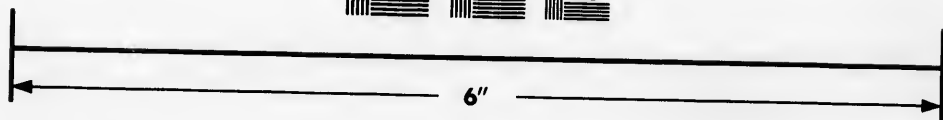
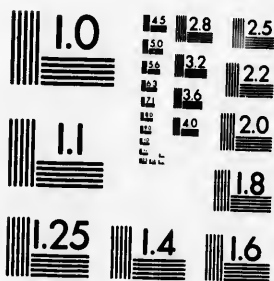


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

1.0  
1.4  
1.6  
1.8  
2.0  
2.2  
2.5  
2.8  
3.2  
3.6  
4.0

**CIHM  
Microfiche  
Series  
(Monographs)**

**ICMH  
Collection de  
microfiches  
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

1.0  
1.4  
1.6  
1.8  
2.0  
2.2  
2.5  
2.8  
3.2  
3.6  
4.0

**© 1993**

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments: /  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Continuous pagination/  
Pagination continue
- Includes index(es)/  
Comprend un (des) index

Title on header taken from: /  
Le titre de l'en-tête provient:

- Title page of issue/  
Page de titre de la livraison
- Caption of issue/  
Titre de départ de la livraison
- Masthead/  
Générique (périodiques) de la livraison

This item is filmed at the reduction ratio checked below /  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

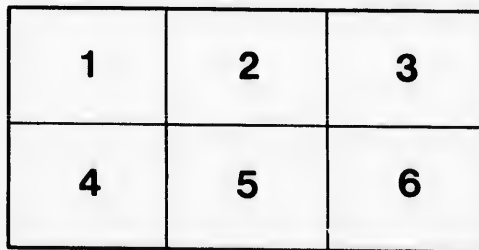
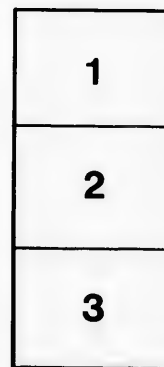
National Library of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Bibliothèque nationale du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

qu'il  
le cet  
nt de vue  
age  
cation  
qués

4 7 8  
(a)

---

FOR PRIVATE CIRCULATION ONLY.

THE  
PONTIAC PACIFIC JUNCTION RAILWAY  
COMPANY.

ACTS OF PARLIAMENT AND ORDERS IN COUNCIL RESPECTING SAME,

&c. &c. &c.

---

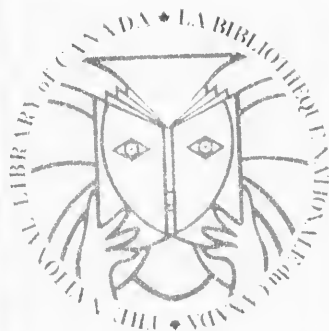
1884.

---



National Library  
of Canada

Bibliothèque nationale  
du Canada



Canada

**FOR PRIVATE CIRCULATION ONLY.**

**ACTS**

OF

**INCORPORATION, ORDERS-IN-COUNCIL,**

&c.

&c.

&c.

RELATING TO

**PONTIAC PACIFIC JUNCTION RAILWAY.**

---

PRINTED BY ORDER OF BOARD.

JULY, 1884.

---

MONTREAL:

PRINTED BY THE GAZETTE PRINTING COMPANY.

—  
1884.

A  
A  
S  
S  
S  
C  
F  
E  
E



## CONTENTS.

---

	PAGE
Act of Incorporation.....	v
Act Amending Act of Incorporation.....	xiv
Sections in Act of Incorporation of the Canada Central Railway Company relating to Pontiac Pacific Junction Railway.....	xix
Section permitting Lieut.-Governor-in-Council to grant Bonus.....	xxi
Section permitting Lieut.-Governor-in-council to convert Subsidy.....	xxi
Orders-in-Council relating to Bonus.....	xxii & xxxix
By-Laws of the Pontiac Pacific Junction Railway.....	xxix
By-Law No. 15 of the Corporation of the County of Pontiac.....	xxxiii
Extract of Act to authorize certain Subsidies, &c.....	xxxix

4

A

**W**

ce  
p  
O  
of  
fo  
th  
to  
ra  
or  
st  
lin  
br  
or  
pr  
w  
Co

Jo  
Ma  
oth

An Act to incorporate the Pontiac Pacific Junction Railway  
Company.

[Assented to 7th May, 1880.]

**W**HEREAS the persons hereinafter named have, by their petition, prayed to be incorporated as a Company for constructing, equipping and managing a railway, from a point on the line of the Quebec, Montreal, Ottawa and Occidental Railway, at or near the city of Hull or the Village of Aylmer, to such point in the County of Pontiac as may be found most suitable for crossing the Ottawa River, and thence through the Province of Ontario to some point at or near the town of Pembroke, which may be selected to connect the railway with the Canada Central Railway, either to the east or west of the said town of Pembroke, with power to construct a bridge over the Ottawa River at a point where such line would cross the said Ottawa River, and to make such bridge suitable for the railway traffic and for the use of ordinary vehicles; and whereas 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:—

1. Alexander Walker Ogilvie, Hon. L. Ruggles Church, John Poupore, Peter White, William J. Conroy, Hector Mayne McLean, and J. T. Pattison, Esquires, with all such other persons and corporations as shall become shareholders

in the Company hereby incorporated, shall be and are hereby constituted a body corporate and politic, by the name of "The Pontiac Pacific Junction Railway Company," and shall have all the powers appertaining to railway corporations in general, and the powers and privileges conferred on such corporations, by "*The Consolidated Railway Act, 1879*," subject to the Provisions hereinafter mentioned.

2. The said Company, and their agents and servants, may lay out, construct and finish a line of railway, of a gauge of four feet eight and one-half inches, from a point on the line of the Quebec, Montreal, Ottawa and Occidental Railway, at or near the City of Hull or the village of Aylmer, to such a point in the County of Pontiac as may be found most suitable for crossing the Ottawa River, and thence through the Province of Ontario to some point at or near the town of Pembroke, which may be selected to connect the railway with the Canada Central Railway either to the east or west of the said town of Pembroke, with power to construct a bridge over the Ottawa River, and to make such bridge suitable for railway traffic and for the use of ordinary vehicles, the whole as hereinater set forth.

