Ottawa.

**2.** The said extensions, or such of them as have not already  
30 been commenced, shall be commenced within three years, and they shall all be completed within five years from the passing of this Act, otherwise the powers granted for the construction thereof shall cease and be null and void as respects such or so  
35 much of any of the said extensions as then remains uncompleted.

Time for  
construction  
limited.

**3.** Section 9 of chapter 31 of the statutes of 1896 (First  
Session) is hereby repealed, and in lieu thereof it is hereby  
40 enacted that the bridges authorized to be constructed by section 3 of the said chapter 31, shall be completed within six years from the passing of this Act, otherwise the powers

1896 (1st Sess.)  
c. 31 amended.Time for  
constructing  
bridges  
extended.

granted for such construction shall cease and be null and void as respects such of the said bridges as are not then completed.

Branch lines.     4. The Company may lay out, construct and operate, with single or double track, of the gauge of four feet eight and one-half inches, any branch lines from any points on its main line, or the extensions in this Act mentioned; provided that, except for the purpose of connecting with other railways, no branch line shall exceed, in any one case, thirty miles in length. 5

Proviso.