

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy. 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 scanning are checked below.

L'Institut a essayé d'obtenir la meilleure copie originale. 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 numérisation 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
- Only edition available /
Seule édition disponible
- 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.

- 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
- Includes supplementary materials /
Comprend du matériel supplémentaire
- Blank leaves added during restorations may
appear within the text. Whenever possible, these
have been omitted from scanning / 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 numérisées.

Additional comments /
Commentaires supplémentaires:

Page 41 incorrectly numbered p. 4.

ACTS
OF THE
PARLIAMENT
OF THE
DOMINION OF CANADA,

PASSED IN THE SESSION HELD IN THE
FIFTY-THIRD YEAR OF THE REIGN OF HER MAJESTY

QUEEN VICTORIA,

BEING THE
FOURTH SESSION OF THE SIXTH PARLIAMENT,

*Begun and holden at Ottawa, on the Sixteenth day of January, and closed
by Prorogation on the Sixteenth day of May, 1890.*



HIS EXCELLENCY

THE RIGHT HONORABLE SIR FREDERICK ARTHUR STANLEY, BARON STANLEY OF PRESTON,
GOVERNOR GENERAL.

VOL. II.
LOCAL AND PRIVATE ACTS.

OTTAWA:
PRINTED BY BROWN CHAMBERLIN,
LAW PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY.
ANNO DOMINI, 1890.



53 VICTORIA.

CHAP. 39.

An Act respecting the Board of Trade of the City of Toronto.

[Assented to 24th April, 1890].

WHEREAS the Board of Trade of the city of Toronto, hereinafter called the Corporation, has, by its petition, prayed for the extension of its powers with respect to the holding of lands and the borrowing of money, and for the validating of a certain agreement hereinafter set forth, and for the amendment of the Acts relating to the said Corporation; 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 Corporation may take, hold and enjoy real estate in the Province of Ontario, for the purposes authorized in the Act of eighteen hundred and eighty-four, chapter forty-six, incorporating the said Corporation, and in the various amendments thereto, to an amount not exceeding the sum of seven hundred and fifty thousand dollars.

Preamble.
Power to hold more real estate.

2. The Corporation shall have power, from time to time, to borrow sums of money not exceeding in the whole five hundred thousand dollars.

Increased borrowing powers.

3. The Corporation may issue debentures of the Corporation to be known as preference or first-class and second-class and third-class debentures, according to their issue: Provided that the total amount of such debentures does not exceed the borrowing powers hereby conferred. Such debentures shall be divided as follows: Preference or first-class debentures to the amount of two hundred and seventy-five thousand dollars and no more; second-class debentures to the amount of one hundred and twenty-five thousand dollars and no more; and third-class debentures to the amount of one hundred thousand dollars and no more. Each debenture shall state to what issue it belongs and the total amount of such issue and of all prior issues. All debentures of the same class shall be equal in priority irrespective

Power to issue debentures.
Proviso.
Classes of debentures.
Rank of debentures.

tive of the actual date of the issue of such debentures. Debentures of the preference or first class, shall rank in priority over and be payable in priority to those of the second class; and debentures of the second class shall rank in priority over and be payable in priority to those of the third class. Debentures of a subsequent class may be issued before those of a prior class are actually issued, but they shall not thereby take priority of payment over such earlier class.

Mortgages for security.

4. The Corporation may execute mortgages to trustees to secure payment of each class of the said debentures and the interest thereon.

Debentures may be pledged.

5. The Corporation may, from time to time, pledge the said debentures or any part thereof to any bank or other corporation or person as security for money borrowed by the Corporation.

Agreement ratified.

6. The agreement bearing date the sixteenth of April, one thousand eight hundred and eighty-nine, set out in the schedule hereto, is hereby declared to be and is made valid, effectual, and binding as of the date of the said agreement, and the debentures issued or to be issued pursuant thereto are hereby confirmed and made valid, notwithstanding any defect or informality therein or any want of power on the part of the said Corporation to enter into the said agreement or to issue the said debentures, and the same shall be treated as the debentures of the second class which the Corporation are empowered to issue under the powers hereby given.

Acts amended.

7. All the provisions of the several Acts relating to the said Corporation inconsistent with this Act, are hereby amended so as to make them consistent with the provisions of this Act.

R.S.C., chap. 127, s. 7, not to apply.

8. The provisions of section seven of chapter one hundred and twenty-seven of "*The Revised Statutes of Canada*," shall not apply to the debentures or securities referred to in this Act.

SCHEDULE.

AGREEMENT made this sixteenth day of April, one thousand eight hundred and eighty-nine, between THE BOARD OF TRADE OF THE CITY OF TORONTO, hereinafter called the Board of Trade, of the first part, THE SEVERAL PERSONS whose names are hereunto subscribed, hereinafter called the subscribers, of the second part, and WILMOT D. MATTHEWS, WILLIAM INCE, JOHN I. DAVIDSON and HENRY W. DARLING, trustees appointed by the said Board of Trade for the purposes hereof, hereinafter called the trustees, of the third part.

WHEREAS the said Board of Trade have purchased the property situate on the north-east corner of Front and Yonge Streets, in the city of Toronto, being about ninety feet on Front Street by about one hundred feet on Yonge Street, for the price of fifty-five thousand dollars, and have also arranged to purchase the property adjoining the same on the east, being about twenty feet on Front Street by about one hundred and twenty feet deep, and are arranging to proceed with the erection of a building thereon at an estimated cost of three hundred and thirty thousand dollars, and, for the purpose of raising money to pay the cost of the said land and building and other outlays in connection with the said property, have determined to issue debentures under the authority of the several Acts of Parliament in force relating to the said Board of Trade, (and as further provided by a Bill now in progress having passed the Senate) to the total amount of one hundred and twenty-five thousand dollars, such debentures to be in various sums of from one hundred to one thousand dollars each, and to be payable at the Canadian Bank of Commerce, in Toronto, in thirty years with interest at five per cent. per annum, payable half-yearly with power reserved to the said Board of Trade, to pay off the same or any of them at any time earlier than the said period of thirty years on giving at least three months' notice to the holders thereof by advertisement thereof in at least two daily papers published in the city of Toronto, the same to be published at least three times, or by paying a bonus equal to three months' interest in advance with all interest accrued up to the date of payment, the said debentures to be payable to bearer and transferable by delivery and the same to be without registration a first mortgage and charge upon the real and personal estate of the said Board of Trade, next after any mortgage or mortgages which may be given by the said Board of Trade to raise money either by a direct loan or by preference debentures to be secured by a first mortgage, namely: Two hundred and seventy-five thousand dollars or any less sum for the purposes aforesaid, the moneys obtained by the issue of the said debentures to be applied for the purposes aforesaid in connection with the said property only and for no other purpose.

AND WHEREAS the said subscribers are persons having an interest in promoting the said scheme.

NOW THEREFORE IT IS AGREED :

1. That the said Board of Trade shall proceed with the erection of the said building and shall issue their debentures to the number and amounts and upon the terms above stated.

2. And the said subscribers severally, each for himself, his executors and administrators, covenants and agrees with the said Board of Trade and with the other subscribers hereto respectively to take the debenture or number of debentures set opposite to their respective signatures hereto, and to pay to the said Board of Trade the amount of such debenture or debentures as follows : Ten per cent. upon subscription, and the remaining ninety per cent. in nine bi-monthly instalments, the first instalment to be paid on the first day of June next, and the remainder thereof at every successive period of two months thereafter until the whole be paid. The trustees may receive on subscription or with any subsequent instalment the balance of any instalments then remaining unpaid.

3. The said debentures shall be forthwith issued and delivered to the said Trustees in trust to be delivered to the several subscribers therefor upon the full amount subscribed therefor respectively being paid up, coupons for the interest thereof payable at the Canadian Bank of Commerce in Toronto to be attached thereto. And upon the delivery of each debenture the coupons (if any) which shall have been previously paid or satisfied or otherwise be not payable to be cut off.