3. The capital stock of the said Company shall be three millions of dollars, with power to increase the same, as provided by "*The Consolidated Railway Act, 1879*," to be divided into thirty thousand shares of one hundred dollars each, which amount shall be raised by the persons hereinafter named, and such other persons and corporations as may become shareholders in the said company; and the money so raised shall be applied in the first place to the payment of all expenses and disbursements for procuring the passing of this Act, and for making the surveys, plans, and estimates connected with the road; and the remainder of such money shall be applied towards making and completing and maintaining the said railway and bridge and other purposes of this Act.

4. It shall be lawful for the said Company to receive by grant, either from the Government of Canada or of any Province thereof, or from any individuals or corporations, municipal or otherwise, either in Canada or elsewhere, as aid in the construction of said railway, any vacant lots in the vicinity thereof or elsewhere, or any other real or personal property, or any sums of money, either as gifts or by way of bonus, or in payment of stock, and legally to dispose of the same.

5. Alexander Walker Ogilvie, the Hon. L. Ruggles Church, John Poupore, Peter White, William J. Conroy, Hector Mayne McLean, and J. T. Pattison, Esquires, shall be and are hereby constituted a board of provisional Directors of the Company (four of whom shall form a quorum), and shall hold office as such, until other Directors shall be elected under the provisions of this Act, by the shareholders, and shall have power and authority to fill vacancies occurring therein, to open stock books and procure subscriptions for the undertaking, to receive payments on account of stock subscribed, and generally to do all such other acts as such board, under "*The Consolidated Railway Act, 1879*," may lawfully do.

6. The said Directors are hereby empowered to take all necessary steps for opening stock books for the subscriptions of parties desirous of becoming shareholders in the said Company, and all parties subscribing to the capital stock of the said Company shall be considered proprietors and partners in the same, and the said directors, or a majority of them may, in their discretion, allocate and apportion the stock so subscribed among the subscribers as they shall deem most advantageous and conducive to the furtherance of the undertaking.

7. When and so soon as one-tenth part of the capital stock shall have been subscribed as aforesaid, either in municipal

debentures granted by way of bonus, or otherwise, or in ordinary subscriptions by individuals to the capital stock, or partly in such subscriptions, and one-tenth of the amount so subscribed paid in, the said Directors, or a quorum of them, may call a meeting of shareholders, at such time and place as they think proper,—giving at least two week's notice in one or more papers in English and French, published in the District of Ottawa; at which such said general meeting, and at the annual general meetings in the following sections mentioned, the shareholders present in person or represented by proxy, shall elect not less than five, or more than nine Directors, in the manner and qualified as hereinafter provided, which said Directors shall constitute a Board of Directors and shall hold office until the second day of January in the year following their election.

8. On the 2nd Wednesday of January next after the passing of this Act, and on the second Wednesday of January in each year thereafter, at the principal office of the said Company, there shall be held a general meeting of the shareholders of the company, at which meeting the said shareholders shall elect a like number of not less than five, nor more than nine Directors as shall have been previously fixed by by-law for the then ensuing year, in the manner, and qualified as hereinafter provided; and public notice of such annual meeting and election shall be published for one month before the day of election in one or more newspapers in French and English, if such there be, in the District of Ottawa; and the election of Directors shall be by ballot, and the persons so elected shall form the Board of Directors.

9. A majority of the Directors shall form a quorum for the transaction of business, and the said Board of Directors as well as the provisional Board of Directors, may employ one or more of their members as paid Director or Directors: provided however, that no person shall be elected a Director unless he shall be the owner and holder of at least ten shares of the

stock of the said Company, and shall not be in arrear in respect to any call thereon.

10. Any municipal council of a municipality which has given a bonus in aid of the said railway or its branches, amounting to not less than ten thousand dollars, shall be entitled during the construction of the railway, but not afterwards, to appoint a person annually to be a Director of the Company; and such person shall be a Director of the Company in addition to all the other directors authorized by this Act, or by "*The Consolidated Railway Act, 1879*," or by any other Act; but such municipality shall incur no liability by the appointment of such Director.

11. Any municipal council of any municipality holding stock in the said railway, to an amount of not less than ten thousand dollars, shall be entitled to appoint one person annually to be a Director of the Company; and any municipal council of any municipality holding not less than one hundred thousand dollars stock in the said railway, shall be entitled to appoint annually, two persons to be Directors of the said Company; and such person or persons shall be a Director or Directors in addition to all the other directors authorized by this Act.

12. The said company shall have power and authority to become party to promissory notes and bills of exchange for sums not less than one hundred dollars; and any such promissory note made or endorsed by the President or Vice-President of the Company, and countersigned by the Secretary and Treasurer of the Company, and under the authority of a majority of a quorum of the Directors, shall be binding on the said Company; and every such promissory note or bill of exchange so made shall be presumed to have been made with proper authority until the contrary be shown; and in no case shall it be necessary to have the seal of the Company affixed to such promissory note or bill

of exchange, nor shall the said President or Vice-President, or the Secretary and Treasurer be individually responsible for the same unless the said promissory note or bill of exchange has been issued without the sanction and authority of the Board of Directors as herein provided and enacted: Provided, however, that nothing in this section shall be construed to authorize the said Company to issue notes or bills of exchange payable to bearer or intended to be circulated, as money or as notes or bills of a bank.

13. The Directors of the said Company are hereby authorized and empowered to issue bonds or debentures, which shall be and form a first charge on the undertaking, lands, buildings, tolls and income of the Company or any, either, or all of them, as may be expressed by the said bonds or debentures, without the necessity for any enregistration thereof; and such bonds and debentures shall be in such form, and for such amount, and payable at such time and places as the Directors, from time to time may appoint and direct; and the payment to the Treasurer of the Company, or to any other person appointed for the purpose, by any *bond fide* purchaser of any of the lands in the fourth section of this Act mentioned, of the purchase money thereof, and the acquittance of such Treasurer, or other person so appointed, of such purchase money, shall operate as a discharge of such charge in respect of the lands so paid for; and until other provisions be made therefor, the Treasurer of such Company or other person so authorized, shall keep all moneys so received separate and apart from the ordinary funds of the Company, and the money so received shall be invested, from time to time, in Government securities or in the stock of some solvent and well-established chartered bank in Canada, for the formation of a fund for the payment of the interest on such debentures as it becomes due, and for their redemption at maturity. The said bonds or debentures shall be signed by the President or Vice-President and shall have the corporate seal of the Com-



pany affixed thereto: Provided, that the amount of such bonds or debentures shall not exceed fifteen thousand dollars per mile, to be issued in proportion to the length of the railway under contract, or to be constructed under and by virtue of this Act; but no such debentures shall be for a less sum than one hundred dollars.

14. The Directors of the said Company, elected by the shareholders in accordance with the provisions of this Act, shall have power and authority to enter into and conclude any arrangements with any other chartered railway company, for the purpose of making any branch or branches to facilitate the connection between the company hereby incorporated and any other chartered railway company.

15. The Company may enter into an agreement with any other chartered railway company, for leasing to such company the said railway or any part or branch thereof, or the use thereof, at any time or times, and for any period, or for leasing or hiring as lessor or lessee, any locomotives, tenders, cars or other rolling stock or movable property, under such sanction as hereinafter mentioned, and generally to make any agreement or agreements with any such other company touching the use by any one or other, or by both companies, of the railway or rolling stock or movable property of either or both or any part thereof, or touching any service to be rendered by the one company to the other and the compensation therefor; and such leases, agreements and arrangements shall be valid and binding, and shall be enforced by all courts of law, according to the tenor and effect thereof; Provided, the said leases, agreements and arrangements have been first respectively sanctioned by the majority of votes, at a special general meetings of the shareholders, called for the purpose of considering the same respectively, on due notice given as of annual general meetings for the election of Directors.

16. The said Board of Directors shall elect and appoint a President and Vice-President or Vice-Presidents and the

necessary officers, and fill up vacancies from time to time; but the said Presidents and Vice-Presidents shall be elected annually immediately after the election of Directors, except that in filling up a vacancy an election may be made at any time.

17. The Board of Directors are hereby authorized to take all necessary steps for procuring subscriptions for stock until the whole has been taken up, and to make, execute, and deliver scrip and share certificates therefor as they shall deem expedient.

18. Any deed of conveyance of land to the said Company may be in the form of schedule A to this Act annexed, and may be enregistered at full length upon the affidavit of one of the witnesses to the execution thereof, made before one of the officers usually authorized to receive the same; and a deed in such form or in words of like import shall be a legal and valid conveyance of the land and immovables therein mentioned to all intents and purposes, and the registration, thereof shall be of the same effect as if such deed were executed before a notary.

19. The powers given by this Act shall be exercised by the commencement of the said railway within two years after the passing of this Act, and its completion within six years therefrom.

20. The portion of the railway and works the construction of which is by this Act authorized, situate within the Province of Quebec, may, at any time within two years from and after the passing of this Act, be assumed and taken possession of by the Government of the said Province upon payment by the said Government to the Company of all sums by them expended in the construction of such portion, together with fifteen per cent. upon such sums, and upon the assumption by the said Government of all liabili-

ties by the said Company incurred in connection with and in relation to the said portion of the railway and works; and from and after the date upon which the said portion of the railway and works shall have been so assumed and taken possession of by the said Government, the rights and powers by this Act conferred upon the Company, so far as relate to the said portion shall cease and determine, but shall be continued to the Government of the Province of Quebec.

21. This Act may be cited as "*The Pontiac Pacific Junction Railway Act.*"

---

SCHEDULE A.

Know all men by these presents, that I, A. B. of  
*(name also of wife, if any)* in consideration of  
 paid to me by the Pontiac Pacific Junction  
 Railway Company, the receipt whereof is hereby acknowledged, do grant bargain, sell and convey, unto the said Pontiac Pacific Junction Railway Company, their successors and assigns, all the tract or parcel of land *(describe the land)*, to have and to hold the said land and premises unto the said Company, their successors and assigns for ever. *(Here insert the release of dower, if any.)*

Witness my hand and seal this                      day of                      one  
 thousand eight hundred and

Signed, sealed and delivered, }  
 in presence of                      }                      A. B.                      (L.S.)  
     C. D.

An Act to amend the Act incorporating the Pontiac Pacific Junction Railway Company, and to authorize the said Company to erect a bridge over the River Ottawa.

[Assented to 17th May, 1882.]

WHEREAS the Pontiac Pacific Junction Railway Company has, by petition, prayed for an extension of time necessary for the completion of its railway, and for power to construct a bridge over the Ottawa River at some point between the village of Aylmer and the city of Hull on the one side, and a corresponding point in the province of Ontario on the other side, and for other purposes; and whereas 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:

1. The said Company shall have full power and authority to lay out, construct, complete, maintain, work, manage and use, a railway bridge over the Ottawa River at or near the city of Ottawa, from some convenient point on their line of railway between the city of Hull and the village of Aylmer to connect with any line of railway running into or through the said city of Ottawa in the county of Carleton and province of Ontario; and the provisions of "*The Consolidated Railway Act, 1879*," or of any Act since passed, or which may hereafter be passed, amending the same, shall, so far as necessary, apply to the powers hereby given.

2. The said Company shall have full power and authority to erect, make and sink all such piers, abutments, blocks,

and erections in the Ottawa River as may be deemed necessary, not only for the construction of the said bridge, but such as may be required or thought desirable efficiently to protect it from the effects of ice and ice freshets, or for any other purposes in connection with the said bridge that the said Company may see fit; and may build the necessary approaches thereto, into and upon the lands, streets, roads, and grounds lying and being on either side of the said river; and may cut, level, or raise the banks of the said river in such manner as may be deemed necessary or proper for building the said bridge, and may cut, remove, take, and carry away all and every impediment whatsoever which may in any way tend to hinder the erecting and completing the said bridge, and may execute all other things necessary, requisite, useful, or convenient for erecting, building, working, maintaining, and supporting the said bridge; and may from time to time, enter and go in and upon the lands and grounds adjacent to the said river on either side thereof, for the purpose of making surveys, examinations, or other necessary arrangements for fixing the site of the said bridge.

3. For the purpose of erecting, building, maintaining, and supporting the said bridge, the said Company shall, from time to time, have full power and authority to take and use all lands reasonably required on either side of the said river, and thereon to work up or cause to be worked up the materials and other things necessary for erecting, constructing, and repairing the said bridge accordingly, first, however, making reasonable compensation for the lands so to be taken or occupied—such compensation to be settled by arbitrators named, one by each party interested, and a third one by the two arbitrators so chosen; or, in the event of their failing to agree within one week upon a third arbitrator, then such arbitrator may be appointed by any Judge of the Superior or County Court having jurisdiction in the district or county in which the lands so taken are situated.

4. The said bridge and the ascents and approaches to the said bridge shall be vested in the said Company, their successors and assigns for ever.

5. If any person shall forcibly pass over or upon the said bridge, or shall interrupt or disturb the said Company, or any person or persons employed by them in building or repairing or using the same, such person so offending shall for every such offence forfeit a sum not exceeding ten dollars, to be recovered before any Justice of the Peace, and in default of payment may, in the discretion of such Justice, be imprisoned in the common gaol for a period not exceeding ten days.