4. The said Board of Trade shall pay to each subscriber interest on the amount from time to time paid by him from the date of each payment until the date from which the coupons delivered to the subscriber with the debenture shall commence to run, such interest in the meantime to be paid half yearly on the same days as the coupons would be payable if the debentures were immediately delivered.

5. All moneys payable by the said subscribers shall be paid by them to the said trustees to be by them applied in and for the purposes aforesaid.

6. The said mortgage or mortgages or preference debentures to be given as above mentioned shall not bear a higher rate of interest than five per cent. per annum.

7. The said debentures hereby subscribed for shall not be delivered to the subscribers until after completion of such mortgage or mortgages and shall bear a date subsequent to the date of such mortgage or mortgages.

8. In case subscribers or debenture-holders respectively representing at least fifty per cent. of the total amount of the said debentures require a mortgage of the said lands to be executed to the said trustees or their successors in the trust, as a collateral security or for the purpose of registration, the said Board of Trade shall make and execute such mortgage.

9. If any of the said trustees or any future trustee die or resign or become incapable to act, a new trustee may be appointed by the said Board of Trade to act in the trusts hereby

hereby created in the place or stead of such one dying or resigning or becoming incapable to act.

10. If the Board of Trade determine to pay off any amount or part of the said debenture debt before the said thirty years, the debenture or debentures to be paid off shall be selected by lot to be taken in such manner and by such persons as the Council of the Board of Trade shall appoint.

11. In case of premature repayment of any debenture, interest thereon shall be paid up to the date of payment (together with the said bonus if payment is made without notice), on delivery up of the said debenture with all unpaid coupons; and if the same with such coupons be not presented for payment pursuant to notice as hereinbefore mentioned, no interest shall accrue or be payable from and after the date fixed for such payment, unless in case of default by the said Board of Trade, a clause to this effect to be inserted in or endorsed upon each debenture

12. It is agreed that if any subscriber make default in payment of any amount or instalment upon his subscription, the said Board of Trade may (without prejudice to their right to recover the same by suit or otherwise) after ten days' notice in writing to be given by registered letter addressed to such subscriber at his last known place of residence or address (and for this purpose the address given by any subscriber on subscription for debentures or any address subsequently given by him in writing addressed to the Secretary of the Board of Trade in a registered letter shall be held to be the last known address) sell the debenture or debentures subscribed for by him for such price as they may see fit and apply the proceeds of such sale in payment of all amounts due or to accrue due by the said defaulting subscriber and all costs and expenses incurred by them, the balance (if any) to be paid over to such defaulting subscriber.

13. If for any reason the said Board of Trade do determine not to proceed with the said building this agreement shall not be carried out, and any moneys paid in to the said Trustees shall be returned to the subscribers with the said interest thereon, and the debentures, if issued, shall be recalled and cancelled.

14. It is agreed that the Council of the said Board of Trade may substitute these presents *pro tanto* for a certain agreement previously signed in similar form but in which the property mentioned as purchased was less than that herein mentioned and proposed cost of building less and the amounts of debts to be created less, and the subscription to that agreement of each subscriber hereto shall hold good for the sum thereby subscribed so that in effect these presents shall be regarded as an amendment of the said previous agreement and not a new agreement, or the said Council of the Board of Trade may if they think proper resort to and use the said agreement and carry out the arrangements therein mentioned instead of those now proposed.

IN WITNESS WHEREOF the said parties have hereunto set their corporate seal and hands and seals.

Signed and delivered and countersigned by Wilmot D. Mat- thews, President and Edgar A. Wills Secretary, for and on behalf of the said Board of Trade in presence of Fred. W. Strouger.	WILMOT D. MATTHEWS,	[Seal.] <i>President.</i>
	EDGAR A. WILLS,	[Seal.] <i>Secretary.</i>
	JOHN J. DAVIDSON,	[Seal.]
	HENRY W. DARLING,	[Seal.]
	WILLIAM INCE,	[Seal.]
	W. D. MATTHEWS.	[Seal.]

EDGAR A. WILLS,
Witness as to the Trustees.

JOHN MACDONALD,	[Seal.]
GEORGE GOODERHAM,	[Seal.]
W. H. MATTHEWS,	[Seal.]
W. R. BROCK,	[Seal.]

And others.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 40.

An Act to authorize the Toronto Savings Bank Charitable Trust to invest certain Funds.

[Assented to 24th April, 1890.]

WHEREAS by an Act of the Parliament of Canada passed Preamble.
in the forty-second year of Her Majesty's reign, and 42 V., c. 55.
chaptered fifty-five, an indenture of sale between the trustees of the Toronto Savings Bank and the Home Savings and Loan Company (Limited) was authorized and confirmed; and whereas under the said indenture there was reserved to the trustees of the said Savings Bank a certain indenture of mortgage, known as the Bowes Mortgage, made by Robert Heber Bowes to Thomas Henry Ince, and by said Ince assigned to the Reverend Francis Patrick Rooney and held by him in trust for the said trustees; and whereas the said trustees were by the said Act of Parliament named the Toronto Savings Bank Charitable Trust, and were authorized to hold, possess, invest, deal with and distribute the said fund for the benefit of certain charities entitled thereto under the Act of the Parliament of the late Province of Canada, fourth and fifth Victoria, chapter thirty-two, as the said trustees shall deem proper, but only 4 and 5 V., c. 32 (Can.)
with such powers as they possessed as trustees of the Toronto Savings Bank; and whereas the said trustees were and are precluded from investing the money, except upon personal security or in stocks, and cannot directly or indirectly invest the fund or any part of it on the security of real estate, and are furthermore prohibited from either directly or indirectly engaging in or carrying on the business of a savings bank or receiver of deposits, or any business of a similar kind in the city of Toronto, and are therefore not readily enabled to invest the fund for the benefit of said charities; and whereas it would be for the benefit of the said charities that the said trustees have all such powers of investing said fund as are possessed by trustees in the Province of Ontario; and whereas the said trustees have, by their petition, prayed to have the said powers of investment conferred upon them, and it is expedient to grant the same: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Funds may be
invested in
the ordinary
way.

1. The Toronto Savings Bank Charitable Trust is hereby authorized to invest the proceeds, or any part thereof, of the security retained by it under the Act firstly hereinbefore mentioned, in the same manner and subject to the same duties and responsibilities as are provided for investment by trustees under the law in the Province of Ontario.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 41.

An Act to incorporate the York County Bank.

[Assented to 16th May, 1890.]

WHEREAS the persons hereinafter named have, by their Preamble. petition, prayed that an Act be passed for the purpose of establishing a bank in the city of Toronto, 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:—

- 1.** The persons hereinafter named, together with such others Incorporation. as become shareholders in the corporation by this Act created, are hereby constituted a corporation by the name of "The Corporate name. York County Bank," hereinafter called "the Bank."
- 2.** The capital stock of the Bank shall be one million of Capital stock. dollars.
- 3.** The chief office of the Bank shall be at the city of Offices. Toronto, and no branches shall be established outside of the county of York.
- 4.** George W. Yarker, John Leys, Hon. Samuel Casey Provisional directors. Wood, Clarkson Jones, Herbert C. Hammond, A. Morgan Cosby, Joseph Simpson and Thomas Long shall be the provisional directors of the Bank.
- 5.** This Act shall, subject to the provisions of section sixteen Duration of Act. of "The Bank Act" passed during the present Session of Parliament, remain in force until the first day of July, one thousand nine hundred and one.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 42.

An Act respecting the People's Bank of New Brunswick.

[Assented to 26th March, 1890.]

Preamble.