6. It shall be lawful for the Company to enter into any agreement with the Government of Canada, or with the Government of the province of Ontario, or with the Government of the province of Quebec, or with any of them jointly, or with the corporation of the city of Ottawa, or with the corporation of the city of Hull, or with them jointly, for leasing or selling the bridge over the Ottawa River, hereby authorized, or for the use thereof at any time or times; and any such Government or corporation who may become the purchaser or lessee of the said bridge, shall be and is hereby authorized and empowered to exercise all the rights and privileges respecting the same in this Act conferred: Provided, that the arrangements or agreements for such sale, lease or use shall be approved of by two-thirds of the shareholders voting in person or by proxy, at a special general meeting to be called for that purpose: Provided further, that the Government or corporation who may become such lessees or purchasers, and the bridge purchased or leased, shall be subject to all the obligations hereby imposed on the Company in respect thereof.

7. The company shall not commence the said bridge, or any work thereunto appertaining until the Company shall

have submitted to the Governor in Council plans of such bridge, and of all the intended works thereunto appertaining, nor until the plans and site of such bridge shall have been approved by the Governor in Council, and such conditions as he shall have thought fit for the public good to impose touching the said bridge and works shall have been complied with; nor shall any such plans be altered, nor any deviation therefrom allowed except upon the permission of the Governor in Council and upon such conditions as he shall impose.

8. The Company shall have power to unite with any other company or companies incorporated, or which may be incorporated under and by virtue of the laws of the Dominion of Canada, or of the province of Ontario, or of the province of Quebec, or with any body politic or corporate, in building the said railway bridge and approaches over the Ottawa River, and in maintaining, working, managing, and using the same, and to enter into any agreement with such company or companies or corporation respecting the construction, maintenance, management, and use thereof; and it shall be lawful for the Company to levy and collect rates, tolls, rents, and compensation for the use of the said bridge and its approaches, and to hypothecate, pledge, and appropriate the receipts derivable from such bridge, after payment thereof of the working expenses and the cost of maintenance to the payment exclusively of the principal and interest of any bond, security, or debt, contracted for or in the construction thereof, or to agree that the interest on such bond, security or debt shall form part of the working expenses of the railway.

9. It shall be competent for the Directors of the Company to issue as paid-up stock any ordinary stock, and to allot and pay the same for right of way, plant, rolling stock, material of any kind, and also for services of contractors, engineers, and other persons, whether Directors of the Com-

pany or otherwise, who may have been, are, or may be engaged in and about the prosecution of the proposed undertaking: Provided, that no such stock shall be allotted to any Director or Directors of the Company until a resolution authorizing the same shall have been passed and confirmed at a meeting of the shareholders of the Company.

**10.** Section eight of the Act incorporating the Pontiac Pacific Junction Railway Company is hereby repealed, and in lieu thereof it is enacted that on the second Wednesday of January next after the passing of this Act, and on the second Wednesday of January in each year thereafter, at the principal office of the Company there shall be held a general meeting of the shareholders of the Company at which meeting the said shareholders shall elect not less than five nor more than nine Directors as shall have been previously fixed by by-law, for the then ensuing year, in the manner and qualified as in the said first mentioned Act provided; and public notice of such annual meeting and election shall be published for one month before the day of election, in one or more newspapers in French and English, if such there be, in the district of Ottawa; and the election of Directors shall be by ballot; and the persons so elected shall form a Board of Directors, and the present Board of Directors shall be and remain Directors of the Company, until an election of Directors shall have been had under the provisions of this Act.

**11.** Section thirteen of the Act incorporating the Company is hereby amended by inserting the word "twenty" in place of the word "fifteen" in the twenty-ninth line of the said section.

**12.** The time for commencing the construction of the said railway is hereby extended to the first day of September, one thousand eight hundred and eighty-three, and for completing the same until five years thereafter.



**13.** Upon the completion of the Ontario and Pacific Junction Railway to a point of junction with the Lake Superior section, and on condition that the Ontario and Pacific Junction Railway Company agree to grant running powers to the Canada Central Railway Company over its line of railway, the said Ontario and Pacific Junction Railway Company shall have running powers over the Lake Superior section; such running powers to be exercised over the Ontario and Pacific Junction Railway under the control of the Ontario and Pacific Junction Railway Company and over the Lake Superior section under the control of the Canada Central Railway Company,—the extent and nature of such running powers, and the terms and conditions on which they shall be exercised, not being inconsistent with the law or with this Act, to be such as shall be agreed upon by the Companies, or failing such agreement, then as shall be decided by arbitration,—one arbitrator to be appointed by each Company and the two so named to choose a third; and the decision of any two of them shall be final; and if either Company neglects or refuses to choose an arbitrator within ten days after notice in writing from the other Company, or if the two arbitrators when chosen disagree in the choice of a third arbitrator, it shall be lawful for the Minister of Railways and Canals of Canada, to nominate such arbitrator or such third arbitrator, as the case may be, who shall possess the same powers as if chosen in the manner first hereinbefore provided.

**14.** The Government of the Province of Quebec shall also have running powers for their traffic and trains over the entire length of the Canada Central Railway, upon condition of allowing similar and reciprocal running powers over its own railway to the Canada Central Railway Company, upon terms and conditions to be agreed upon or adjusted as herein-

before provided with regard to the Ontario and Pacific Junction Railway Company, such running powers to be under the control of the Government of Quebec, and of the Canada Central Railway Company each in respect of its own railway; and the running powers hereby conferred upon the Government of Quebec shall include the power of delegating the same to any other railway company that may be authorized to connect its western terminus with any point on the Canada Central Railway; in which case the running powers of the Quebec Government over the portion of the Canada Central Railway lying east of such point shall cease and determine, and the said Canada Railway Company shall have running powers over the railway of the Company to which running powers are so delegated, as well as over the Quebec Government Railway as herein provided; but the Quebec Government may at any time cancel such delegation, and resume its running powers over the said portion of the Canada Central Railway, and again make such delegation and abandon the same; and if from any cause at any time such connecting railway shall not have the right to exercise such running powers over the Canada Central Railway, the Company owning it shall hold and enjoy in respect thereof similar powers, rights and privileges to those hereinafter conferred upon the Kingston and Pembroke Railway Company, and upon similar conditions.