WHEREAS the People's Bank of New Brunswick has, by its petition, prayed for the passing of an Act to extend its Act of incorporation and to apply to the said bank the provisions of chapter one hundred and twenty of the Revised Statutes of Canada, 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:—

Acts of New Brunswick, 27 V., c. 34 and 30 V., c. 42 continued in force.

1. The Act of the Legislature of the Province of New Brunswick passed in the twenty-seventh year of Her Majesty's reign, chapter thirty-four, intituled "*An Act to incorporate the People's Bank of New Brunswick,*" and the Act of the said Legislature passed in the thirtieth year of Her Majesty's reign, chapter forty-two, intituled "*An Act to amend the Act to incorporate the People's Bank of New Brunswick,*" as altered and amended by this Act, and in so far as they are not inconsistent with the provisions of chapter one hundred and twenty of the Revised Statutes of Canada, shall further continue and be in force until the first day of July, one thousand eight hundred and ninety-one.

"The Bank Act" to apply.

2. The provisions of chapter one hundred and twenty of the Revised Statutes of Canada, intituled "*An Act respecting Banks and Banking,*" are hereby extended to the said bank, in the same manner as if the title of the bank was mentioned in Schedule A to the said Act.

3. This Act shall not come into force until the first day of May next.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 43.

An Act respecting the St. Stephen's Bank.

[Assented to 26th March, 1890.]

WHEREAS the President, Directors and Company of the St. Stephen's Bank, in the County of Charlotte, have, by their petition, prayed for the passing of an Act to extend their Act of incorporation, to apply the provisions of Chapter one hundred and twenty of the Revised Statutes of Canada to the said bank, and to change their corporate name, 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 :—

1. The Act of the Legislature of the Province of New Brunswick passed in the sixth year of the reign of His late Majesty William the Fourth, chapter thirty-two, intituled "An Act to incorporate sundry persons by the name of the President, Directors and Company of the St. Stephen's Bank, in the County of Charlotte;" the Act passed in the eighth year of the reign of his said Majesty, chapter nine, intituled "An Act in addition to an Act intituled "An Act to incorporate sundry persons by the name of the President, Directors and Company of the St. Stephen's Bank in the County of Charlotte;" the Act passed in the sixteenth year of the reign of Her present Majesty, chapter fifty-two, intituled "An Act to increase the Capital Stock of the St. Stephen's Bank, in the County of Charlotte;" and the Act passed in the thirtieth year of the reign of Her present Majesty, intituled "An Act for the further increase of the Capital Stock of the St. Stephen's Bank, in the County of Charlotte," except as altered and amended by this Act and in so far as they are not inconsistent with the provisions of chapter one hundred and twenty of the Revised Statutes of Canada, shall further continue and be in force until the first day of July, in the year of Our Lord one thousand eight hundred and ninety-one.

Acts of New Brunswick, 6 Wm. IV, c. 32, 8 Wm. IV, c. 9, 16 V., c. 52, 30 V., c. 69 continued in force.

2. The provisions of chapter one hundred and twenty of the Revised Statutes of Canada, intituled "An Act respecting Banks" "The Bank Act" to apply.

Banks and Banking," are hereby extended to the bank, in the same manner as if the title of the bank was mentioned in Schedule A to the said Act.

Name
changed.

3. The corporate name and designation of "The President, Directors and Company of the St. Stephen's Bank, in the County of Charlotte," shall be "The St. Stephen's Bank."

Rights saved.

4. The bank, under its new name, shall not be deemed to be a new corporation, and such change of name shall not be construed in any way to abrogate or affect any of the rights which the said corporation had or has, or in any way to affect the liabilities of the said corporation or of its shareholders, or any suit, action or proceeding now pending, but the same shall continue as if this Act had not been passed; but any new proceedings hereafter adopted by or against the said corporation shall be by the name of "The St. Stephen's Bank."

Commence-
ment of Act.

5. This Act shall not come into force until the first day of May next.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 44.

An Act respecting the Summerside Bank.

[Assented to 24th April, 1890.]

WHEREAS the Summerside Bank has, by its petition, prayed for the passing of an Act to extend its Act of incorporation, 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:—

1. The Act of the Legislature of the Province of Prince Edward Island passed in the twenty-eighth year of Her Majesty's reign, chapter twenty-four, intituled "*An Act to incorporate the Summerside Bank*," shall further continue and be in force from the first day of May, one thousand eight hundred and ninety, until the first day of July, one thousand eight hundred and ninety-one.

28 V. (P.E.I.),
c. 14, continued
in force.

2. The provisions of chapter one hundred and twenty of the Revised Statutes of Canada, intituled "*An Act respecting Banks and Banking*," are hereby extended to the said bank, in the same manner as if the title of the bank was mentioned in Schedule A to the said Act.

"The Bank Act" to apply.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 45.

An Act respecting the Confederation Life Association.

[Assented to 24th April, 1890.]

Preamble.

WHEREAS the Confederation Life Association has, by its petition, prayed for certain additional powers 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:—

34 V., c. 54,
section 1
amended.

1. The proviso forming the second paragraph of section one of the Act passed in the thirty-fourth year of Her Majesty's reign, chapter fifty-four, is hereby repealed, and the following proviso substituted therefor:—

“Provided always, that nothing herein contained shall authorize the Association to hold real estate acquired by purchase in the first instance, as the absolute property of the Association, or in any other way than through the investment of its funds as hereinafter provided in mortgage on real estate, or on the security thereof, beyond the annual value of twenty thousand dollars, in any Province of Canada other than the Province of Ontario; and in the said Province of Ontario, not beyond the annual value of forty thousand dollars.”

Section 4
repealed;
new section.
Capital stock
and shares.

2. Section four of the said Act is hereby repealed, and the following substituted therefor:—

“**4.** The capital stock of the Association shall be five hundred thousand dollars, divided into shares of one hundred dollars each,—which said shares shall be and are hereby vested in the several persons who subscribe for the same, their legal representatives and assigns,—subject to the provisions of this Act, with power to the general board of directors to increase the amount of the capital stock at any time, or from time to time, to an amount not exceeding in the whole one million dollars; and no one person or shareholder shall hold at one time, either directly or indirectly, or as trustee or otherwise, more than five hundred shares of the capital stock of the Association.”

3.

3. Notwithstanding anything to the contrary contained in section eight and in sub-section two of section ten of the said Act, the board of directors, known as the "general board," may, by by-law from time to time, vary the number of directors of the Association or reduce it to any number not less than ten, at least a majority of whom shall reside in the city of Toronto or its vicinity.

Sections 8 and 10 amended.

4. Section twenty-one of the said Act, as amended by section five of the Act passed in the thirty-seventh year of Her Majesty's reign, chapter eighty-eight, and by section two of the Act passed in the forty-second year of Her Majesty's reign, chapter seventy-two, is hereby repealed, and the following substituted therefor:—

Section 21 repealed; new section.

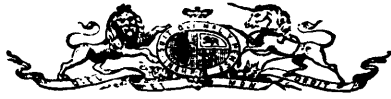
"**21.** The Association may invest its funds in the debentures, bonds, stocks or other securities of the Dominion of Canada, or on the security thereof, or in or on the securities of any of the Provinces composing the Dominion, or in or on the securities of any municipal corporation in the Dominion, or on the security of stock of any incorporated building society or bank, or on the security of real estate, or in or on mortgage security thereon, or on the security of leaseholds for term or terms of years, or ground rents on real estate or other estate or interest in real property or mortgage security thereon, in any Province of the Dominion, or in or on the policies of the Association or any one or more of them, or in or on the security of the said policies or any one or more of them, whether assigned absolutely or conditionally, or by assignment in the nature of a charge or mortgage thereon to the Association in their corporate name, or to any officer of the Association or other person in trust for the Association, or in or on the public consols, stocks, debentures, bonds or other securities of the United Kingdom or the United States, or of any one of the said states; and may take, receive and hold all or any of such securities in the corporate name of the Association or in the name of trustees as aforesaid for the Association, whether for funds invested by being advanced or paid in the purchase of such securities, or loaned by the Association on the security of the said debentures, bonds, stock, mortgages or other securities as aforesaid; such loans to be on such terms and conditions, and in such manner, and at such times, and for such sums, and in such sums of repayment, whether of principal or interest, or principal and interest together, and at such interest and return as the general board from time to time determines and directs, whether the securities therefor are taken absolutely or conditionally, or whether such securities, or any chattel or personal security, are taken in satisfaction of, or as collateral security for debts due the Association, or judgments recovered against any person or body corporate in its behalf, or in security for the payment of the same, or of any part thereof: Provided always, that any such investment made in the United Kingdom, or in the United States, or any of the said states, shall not exceed

Investment of funds.

Limit to investment in United Kingdom and United States.

the amount required to be invested in such country or state for the purpose of complying with the law, if any, of such country or state necessitating such investment, before the Association can carry on business therein.”

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 46.

An Act to incorporate the Home Life Association of Canada.

[Assented to 16th May, 1890.]

WHEREAS the persons hereinafter named have, by their Preamble. petition, prayed among other things that an Act be passed by the Parliament of Canada incorporating them as a company for the purposes and with the powers hereinafter mentioned, and it is expedient to grant in part 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. Charles Frederick Bunbury, Newton A. Powell, S. Incorporation: Charles Graham, Joseph W. Colston, and J. Gillespie Owen, all of the city of Toronto, together with such persons as become members of the association hereby incorporated, are hereby constituted a body corporate, under the name of "The Home Corporate name. Life Association of Canada," hereinafter called the Association.

2. The Association may invest its funds in mortgage secur- Investment of funds. ity, or in the bonds or other securities of the Dominion of Canada, or of any of the Provinces composing the same, or of any building society, loan or investment company, or in the securities of any municipal or school corporation in the Dominion; and may hold for a period of seven years such real estate As to real estate. as is acquired by foreclosure of mortgage or in satisfaction of debts or judgments, and may sell, lease or otherwise dispose of the same.

3. The object of the Association shall be the union of its Objects. members for their mutual benefit, and to make provision, by means of assessments, dues or other payments upon or by its members, in case of their death, and for assisting the widows and orphans of deceased members, and for securing pecuniary benefits to the widows, heirs and beneficiaries of the members upon the death of such members, and generally to transact the business of life insurance on the assessment plan; and the Asso- Assessments. ciation may make such assessments upon its members from

time to time and in such manner as the by-laws determine for all or any of the said purposes, and may also by by-law provide that in case of non-payment of any such assessments or dues by any member his membership shall cease, and he shall have no claim upon the property or assets of the Association.

- First meeting of members. **4.** Within thirty days from the passing of this Act a meeting of the members of the Association shall be called for the election of directors, all of whom shall be members of the Association, and to make by-laws governing the election of directors and other officers, and prescribing and defining their duties and powers, regulating the admission of new members, the amount, and the time and manner of payment of assessments, dues and other payments by members, and generally to pass such by-laws as are proper and necessary.
- Directors and their powers.
- Copies of forms and by-laws to be deposited. **5.** Copies of all such by-laws, together with copies of its form of policy and of all such forms if more than one is issued by the Association, and copies of all other printed or written forms used in connection with the business of the Association, all duly certified, shall be filed in the office of the Superintendent of Insurance before they are acted on or made use of by the Association.
- Emergency fund. **6.** The Association shall, by its by-laws, provide for the accumulation of an emergency fund, which shall not be less than the proceeds of one mortuary assessment on all policy or certificate holders thereof.
- When policies may be issued. **7.** The Association shall not issue any policy or certificate of membership until it has received at least two hundred applications for membership calling for an amount of insurance not less than two hundred thousand dollars.
- Annuities and endowments prohibited. **8.** The Association shall not assure to any member a certain annuity, either immediate or deferred, whether for life or for a term of years, or any endowment whatever.
- Reserve fund may be raised. **9.** Should the members of the Association at any time deem it expedient and in the interest of the Association to raise by subscription a guarantee or reserve fund to an amount not exceeding one hundred thousand dollars, they may do so by passing by-laws for that purpose.
- Certificate and conditions of membership. **10.** Every person who is admitted a member of the Association shall receive a policy or certificate of membership, on which shall be printed the by-laws, rules and regulations relating to membership or the conditions of membership; and so long as such conditions are complied with, he shall remain a member of the Association and shall enjoy all the benefits and privileges of membership.

11. The head office of the Association shall be in the city of Offices. Toronto, but the members may, at any general meeting, change the location of the same to any place in Canada; and the Association may open local agencies throughout Canada.

12. A general meeting of the Association shall be held at Annual gen-
eral meeting. the head office of the Association once in each year, at which meeting a statement of the affairs of the Association shall be submitted.

13. Notwithstanding anything contained in "*The Companies Clauses Act*," sections seven, eight, eleven, (except sub-sections *c* and *e* thereof), twelve, thirteen, (except sub-sections *a*, *b*, *c* and *d* thereof), fourteen, thirty-five and forty of the said Act, shall extend and apply to the Association hereby incorporated, and shall form part of this Act, in so far as they are not inconsistent with any of the provisions hereinbefore contained. Certain sec-
tions of R.S.
C., c. 113, to
apply.

14. This Act, and the Association hereby incorporated, and the exercise of the powers hereby conferred, shall be subject "The Insur-
ance Act" to
apply. to the provisions contained in "*The Insurance Act*."

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 47.

An Act to amend the Canadian Pacific Railway Act, 1889, and for other purposes.

[Assented to 26th March, 1890.]

Preamble.

52 V., c. 73.

52 V., c. 69.

WHEREAS the Canadian Pacific Railway Company has, by its petition, represented that it is authorized to issue bonds in aid of the acquisition of ocean steamships, and has prayed for authority, with the sanction of the shareholders, to issue, in addition to the consolidated debenture stock already authorized by the Act fifty-second Victoria, chapter sixty-nine, a further limited amount for the purpose of acquiring or satisfying bonds so issued in respect of ocean steamships; and whereas several other railway companies are duly empowered to enter into agreements whereby the Canadian Pacific Railway Company may work, lease or obtain running powers over their respective lines, and the Canadian Pacific Railway Company, not having the requisite legislative authority for taking part in such an agreement, has prayed that the necessity for special legislation, giving such authority in each case in which it may find it expedient to do so, be avoided, and that Parliament give it the general authority hereinafter mentioned, 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:—

Interpretation.

1. In this Act the expression “the Company” means the Canadian Pacific Railway Company.

52 V., c. 69,
s. 4 amended

2. Section four of the “*The Canadian Pacific Railway Act, 1889*,” is hereby amended by adding thereto the following paragraph:

Further issue
of bonds on
steamships.

“(c.) And a further amount for the purpose of satisfying or acquiring bonds issued in aid of the purchase of ocean steamships, under the Act fifty-second Victoria, chapter seventy-three: Provided, that the bonds to be so satisfied or acquired shall not exceed in the aggregate one million two hundred thousand pounds sterling, and that the interest on the consolidated debenture stock so to be issued in respect of

Limitation.

them shall not exceed sixty thousand pounds sterling per annum."

3. Section five of the said Act is hereby amended by striking out, in the second line thereof, the words and letters, "paragraphs (a), (b), (c) and (d)," and inserting in lieu thereof the words, "the several paragraphs." Section 5 amended.

4. Section six of the said Act is hereby amended by inserting after the word "Act," in the second line thereof, the words, "or referred to in the foregoing paragraph (e) of section "four." Section 6 amended.