**15.** Upon delivery of any freight or passengers by or for the Kingston and Pembroke Railway Company, at any point of the Canada Central Railway, the Company shall forward such freight and passengers to their destination or towards their destination, if such destination cannot be reached by the line of the Canada Central Railway, with the same diligence, despatch and care as freight or passengers being carried or travelling on their own railway, the Kingston and Pembroke Railway Company entering into a similar undertaking towards the Canada Central Railway Company; and

if the terms and conditions of such interchange of traffic are not agreed upon by the Companies, they shall be adjusted by arbitrators to be appointed in the manner hereinbefore provided.

---

44-45 Vic. (1881.)      CAP. 2, SEC. 19.      Quebec.

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

---

39 Vic. (1875.)      CHAP. 3, SEC. 1.      Quebec.

1. The lieutenant-governor in council may, upon resolution of the directors of any company entitled to a subsidy in money, convert such subsidy into a guarantee, and payment by this province, in favour of the holders of bonds or debentures of such company, of interest at the rate of five per centum per annum, on a capital which at such rate produces a sum in interest, equal to the subsidy granted for each mile of road, together with interest thereon, until the whole subsidy be paid.

COPY OF A REPORT OF A COMMITTEE OF THE HONORABLE  
THE EXECUTIVE COUNCIL, DATED THE 16TH FEBRUARY,  
1882, APPROVED BY THE LIEUTENANT-GOVERNOR ON  
THE 18TH FEBRUARY, 1882.

No. 45.

*Present :*

The Honorable	MR. LORANGER,	<i>—in the chair.</i>
“	“	MR. ROSS,
“	“	MR. LYNCH,
“	“	MR. FLYNN,
“	“	MR. PAQUET,
“	“	MR. WURTELE,

*—in Council.*

On the grant of a bonus to the }  
Pontiac Pacific Junction Rail- }  
way Company. }

The Honorable the Solicitor-General, in a report dated the twentieth December last, (1881), sets forth, that by the provisions of the Act of the Legislature of this Province, (44-45 Vic., ch. 2, sect. 19), the Lieutenant-Governor in Council is authorized, in lieu of constructing that part of the Quebec, Montreal, Ottawa and Occidental Railway, between the village of Aylmer and such point in the county of Pontiac as should be found most suitable to connect the same with the subsidized portion of the Canada Central Railway, (the whole as set forth in the act of the Legislature of this Province, 39 Vict., chap. 2, and its amending Acts), to grant to the Pontiac Pacific Junction Railway Company, a bonus of six thousand dollars per mile for each mile, (not exceeding in all eighty-five miles), which the said Pontiac Junction Railway Company may construct, such bonus to be paid on each ten miles of said railway as shall be completed to the satisfaction of the Lieutenant-Governor in Council;

That it is expedient to give effect to the provisions of the said first above recited act, in order to enable the said Company to proceed with the work of construction.

The Honorable the Solicitor-General therefore recommends, that the said bonus of six thousand dollars per mile be granted the said Pontiac Pacific Junction Railway, in conformity with the provisions of the above cited Act 44-45 Viet., ch. 2, sect. 19.

The Committee concur in the foregoing report and submit the same for the Lieutenant-Governor's approval.

Certified,

FÉLIX FORTIER,  
*Clerk Ex. Council.*

To the Honorable  
THE COM. OF RAILWAYS, }  
&c., &c., &c.

---

THE UNDERSIGNED HAS THE HONOR TO REPORT :

That by the Act 39 Victoria, chapter 3, section 1, it was enacted that the Lieutenant-Governor in Council, may upon a resolution of the directors of any Company entitled to subsidy in money, convert such subsidy into a guarantee and payment by this Province in favor of the holders of bonds or debentures of such Company of interest at the rate of five per centum per annum, on a capital which at such rate produces a sum in interest equal to the subsidy granted for each mile of road, together with interest thereon until the whole subsidy be paid.

That by the Act 44-45 Victoria, chapter 2, section, 19, it was moreover enacted that the Lieutenant-Governor in Council, in lieu of constructing that portion of the Quebec

M. O. & O. Railway, between the village of Aylmer, and that point in the county of Pontiac, most suitable to connect the same with the subsidized portion of the Canada Central Railway as provided by the Act 39 Victoria, chapter 2, and its amendments, may grant a bonus of six thousand dollars per mile for a length not exceeding eighty-five miles to the Pontiac Pacific Junction Railway Company, for each mile which the said Railway Company shall construct between the said village of Aylmer, or the city of Hull, and the town of Pembroke, such bonus shall be payable as each ten miles of the road is put in good running order to the satisfaction of the Lieutenant-Governor in Council.

That the said Company has decided upon entering upon the active construction of the said Railway, and to cross the Ottawa River near the confluence of the Coulonge and Ottawa Rivers, and has made certain progress in so doing, and has heretofore applied to the Executive of this Province for a declaration whether it is the intention of the Lieutenant-Governor in Council, to proceed with the construction of that portion of the Quebec M. O. & O. Railway, between the village of Aylmer, and that point in the county of Pontiac, most suitable to connect the same with the subsidized portion of the Canada Central Railway as provided by the Act 39 Vict., chap. 2, and whereas the Executive taking into consideration the best interests of the Province, and the resources at its command has decided not to construct the same, but to grant a subsidy to the Pontiac Pacific Junction Railway as empowered by the said Act 44-45 Vict., chap. 2, so to do.

And whereas on a report of the Honorable the Solicitor-General, dated the twentieth day of December last past, (1881), to the following effect: "That by the Provisions of the Act of the Legislature of the Province, (44-45 Vict., ch. 2, sect. 19), the Lieutenant-Governor in Council, in lieu of constructing that part of the Quebec Montreal Ottawa and Oc-

cidental Railway, between the village of Aylmer, and such point in the county of Pontiac as should be found most suitable to connect the same with the subsidized portion of the Canada Central Railway, (the whole as set forth in the Act of the Legislature of this Province, 39 Vict., chap. 2, and its amending Acts), to grant to the Pontiac Pacific Junction Railway Company, a bonus of six thousand dollars per mile, for each mile (not exceeding in all eighty-five miles) which the said Pontiac Junction Railway Company may construct, such bonus to be paid on each ten miles of said Railway as shall be completed to the satisfaction of the Lieutenant-Governor in Council, it was resolved that said bonus of \$6,000 per mile, be granted to the said Pontiac Junction Railway Company, in conformity with the provisions of the above cited Act (44-45 Vict., chap. 2, sect. 19), and whereas the said Pontiac Pacific Junction Railway Company, at a meeting of its directors held at the city of Ottawa, on the eleventh day of April instant, (1882), resolved, that in the location and construction of the said Pontiac Pacific Junction Railway, the point of crossing the Ottawa River in the county of Pontiac, be near the confluence of the Coulonge River with the Ottawa River, in the township of Mansfield, which point of crossing is hereby approved, and whereas the said Company at the said meeting, on the said eleventh day of April instant, (1882,) further resolved under the provisions of the said Act 39 Vict., chap. 3, to ask the Lieutenant-Governor in Council, to convert the subsidy into a guarantee and payment by this Province, in favor of the holders of bonds or debentures of the said Company of interest at the rate of five per centum per annum, on a capital of twenty thousand dollars per mile, of each mile of road which the said Company may construct under the act incorporating the same between the said village of Aylmer or the city of Hull, and the town of Pembroke, for such period of time as the said subsidy of six thousand dollars per mile, with interest thereon, until the subsidy shall be fully paid, will allow ;

and whereas the said resolution has been duly communicated to the Commissioner of Railways of this Province by the said Company through its President.