5. Schedule A to the said Act is hereby amended by striking out the word and figures, "July, 1904," in line nine of the column headed "Date of Maturity," and substituting therefor the word and figures "June, 2883." Schedule A amended.

6. The Company may enter into working arrangements with, or may enter into a lease of or acquire running powers over, or the right to work the line of any other company in Canada which has been empowered by the Parliament of Canada to make or grant the same to or with the Canadian Pacific Railway Company, and upon such terms and conditions and for such period as are, from time to time, agreed upon by the boards of directors of the respective companies: Provided however, that every such transaction shall be subject to the approval of two-thirds of the votes of the shareholders of the Company present or represented at an annual general meeting or a special general meeting duly called for the purpose; and thereafter the Company may acquire and hold shares, bonds or other securities of such other company. Arrangement with a company in Canada. Sanction of shareholders.

7. The Company may make working arrangements with, or may lease or acquire running powers over or the right to work the line of, any railway company outside of Canada, upon such terms and conditions as the Company's board of directors considers advantageous: Provided however, that every such transaction shall be subject to the approval of two-thirds of the votes of the shareholders of the Company present or represented at an annual general meeting or a special general meeting duly called for the purpose; and the Company may acquire and hold shares, bonds or other securities of any such railway company. Arrangement with a company in U. S. Sanction of shareholders.



53 VICTORIA.

CHAP. 48.

An Act respecting the Grand Trunk Railway Company of Canada.

[Assented to 16th May, 1890.]

Preamble.

WHEREAS the Grand Trunk Railway Company of Canada, by their petition have prayed that an Act be passed to enable them to increase their capital, and for other purposes, 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:—

Short title.

1. This Act may be cited as the "*Grand Trunk Railway Act, 1890.*"

Interpretation.

2. The expression "the Company" when used in this Act means the Grand Trunk Railway Company of Canada as now constituted.

37 V., c. 65.

45 V., c. 66.

47 V., c. 52.

50-51 V., c. 57.

51 V., c. 58.

Issue of consolidated debenture stock.

Amount limited.

3. In addition to the amounts which the Company are authorized to borrow and raise under the Acts thirty-seventh Victoria, chapter sixty-five, forty-fifth Victoria, chapter sixty-six, forty-seventh Victoria, chapter fifty-two, fiftieth and fifty-first Victoria, chapter fifty-seven, and fifty-first Victoria, chapter fifty-eight, and over and above the said amounts, the Company may borrow and raise, for the purposes hereinafter specified, by the creation and issue of perpetual consolidated debenture stock, to be called "Grand Trunk Consolidated Debenture Stock," bearing interest at any rate not exceeding four per cent per annum, such sum or sums, not in any case exceeding the respective amounts hereinafter mentioned, as the proprietors of the Company entitled to vote in general or special meetings assembled from time to time determine; and the whole amount to be issued under the provisions of this Act shall not in the aggregate exceed the sum of seven million dollars.

47 V., c. 52.

50-51 V., c. 57.

4. The consolidated debenture stock issued or to be issued by the Company under the provisions of the Acts forty-seventh Victoria, chapter fifty-two, fiftieth and fifty-first Victoria, chapter

chapter fifty-seven, and fifty-first Victoria, chapter fifty-eight, shall, together with the consolidated debenture stock hereby authorized to be issued, as and when created and issued, and the interest thereon respectively, rank equally as one single consolidated debenture stock, and shall, subject to the priorities of all existing charges, and also to the five per cent perpetual debenture stock mentioned in schedule number two to the said Act forty-seventh Victoria, chapter fifty-two, and to all the provisions relating to the Company as to working expenses, be and become a first charge upon the whole of the undertaking, railways, works, rolling stock, plant, property and effects of the Company; but the holders of the said consolidated debenture stock of the Company, whether issued prior or subsequently to the passing of this Act, under the powers conferred by this Act or the said former Acts in this Act above referred to, shall not, as among themselves, be entitled to any preference or priority.

51 V., c. 58.
Ranking of consolidated debenture stock.

5. The additional consolidated debenture stock hereby authorized to be created, or the proceeds thereof, shall be applied by the Company to the following purposes, that is to say:—

Application of such stock.

(a.) A sum not exceeding three million dollars to aid the St. Clair Tunnel Company in the completion of their tunnel and the works and appliances required in connection therewith, for which the Company shall be entitled to take and have from the said Tunnel Company, shares and mortgage bonds of the said company, or either, on such terms and at such rates as the directors of the Tunnel Company and this Company from time to time agree upon;

Aid to St. Clair Tunnel Company.

(b.) A sum not exceeding three million dollars for the completion of the doubling of portions of the track of the Company's railway, and providing all the additions and necessary accommodation required in connection therewith;

Double tracks.

(c.) A further sum, not exceeding five hundred thousand dollars, to be advanced from time to time to the Midland Railway of Canada, on such security as the directors of the Company determine,—which sum shall be employed in the general improvement of the property of the Midland Railway of Canada;

Advance to Midland Railway.

(d.) A sum not exceeding five hundred thousand dollars to be advanced, from time to time, to the Detroit, Grand Haven and Milwaukee Railway Company, on such security as the directors of the two companies from time to time determine; and such sum shall be used in the acquisition of additional rolling stock and buildings, and in the improvement of the property of the said Detroit, Grand Haven and Milwaukee Railway Company generally.

Advance to Detroit, New Haven and Milwaukee Railway Co.

6. The shares, bonds and securities so acquired from the Tunnel Company, and the securities acquired from the Midland Railway of Canada, and from the Detroit, Grand Haven and Milwaukee Railway Company, shall be held as subsisting and continuing

Security to holders of debenture stock.

continuing as a security *pro tanto* for the benefit of the holders of the Grand Trunk consolidated debenture stock, in the same way in all respects as if such shares and securities were held by trustees for the benefit of the holders of the said consolidated debenture stock; but unless and until any default is made in the payment of any interest on such stock, the revenue derived from the said securities and shares shall be considered as part of and included in the general revenues of the Company.

Votes of holders of debenture stock.

7. The holders of the consolidated debenture stock hereby authorized to be created shall have the same voting power thereon as is now possessed by the holders of the debenture stock heretofore authorized, and the interest on the stock by this Act authorized shall be due and payable at the same times, and in the same manner, as the interest on the four per cent consolidated debenture stock of the Company already issued or authorized to be issued under the said former Acts above, in this Act, referred to.

Payment of interest.

Agreement with another Canadian Co.

8. The Company may enter into working arrangements with, or may enter into a lease of or acquire running powers over or the right to work the line of, any other company in Canada under the jurisdiction of the Parliament of Canada, which has been hitherto duly empowered to make or grant the same with or to the Grand Trunk Railway Company of Canada, or which may, at any time, be so empowered by the Parliament of Canada, and upon such terms and conditions and for such period as are, from time to time, agreed upon by the boards of directors of the respective companies: Provided, however, that every such transaction shall be subject to the approval of two-thirds of the votes of the proprietors of the Company present or represented at an annual general meeting or a special general meeting duly called for the purpose; and thereafter the Company may acquire and hold shares, bonds or other securities of such other company.

Sanction of shareholders.

Act subject to vote of a general meeting.

9. This Act shall not take effect unless and until submitted to a general meeting of the Company and accepted by a majority of two-thirds of the votes of the persons present at such meeting in person or represented by proxy, entitled to vote thereat; provided that notice of the submission of this Act at such meeting has been duly given; and the certificate in writing of the chairman of such meeting shall be taken as sufficient evidence of the acceptance of this Act; and such certificate shall be filed in the office of the Secretary of State of Canada, and notice thereof published in the *Canada Gazette*, and copies thereof, certified by the Secretary of State, shall be taken and accepted in all courts of law and equity as sufficient evidence of the acceptance of the said Act.

Notice.

Certificate.

Certificate to be filed.



53 VICTORIA.

CHAP. 49.

An Act respecting the Grand Trunk Railway Company of Canada.

[Assented to 24th April, 1890.]

WHEREAS a petition has been presented by the Grand Trunk Railway Company of Canada, praying for the passing of an Act to authorize them to construct and operate a branch or connecting line of railway, 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. The Grand Trunk Railway Company of Canada may build a branch or connecting line of railway from a point on their line at or near Stoney Creek in the county of Wentworth, to a point on their line north of the north end of the Hamilton water-works filtering basin on Hamilton beach, and may work and use the same as part of their railway.

Branch line authorized.

2. The provisions of "*The Railway Act*" and of the several Acts relating to the Grand Trunk Railway Company of Canada, shall apply to the branch or connecting line hereby authorized to be constructed.

Certain Acts to apply.

3. The Company shall, at their own expense, by means of a culvert or culverts, or otherwise, as may be found best, carry the railway over the waterpipes of the city of Hamilton water-works, so that the said pipes or water-works shall not be impaired or injured thereby, and also so as to afford proper means of access thereto for repairs, additions and renewals as required from time to time; and this shall all be done to the satisfaction of the engineer of the city of Hamilton and as he requires.

Hamilton waterworks not to be interfered with.

4. Nothing in this Act contained shall in any way affect or impair any claim of the corporation of the city of Hamilton, if any such claim now exists or hereafter arises, for compensation for any alleged breach of any agreement heretofore made by

Rights saved.

or between the Grand Trunk Railway Company of Canada and the said corporation of the city of Hamilton, or of any agreement heretofore made for the observance of which the said railway company are, in any way, bound or of any obligation arising out of any by-law heretofore made for the observance of which the said railway company are in any way bound; nor shall this Act affect any action now pending for the recovery of such compensation for any such alleged breach.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 50.

An Act respecting the Brantford, Waterloo and Lake Erie Railway Company.

[Assented to 24th April, 1890.]

WHEREAS a petition has been presented by the Brantford, Waterloo and Lake Erie Railway Company, praying for certain amendments to the Acts relating to the Company, 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:—

1. Section three of the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter twenty, is hereby repealed, and the following substituted therefor:—

“3. The Company may lay out, construct, and operate a railway of the gauge of four feet eight and one-half inches, from a point at or near the town of Berlin, or any other point in the county of Waterloo, or from some point in the county of Wellington or the county of Halton or from some point in or near the city of Hamilton, thence to and through the city of Brantford to a convenient point on the Canada Southern Railway, in the county of Norfolk or in the county of Haldimand, thence to a convenient point on or near the shores of Lake Erie.”

2. Section five of the said Act is hereby repealed and the following substituted therefor:—

“5. The capital stock of the Company shall be five hundred thousand dollars, and may be called up by the directors from time to time, as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed.”

3. Section nine of the said Act is hereby repealed and the following substituted therefor:—

“9. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose

choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company."

Section 11 further amended.

4. Sub-section one of section eleven of the said Act, as amended by section three of the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter sixty-four, is hereby repealed, and the following substituted therefor:—

Amount of bonds, &c., limited.

"11. The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of the railway and branches; and the Company may issue bonds, debentures or other securities, in addition to such amount, to an amount not exceeding ten thousand dollars per mile on the forty-two and one-half miles of its railway between Waterford and Hamilton; and the bonds, debentures or other securities authorized to be issued under the provisions of this section may be issued only in proportion to the length of railway constructed or under contract to be constructed."

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 51.

An Act respecting the Goderich and Canadian Pacific Junction Railway Company, and to change the name of the Company to "The Goderich and Wingham Railway Company."

[Assented to 26th March, 1890.]

WHEREAS the Goderich and Canadian Pacific Junction Railway Company have, by their petition, represented that they are desirous that the name of the Company be changed, and have also prayed for an Act to amend, as hereinafter mentioned, the Act incorporating the Company, 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:—

- 1. The name of the Company is hereby changed from "The Goderich and Canadian Pacific Junction Railway Company" to "The Goderich and Wingham Railway Company;" but such change in name shall not, in any way, alter or affect the rights or liabilities of the Company, nor in any wise affect any suit or proceeding now pending either by or against the Company, or judgment existing, which, notwithstanding such change in the name of the Company, may be prosecuted or continued and completed and enforced as if this Act had not been passed.
- 2. The railway described in section two of the Act incorporating the Company may be constructed by way of the village of Dungannon; and the Company may build a branch railway from a point at or near the said village to the village of Port Albert, on Lake Huron, all in the county of Huron.
- 3. Section twenty-three of the said Act is hereby repealed and the following substituted therefor:—
 "23. The Company may enter into an agreement with the Canadian Pacific Railway Company, or with any company whose line of railway is operated by the Canadian Pacific Railway Company, or with the Grand Trunk Railway Company of Canada, or with any company whose line of railway is operated

Preamble.

50-51 V., c. 91.

Name changed.

Change in direction of line.

Branch.

Section 23 repealed; new section.

Agreement with another company.

Sanction of the shareholders and of the Governor in Council.

operated by the Grand Trunk Railway Company of Canada, for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :

Notice of application for approval.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of “*The Railway Act*,” and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs and in which a newspaper is published.”

Section 26 repealed.

Time extended.

4. Section twenty-six of the said Act is hereby repealed, and in lieu thereof it is enacted that the railway shall be commenced within two years and completed within four years from the passing of this Act; otherwise, the powers granted by the said Act and this Act shall cease and be null and void as respects so much of the railway as then remains uncompleted.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 52.

An Act respecting the Central Ontario Railway.

[Assented to 24th April, 1890.]

WHEREAS the directors of the Central Ontario Railway Preamble.
have, by their petition, represented that they are autho-
rized by the Act passed in the forty-seventh year of Her 47 V., c. 60.
Majesty's reign, chapter sixty, as amended by the Act passed
in the fifty-first year of Her Majesty's reign, chapter seventy-
six, to issue first mortgage bonds to the extent of thirty thou- 51 V., c. 76.
sand dollars per mile upon the extensions of the railway, and
now desire to have that power extended to the whole line,
completed and to be completed, and to create a first mortgage
upon the property of the railway and on its tolls, franchises
and revenues, to secure such issue, 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 Com-
mons of Canada, enacts as follows :—

1. The directors of the Central Ontario Railway may, for Bonds may be issued on whole line of railway.
the purposes hereinafter mentioned, issue bonds to an amount
not exceeding the sum of thirty thousand dollars per mile of
the whole line of railway completed and to be completed ; and
such bonds shall be payable at such time as they determine,
and bear interest at a rate not exceeding five per cent. per
annum, and be payable in such currency and at such place as
they find expedient.

2. To secure the payment of such bonds, principal and in- Mortgage to secure bonds.
terest, the directors may create a mortgage upon the property
of the railway, its tolls, franchises and revenues ; and such
mortgage shall, subject to the provision in section five of this
Act contained, be a first charge upon the said property, tolls,
franchises and revenues.

3. Sections ninety-three, ninety-four, ninety-five, ninety-six Certain provisions to apply.
and ninety-seven of " *The Railway Act,*" as varied by this Act,
shall apply to the issue of such bonds and the creation of the
mortgage deed to secure the same.

Application of
bonds.

4. The said bonds as issued shall be applied first in redeeming, by exchange or otherwise, all the outstanding bonds of the railway and all interest coupons due or to fall due thereon, on such terms and in such manner as is agreed upon by the directors of the railway and the holders of the bonds, and the remainder shall be applied to the completion and equipment of the railway to Sudbury.

Exchange of
new bonds for
outstanding
bonds.