And whereas the said Railway Company, is entitled to have by the terms of the said Act (44-45 Vic., chap. 2.) the said subsidy paid as each ten miles of the said road is put in good running order to the satisfaction of the Lieutenant-Governor in Council.

And whereas the said Company propose to obtain from the Parliament of the Dominion of Canada, authority to issue bonds or debentures of the said Company under the terms and conditions of the act incorporating the said Company, and the acts amending the same, for the sum of twenty thousand dollars per mile, and whereas said bonds or debentures are to be made payable in twenty-five years from and after the date thereof, and to bear interest at and for the rate of five per centum per annum, said interest payable annually at the time and place to be set forth on the said bonds.

And whereas the said subsidy of six thousand dollars per mile, would allow of a guarantee of interest by this Province of bonds for the amount of twenty thousand dollars per mile, at the said rate of five per centum per annum, (payable the said interest semi-annually) for and during a period of seven years, to be computed from the date whereon the same are delivered unto the said Company under the terms of the said last above recited act.

And whereas it is expedient to give effect to the right which under the forth-set act and order-in-Council have accrued or may accrue to the said Company.

The undersigned, recommends that a guarantee of interest upon an issue of bonds or debentures of the said Railway Company, of \$20,000 per mile, at the rate of five per centum per annum, during a period of seven years, be made and



granted in favor of the holders of the bonds or debentures of the said Company.

That such guarantee be so given for each mile of the said road which may be constructed between the city of Hull or the village of Aylmer, and the town of Pembroke, provided such mileage does not exceed eighty-five miles.

That the same be carried into effect by means of an entry in the body of the said bonds or debentures in the following words :

“ The semi-annual interest (but not the principal) having been guaranteed by the Government of the Province of Quebec, for and during the space or terms of seven years, namely, from the                      day of                      18                      to the                      day of                      188                      , which said interest will be paid by the said Government as expressed in the coupons annexed to this bond,” and by endorsement on the said coupons so assumed of the following words :

“ The payment of this coupon is assumed by the Government of the Province of Quebec,  
 “  
 “  
 “ for the treasurer.”

That the assistant-treasurer of the Province be named to endorse upon the said coupons the guarantee and assumption aforesaid.

That said bonds be delivered to the said Company, in amount of two hundred thousand dollars, as each ten miles of the said road is put in good running order to the satisfaction of the Lieutenant-Governor in Council.

That the said debentures remain in possession of the Treasurer of the Province, to be by him delivered as each said section of ten miles is completed as aforesaid.

That copies of this order-in-Council, be delivered unto the said Company as required by them.

That the aforesaid endorsement and payment is made subject to the obligation of repayment by the said Company, of any difference of exchange over par which the Province of Quebec may have to pay to its prejudice for transmission of said interest to London, Paris, New York, or wherever the said interest may be payable.

That any balance of the said subsidy which is earned by the said Company, and not covered by the said payments of interest, shall be paid to the said Company when the said road is completed.

(Signed,) J. WURTELE,  
*Treasurer, P. Q.*

Adopted this 18th April, 1882,

(Signed,) J. A. CHAPLEAU,  
Quebec, 18th April, 1882.

[*True Copy,*]

(Signed,) JOS. A. DEFOY,  
*Clerk Ex. Council.*

COPY OF A REPORT OF A COMMITTEE OF THE HONORABLE  
THE EXECUTIVE COUNCIL, DATED THE 18TH APRIL, 1882,  
APPROVED BY THE LIEUTENANT-GOVERNOR ON THE 19TH  
APRIL, 1882.

No. 107.

The Committee have had under consideration the annexed report of the Honorable the Treasurer of the Province, dated the eighteenth of April instant, (1882), concerning the guarantee of the Government of interest upon an issue of bonds or debentures by the Pontiac Pacific Junction Railway Company, and submit the same for the Lieutenant-Governor's approval.

Certified,  
(Signed,) JOS. A. DEFOY,  
*Clerk Ex. Council.*

BY-LAWS

OF THE

PONTIAC PACIFIC JUNCTION RAILWAY CO.

*Adopted at the Meeting of the Board of Directors held at the City of Ottawa,  
13th Sept., 1882.*

1. That the Annual Meeting of this Company shall be held on the second Wednesday of January in each year, at the City of Ottawa, or at such other place as may be appointed by the Board of Directors, in conformity with the provisions of the statute in that respect.

2. The Officers of the Company shall consist of a President, Vice-President, Secretary, Treasurer, and Superintending Engineer, who shall be elected annually by the Directors at the first meeting after their own election, and shall hold office for one year or until their successors are duly appointed, provided always that a vacancy in any office occurring at any time by reason of death, resignation, or dismissal, may be filled by the Directors at any regularly convened meeting thereafter.

3. The President, if present, shall preside at all meetings of the Directors and shall have a casting-vote, in addition to his vote as a Director, in case of an equal division of votes of the Directors present.

4. The Vice-President shall preside in the absence of the President, with similar powers.

5. The Secretary shall keep the records of all meetings of the Directors of the Company, and shall with the President sign and execute all contracts, deeds, and obligations on the part of the Company. The President shall be the chief executive officer of the Company and shall have the

general supervision of its administration, and act as its representative in negotiations and contracts with other Companies and persons, and also have the control over the employees of the Company, and the issue of passes which may be required.

6. The Secretary shall notify the time and place of the Annual Meeting, and all such Special Meetings, as shall be ordered by the Directors, or requested by the Shareholders, agreeably to the law provided for the incorporation of Railway Companies.

7. The Superintending Engineer shall look after the details of the construction, working of the road, the maintenance of its road-bed and the men employed thereon, and shall report when required to the Company.

8. The Treasurer shall have the supervision of and responsibility for the accounts and cash receipts, and expenditure of the Company; and shall prepare and submit to the Directors a balance-sheet thereof, at least once each month, and oftener if required.

9. The signature of the President, or the Vice-President and Secretary, shall be sufficient for giving, endorsing, or accepting any promissory note or bill of exchange in connection with the Company's business.

10. All promissory notes given, and cheques signed shall be entered in a book provided for that purpose, and reported at the regular meetings of the Board.

11. The President shall be the custodian of the Seal of the Company.

12. The President, or Superintending Engineer, shall have the power of dismissing any of the Company's employees, and the General Superintendent or head of the Locomotive Department, shall also have the power to dismiss any subordinate employed under them when occasion requires.

13. The President is hereby specially authorized and empowered to make answer for the Company upon all Writs of Saisie Arrêt served upon them, and also to make any affidavit which may be necessary in case of opposition, or other judicial proceeding.

14. The certificates of stock in the Company shall be in the form following:—

Number

Shares.

THE PONTIAC PACIFIC JUNCTION RAILWAY COMPANY.

Incorporated under the Act 43 Vic., Cap. 55, Canada.

Shares \$100 each.

This is to certify that  
 is the registered holder of \_\_\_\_\_ fully paid up  
 shares of the capital stock of the Pontiac Pacific Junction  
 Railway Company, transferable only on the books of the  
 Company upon endorsement, and the surrender of this cer-  
 tificate, and in conformity with the terms of the memoran-  
 dum of agreement, dated at Montreal the 25th day of January,  
 1882.

Montreal,

1882.

\_\_\_\_\_  
 Secretary.

\_\_\_\_\_  
 President.

15. The transfers of the stock of the Company shall be in the form and to the effect following:—

I, \_\_\_\_\_ of \_\_\_\_\_  
 in consideration of the sum of \_\_\_\_\_  
 paid to me by \_\_\_\_\_ do  
 hereby bargain, sell, and transfer to the said \_\_\_\_\_  
 \_\_\_\_\_ shares of the capital  
 stock of the Pontiac Pacific Junction Railway Company, to  
 hold to him the said \_\_\_\_\_

his heirs, curators, administrators, and assigns, subject to the same rules, and orders, and on the same condition that I held the same immediately before the execution hereof, and I, the said \_\_\_\_\_ do hereby agree to accept the said \_\_\_\_\_ shares, subject to the same rules and conditions.

Witness my hand and seal, this \_\_\_\_\_ day of \_\_\_\_\_ 18

Witness

The amount to be charged as fees for the transfer of stock in the Company shall be twenty-five cents each transfer.

16. The President shall call meetings of the Board from time to time, and at such times and places as he may consider expedient, three days' notice at least being given by circular, or telegraphic message, sent through the Secretary, to each member of the Board.

17. The Transfer Books of the Company shall be closed in Canada, ten days prior to the date of the Annual Meeting of the Company.

18. The Office of the Company shall be in the village of Aylmer.

19. The Office of the Company in Montreal shall be at the Office of the President.

## CORPORATION OF THE COUNTY OF PONTIAC.

PROVINCE OF QUEBEC.

## BY-LAW No. 15.

By-Law to authorize the corporation of the County of Pontiac in the Province of Quebec to grant a bonus of One Hundred Thousand Dollars to the Pontiac Pacific Junction Railway Company and to pay the same in Bonds or debentures and to impose a yearly rate to pay Interest and to provide for a sinking fund.

At the regular general session of the Municipal Council of the County of Pontiac held at the usual time and place on Wednesday the 14th day of September in the year of Our Lord one thousand eight hundred and eighty-one, the following By-Law was duly passed :

*Whereas* in the opinion of the Municipal Council of the Corporation of the County of Pontiac, the inhabitants of the said County are sufficiently interested in the Railway which the Pontiac Pacific Junction Railway Company is authorized to construct between the City of Hull, or Village of Aylmer, in the County of Ottawa, to such point or portion of the Canada Pacific Railway (heretofore known as the Canada Central Railway), at or near the said County of Pembroke in the County of Renfrew in the Province of Ontario, which may be found most suitable to make a connection between the aforesaid points, to warrant the said Corporation in granting a bonus to the said Pontiac Pacific Junction Railway Company to the extent of one hundred thousand dollars currency.

And whereas all the requirements of the law in such cases made and provided and of the Municipal Code of the Province of Quebec have been complied with before the passing of the present By-Law :

*Now therefore*, the said Municipal Council of the said Corporation at the general meeting regularly holden at the Town Hall in the village of Bryson in the said County of Pontiac on the 14th day of September in the year of Our Lord one thousand eight hundred and eighty-one, in the manner and after the observance of all the formalities prescribed by the Statutes and By-Laws in such case made and provided, at which meeting the following members are present :

Wm. J. Poupore, Esq., mayor of the municipality of Chichester and Warden of the said County of Pontiac; Patrick Fitzpatrick, Esq., mayor of the municipality of Allumette Island; John Hodgins, Esq., mayor of the municipality of Thorne; Geo. Kilgour, Esq., mayor of the municipality of Clarendon; Edward Simays, Esq., mayor of the municipality of Aldfield; Wm. Somerville, Esq., mayor of the municipality of Shawville; Thos. Bryson, Esq., mayor of the municipality of Mansfield and Pontefract; Hugh Mulligan, Esq., mayor of the municipality of the South part of Onslow; J. T. Coghlin, Esq., mayor of the municipality of Waltham and Bryson; Michael Hughes, Esq., mayor of the municipality of Litchfield; Wm. Le-Roy, Esq., mayor of the municipality of the village of Bryson; George Palmer, Esq., mayor of the municipality of the united townships of Leslie, Clapham, and Huddersfield; Thomas Craig, Esq., mayor of the municipality of Bristol; Joseph Amm, Esq., mayor of the municipality of Quyon village; Robert McKinney, Esq., mayor of the municipality of Onslow; M. Keon, Esq., mayor of the municipality of the united townships of Sheen, Aberdeen, Esher, and Malakoff; J. McG. Roney, Esq., mayor of the municipality of Portage du Fort; W. G. Fairbairn, Esq., mayor of the municipality of the united townships of Alleyn and Cawood; forming a quorum of the said Council, under the presidency of the said Warden of the said Council have ordained and enacted, subject to the consent of the electors of the said County of Pontiac duly qualified by law to vote



in approval or disapproval of the said By-Law first had and obtained in the manner provided for, in and by the municipal Code of the Province of Quebec and of the Statutes in such case made and provided and do hereby ordain and enact as follows:—

*Section first*—Upon the terms and conditions hereinafter stipulated and provided for, the Warden of the said County of Pontiac shall be and he hereby is authorized and required for and on behalf of this Corporation to enter into a contract with the Pontiac Pacific Junction Railway Company to grant and pay unto the said Company a bonus of one hundred thousand dollars, and for that purpose to have prepared debentures of this corporation to the extent or value of one hundred dollars each, which shall be payable in twenty-five years from the date of their issue respectively, and shall bear interest at the rate of six per cent. per annum, said interest to be paid semi-annually on the first day of January and July in each year, at the bank of Montreal, in the City of Montreal, and such debentures shall rank equally upon the taxable real estate in the said County, and such debentures shall be accepted by the Company at par in payment of the said bonus.