5. Upon the redemption, by exchange or otherwise, of all the bonds and interest coupons now outstanding, due or to fall due, the directors of the Central Ontario Railway may create the mortgage referred to in section two of this Act, and such mortgage shall be a first charge on the whole line of the railway, its works, franchises and property as aforesaid; but until then, and no longer, the bonds so to be redeemed shall continue to be a first charge on all the property covered by the mortgage securing the said bonds.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 53.

An Act to amend the Act to incorporate the Victoria and Sault Ste. Marie Junction Railway Company.

[Assented to 24th April, 1890.]

WHEREAS the Victoria and Sault Ste. Marie Junction Railway Company has, by its petition, prayed that the Act incorporating the Company, passed in the forty-ninth year of Her Majesty's reign, chapter eighty, be amended as herein-after 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:—

1. Section nineteen of the Act cited in the preamble to this Act is hereby repealed, and in lieu thereof it is enacted that the railway may be constructed in sections, and the first section from the St. Mary River to the vicinity of Victoria mines shall be commenced within two years and completed within five years from the passing of this Act, and the remaining portion of the railway and branches shall be commenced within three years and completed within seven years from the passing of this Act; otherwise the powers granted by the said Act and this Act shall cease and be null and void as respects so much of the railway as then remains uncompleted.

Section 19 repealed.
Time for construction extended.

2. V. A. Wilder, Thornley Dickson and Frank Ross are hereby added to the board of provisional directors of the Company.

Additional provisional directors.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 54.

An Act respecting the St. Catharines and Niagara Central Railway Company.

[Assented to 24th April, 1890.]

Preamble.

WHEREAS the St. Catharines and Niagara Central Railway Company has, by its petition, prayed that certain additional powers, as hereinafter set forth, be conferred on the Company, 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:—

Extension of Hamilton branch, &c.

1. The Company may extend its Hamilton branch line from a point in or near the city of Hamilton, through the said city, to a point in or near the village of Burlington, in the county of Halton.

Time for construction extended.

2. Notwithstanding anything contained in the Acts relating to the Company, the times limited for commencing the main line or branches of the railway are hereby extended for the period of two years from the passing of this Act, and the times limited for completing the said main line and branches are hereby extended for five years from the passing of this Act; and if the said railway and branches are not commenced and completed as herein provided, then the powers relative to such construction shall cease and be null and void as respects so much of the undertaking as then remains uncompleted.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 55.

An Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.

[Assented to 26th March, 1890.]

WHEREAS a petition has been presented praying for the Preamble.
incorporation of a company to construct and operate a
railway as hereinafter seth 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 :—

1. Mossom Martin Boyd, John Petrie, John L. Read, George Incorporation.
Bick and William Needlar, all of the village of Bobcaygeon ;
John McDonald, William McDonell, John Dundas Flavelle,
Duncan John McIntyre, John Dobson, John Kennedy and
James Bain Knowlson, all of the town of Lindsay, together
with such persons as become shareholders in the Company
hereby incorporated, are hereby constituted a body corporate,
under the name of "The Lindsay, Bobcaygeon and Pontypool Corporate
Railway Company," hereinafter called the Company. name.

2. The head office of the Company shall be in the town of Head office.
Lindsay.

3. The Company may lay out, construct and operate a rail- Line of rail-
way of the gauge of four feet eight and one-half inches, from a way de-
point at, near or within ten miles westerly of Pontypool, in the scribed.
county of Durham, on the line of the Canadian Pacific Rail-
way Company, thence to the town of Lindsay, in the county of
Victoria, thence to the village of Bobcaygeon, in the said Declaratory.
county of Victoria ; and the undertaking hereby authorized is
declared to be a work for the general advantage of Canada.

4. The persons mentioned by name in the first section of Provisional
this Act are hereby constituted provisional directors of the directors.
Company.

5. The capital stock of the Company shall be five hundred Capital stock
thousand dollars, and may be called up by the directors from and calls
thereon.
time

time to time, as they deem necessary ; but no one call shall exceed ten per cent. on the shares subscribed.

Annual general meeting.

6. The annual general meeting of the shareholders of the Company shall be held on the second Monday in September in each year.

Number of directors.

7. At such meeting the subscribers for the capital stock assembled, who have paid all calls due on their shares, shall choose not less than five and not more than seven persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Amount of bonds, &c., limited.

8. The Company may issue bonds, debentures or other securities, to the extent of twenty thousand dollars per mile of the railway ; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Agreements with other companies.

9. The Company may enter into an agreement with the Canadian Pacific Railway Company, or any railway company whose line of railway is operated by the Canadian Pacific Railway Company, or with the Grand Trunk Railway Company of Canada, or any railway company whose line of railway is operated by the Grand Trunk Railway Company of Canada, for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such Company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit ; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :

Sanction of the shareholders.

And of the Governor in Council.

Notice of application for approval.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs, and in which a newspaper is published.



53 VICTORIA.

CHAP. 56.

An Act to incorporate the Tilsonburg, Lake Erie and Pacific Railway Company.

[Assented to 26th March, 1890.]

WHEREAS a petition has been presented praying for the incorporation of a company to construct and operate a railway 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. John Campbell Ross, William McDonald, junior, William Strachan Law, Eli Chadwick Jackson and George Washington Hare, together with such other persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate, under the name of the "Tilsonburg, Lake Erie and Pacific Railway Company," hereinafter called the Company.

Incorporation.

Corporate name.

2. The head office of the Company shall be in the town of Tilsonburg, in the Province of Ontario.

Head office.

3. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches, from a point on Lake Erie in or near the village of Port Burwell, in the county of Elgin, and passing through the town of Tilsonburg, to some point on the Canadian Pacific Railway at or near the town of Woodstock, or the town of Ingersoll, in the county of Oxford, in the Province of Ontario; and the undertaking hereby authorized is declared to be a work for the general advantage of Canada.

Line of railway described.

Declaratory.

4. The Company, at any point where the railway, or any branch thereof, touches or crosses any navigable waters, may, for the purposes of its business, build, acquire and operate docks and elevators and steam and other vessels, and may collect wharfage and store charges for the use of its works and buildings.

Powers as to elevators, vessels, &c.

- 5.** The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company :
- 6.** The capital stock of the Company shall be four hundred thousand dollars, and may be called up by the directors from time to time, as they deem necessary, but no one call shall exceed ten per cent on the shares subscribed.
- 7.** The annual general meeting of the shareholders shall be held on the second Tuesday in September in each year.
- 8.** At such meeting, the subscribers for the capital stock assembled, who have paid all calls due on their shares, shall choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company.
- 9.** The Company may issue bonds, debentures or other securities to the extent of twenty-five thousand dollars per mile of the railway and branches ; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.
- 10.** The Company may enter into an agreement with the Canadian Pacific Railway Company, the Canada Southern Railway Company, or the Grand Trunk Railway Company of Canada, for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit ; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :
2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs, and in which a newspaper is published.

Provisional directors.

Filling of vacancies.

Capital stock and calls thereon.

Annual general meeting.

Number of directors.

Amount of bonds, &c., limited.

Agreements with another company.

Sanction of the shareholders.

And of the Governor in Council.

Notice of application for approval.



53 VICTORIA.

CHAP. 57.

An Act respecting the Ontario Pacific Railway Company.

[Assented to 16th May, 1890.]

WHEREAS the Ontario Pacific Railway Company has, by Preamble its petition, represented that it has executed bonds to the extent of two millions of dollars, bearing interest at the rate of six per cent. per annum, and has secured such bonds by a mortgage deed deposited in the Department of the Secretary of State of Canada, but that no portion of the said bonds representing two millions of dollars has been actually issued; and whereas the said bonds to the extent of two millions of dollars have been deposited with the Secretary of State to be cancelled upon the passing of this Act; and whereas the Company has prayed that an Act be passed authorizing it to amend the said mortgage deed and to cancel the said bonds, and to issue in lieu thereof bonds bearing a lower rate of interest, and that the time for the commencement and completion of the undertaking of the Company be extended; 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 Company may cancel the mortgage bonds heretofore prepared pursuant to the powers contained in its Act of incorporation, but not issued, sold or transferred, and may, after such cancellation and in lieu of such bonds, issue bonds, debentures or other securities, bearing interest at a rate not exceeding five per cent per annum, to the extent of twenty thousand dollars per mile of the railway and branches; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Bonds may be issued in lieu of others.