*Section second*—The said debentures shall be issued and handed by the said Warden to the Treasurer of the Province of Quebec, on the second day of January, eighteen hundred and eighty-two, who shall hold the same as the Trustee of this corporation and of the Pontiac Pacific Junction Railway Company, and shall hand the same to the said Company as the said work of construction of the said Railway progresses within the limits of the said corporation of the County of Pontiac, in the manner and subject to the same conditions in which the bonus payable under the Act passed at the last session of the Legislature of the Province of Quebec is to be paid to the said Company, and for the purposes of said payment, the said corporation shall pay to the said Pontiac

Pacific Junction Railway Company the sum of two thousand five hundred dollars per mile of said Railway built within the limits of said corporation of the County of Pontiac, provided the whole amount of said bonus does not exceed for the whole line of said Railway built in the said corporation of the County of Pontiac as aforesaid the sum of one hundred thousand dollars.

*Section third.*—And for the purpose of paying the interest on the said debentures and for the purpose of establishing a sinking fund of two per cent. upon the amount of the said bonus over and above the interest thereon, a special rate or assessment is hereby imposed upon the taxable real estate in the said County of Pontiac as follows:—

The said rate or assessment shall be for every dollar of the assessed value of the said real estate five mills and four-tenths of a mill in the dollar for the current financial year next after the commencement of the work of construction of the said Railway, within the limits of the said corporation of the County of Pontiac until the said debentures are paid in full.

*Section fourth.*—The said special rate or assessment shall be due and payable the same as all other rates, taxes and assessments which the said corporation is authorized to impose; provided always, that in the event of an increase in the value of rateable real estate in the said County and such increase appearing in the assessment rolls, said special rate of assessment shall be reduced in conformity with such increase.

*Section fifth.*—The said Pontiac Pacific Junction Railway Company shall commence the construction of said Railway within one year from the date of the passing and approval of said By-Law, and shall complete and finish the part of the said Railway to be built within the limits of the said County of Pontiac within six years from that date; and at the expir-

ation of the said six years the said Pontiac Pacific Junction Railway Company shall have no further claim or demand in virtue of the said By-Law against the said corporation for any portion of said Railway which may remain unbuilt in the said County of Pontiac.

*Section Sixth.*—The corporation of the said County of Pontiac shall appoint a person annually to be a Director of the Company during the construction of the said railway within the limits of the said County of Pontiac.

(L.S.)            (Signed,)    WM. J. POUPORE,  
*Warden of the County of Pontiac.*

(Signed,)            JAS. THOS. PATTISON,  
*Secretary Treasurer, Municipal Council  
County of Pontiac.*

I, the undersigned, JAMES THOMAS PATTISON, Secretary Treasurer of the Municipal Council of the corporation of the County of Pontiac, certify that the copy herewith published of the said By-Law is a true copy of the said By-Law [By-Law No. 15] passed and adopted by the said Municipal Council of the corporation of the County of Pontiac at its meeting held on the 14th day of September in the year of Our Lord one thousand eight hundred and eighty-one.

(Signed,)            JAS. THOS. PATTISON,  
*Secretary Treasurer of the Corporation of the  
County of Pontiac.*

COPY OF A REPORT OF A COMMITTEE OF THE HONORABLE  
THE EXECUTIVE COUNCIL, DATED THE 5TH JULY, 1884.  
APPROVED BY THE LIEUTENANT-GOVERNOR ON THE 7TH  
JULY, 1884, CONCERNING THE PONTIAC PACIFIC JUNC-  
TION RAILWAY COMPANY.

Province of Quebec—No. 240.

The Honorable the Commissioner of Railways, in a report dated the third of July instant (1884), sets forth that by an order in council of the 19th of April, 1882 (No. 107), the subsidy of \$6,000 per mile granted to the Pontiac Pacific Junction Railway Company by an order in council of the 18th February, 1882 (No. 45), was converted, at the request of the railway company, into a guarantee of interest, upon an issue of bonds to be made for an amount of \$20,000 per mile.

That the said railway company have not made the contemplated issue of bonds, and that the order in council converting the subsidy from a payment in money into a guarantee of interest has never been acted upon.

That the said railway company has requested the Lieut.-Governor in council to revoke the order in council converting the subsidy into a guarantee of interest, and to replace matters as regards the payment by the Government of the subsidy in the same state as before the passing of such order in council.

The Honorable the Commissioner, therefore, recommends that order in council No. 107 of the 19th April, 1882, be revoked, to the end that the subsidy be payable in money; it being, however, understood that the revocation thereof shall in no way affect the resolution adopted by the directors of the railway company at the city of Ottawa on the 11th of April, 1882, that "in the location and construction of the

“Pontiac Pacific Junction Railway, the point of crossing the  
“Ottawa River in the County of Pontiac be near the con-  
fluence of the Coulange River with the Ottawa River, in  
“the Township of Mansfield.”

[Certified.]

(Signed,)

JOS. A. DEFOY.

An Act to authorize certain subsidies and grants for and in  
respect of the construction of the lines of railway therein  
mentioned. (Assented to April 19th, 1884).

HER Majesty, by and with the advice and consent of the  
Senate and House of Commons of Canada, enacts as  
follows:—

1. The Governor in Council may grant the subsidies here-  
inafter mentioned, to and for the parties, railways and rail-  
way companies hereinafter mentioned, that is to say:—

\* \* \* \* \*

To the Pontiac Pacific Junction Railway for a line  
of railway from Hull or Aylmer to Pembroke,  
provided the Ottawa river is crossed at some  
point not east of Lapasse, a subsidy not ex-  
ceeding \$3,200 per mile, nor exceeding in the  
whole..... \$272,000

\* \* \* \* \*

The subsidies hereinbefore mentioned as to be granted to  
companies named for that purpose, shall be granted to such  
companies, respectively; the other subsidies shall be granted  
to such companies as shall be approved by the Governor in  
council as having established, to his satisfaction, their ability

to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by order in council, except the line mentioned in the fourth section of this Act, which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed, in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