Amount limited.

2. Sections ninety-three to ninety-seven, inclusive, of "*The Railway Act*" shall apply to the bonds, debentures or other securities hereby authorized to be issued in lieu of those heretofore made but not issued.

Sections 93 to 97 of 51 V., c. 29, to apply.

Mortgage deed may be amended.

3. The Company may, after the bonds heretofore made but not issued, and representing two millions of dollars, have been cancelled in the presence of the Secretary of State of Canada, amend the mortgage deed referred to in the preamble to this Act, by striking out the words "six per cent." wherever they occur in the said mortgage deed, and inserting in lieu thereof words showing the actual rate of interest the bonds issued under the provisions of this Act bear ; and the said amendments shall be made by the president, or, in his absence, by the vice-president, and by the secretary of the said Company at the Department of, and in the presence of, the Secretary of State of Canada, or, in the event of the absence of the Secretary of State, then in the presence of the Under Secretary of State.

Time for construction of railway.

4. The undertaking of the Company shall be commenced within two years and completed within four years from the first day of July next, otherwise the powers granted for the construction thereof shall cease and be null and void as respects so much of the undertaking as then remains uncompleted.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 58.

An Act to change the name of the Vaudreuil and Prescott Railway Company to "The Montreal and Ottawa Railway Company."

[Assented to 26th March, 1890.]

WHEREAS a petition has been presented by the Vaudreuil and Prescott Railway Company, praying that an Act may be passed to change the name of the Company to "The Montreal and Ottawa Railway Company," 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:—

1. The name of the Company is hereby changed from "The Vaudreuil and Prescott Railway Company" to "The Montreal and Ottawa Railway Company"; but such change in name shall not in any way alter or affect the rights or liabilities of the Company, nor in any wise affect any suit or proceeding now pending either by or against the Company, or judgment existing, which, notwithstanding such change in the name of the Company, may be prosecuted or continued, completed and enforced as if this Act had not been passed.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 59.

An Act respecting the Erie and Huron Railway Company.

[Assented to 24th April, 1890.]

Preamble.

WHEREAS a petition has been presented by the Erie and Huron Railway Company, praying that an Act may be passed granting to them certain additional powers 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 :—

Lines of railway described.

1. The Erie and Huron Railway Company, hereinafter called the Company, may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches from a point on the Company's present line of railway at or near Dresden, in the county of Kent, and by way of Oil Springs, or thereabouts, to a point at or near Petrolia, in the county of Lambton, and thence to Sarnia, to connect with the Company's line of railway at that point ; also a railway of the said gauge from a point on the line between Oil Springs and Dresden, and by way of Florence, or thereabouts, to a point on the line of the railway of the Grand Trunk Railway Company of Canada, between Thamesville and Glencoe.

Ferry across St. Clair River, elevators, &c.

2. The Company may construct, or acquire by purchase, lease or otherwise, and operate elevators and docks, and also ferry boats for the purpose of carrying engines, cars and other things across the St. Clair River, for the interchange of traffic with any line of railway on the United States side of the said river.

Bonds may be issued in lieu of surrendered bonds.

3. The Company may accept from the holders of their five per cent. preference or mortgage bonds, heretofore issued pursuant to the powers contained in their Act of incorporation, surrenders of the said bonds ; and upon all of the said bonds being surrendered the Company may, in lieu thereof, issue bonds, debentures or other securities bearing interest at a rate not exceeding four per cent. per annum to the extent of fifteen thousand dollars per mile of their railway and branches, including

including sidings, as such railway and branches and sidings exist at the time of such issue, including so much, if any, of the railways hereby authorized to be laid out, constructed and operated as are then constructed or under contract to be constructed; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed, including branches and sidings as above mentioned:

Amount limited.

2. Sections ninety-three to ninety-seven inclusive of "*The Railway Act*" shall apply to the bonds, debentures or other securities to be issued in lieu of those heretofore issued, as well as to the other bonds, debentures or other securities hereby authorized.

"The Railway Act" to apply.

4. The board of directors of the Company may employ and pay one of their number as manager.

Managing director.

5. The Company may enter into an agreement with the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company or the Canada Southern Railway Company, for conveying or leasing to such company the railway of the Company, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council:

Agreement with another company.

Sanction of the shareholders.

And of the Governor in Council.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company runs, and in which a newspaper is published.

Notice of application for approval.

6. The lines of railway hereby authorized to be constructed shall be commenced within two years and completed within five years from the passing of this Act; otherwise the powers as to such construction hereby granted shall cease and be null and void as respects so much of the undertaking as then remains uncompleted.

Time for commencement and completion.

7. The works of the Company, including the works hereby authorized, are hereby declared to be for the general advantage of Canada.

Declaratory.



53 VICTORIA.

CHAP. 60.

An Act to incorporate the Mount Forest, Markdale and Meaford Railway Company.

[Assented to 26th March, 1890.]

- Preamble. **W**HEREAS a petition has been presented praying for the incorporation of a company to construct and operate a railway 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:—
- Incorporation. **1.** James Cleland, Cyrus Richmond Sing, James Trout, Gilbert Peter McIntosh and Charles Little, all of the town of Meaford; James Gardner, of the township of St. Vincent; William James McFarlane, William Lucas and William Brown, all of the village of Markdale; James Addison Halstead, William Hall Kingston and William Coleleugh, all of the town of Mount Forest, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate, under the name of "The Mount Forest, Markdale and Meaford Railway Company," hereinafter called the Company.
- Corporate name.
- Head office. **2.** The head office of the Company shall be in the town of Meaford, in the Province of Ontario.
- Line of railway described. **3.** The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches, from a point in or near the town of Mount Forest, in the County of Wellington and Province of Ontario, by way of the village of Markdale, to the town of Meaford; and the undertaking hereby authorized is declared to be a work for the general advantage of Canada.
- Provisional directors. **4.** The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

5. The capital stock of the Company shall be three hundred thousand dollars, and may be called up by the directors from time to time, as they deem necessary, but no one call shall exceed ten per cent on the shares subscribed.

Capital stock and calls thereon.

6. The annual general meeting of the shareholders shall be held on the first Wednesday in September, in each year.

Annual general meeting.

7. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose nine persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Number of directors.

8. The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of the railway and branches; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Amount of bonds, &c. limited.

9. The Company may enter into an agreement with the Canadian Pacific Railway Company or the Grand Trunk Railway Company of Canada for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special meeting of the shareholders duly called for the purpose of considering the same—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy—and that it has also received the approval of the Governor in Council:

Agreement with another company.

Sanction of the shareholders.

And of the Governor in Council.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs, and in which a newspaper is published.

Notice of application for approval.



53 VICTORIA.

CHAP 61.

An Act to incorporate the Owen Sound and Lake Huron Railway Company.

[Assented to 24th April, 1890]

Preamble

WHEREAS a petition has been presented praying for the incorporation of a Company to construct and operate a railway, and for other purposes, 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:—

Incorporation.

1. Stephen Johnson Parker, John Wright, James McLaughlan, James Russel Brown, William A. McClean, John Milburn Kilbourn, John Armstrong, James C. Miller, Richard Judson Doyle, John Wesley Redfern and Robert Wightman, all of the town of Owen Sound in the county of Grey and Province of Ontario, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of "The Owen Sound and Lake Huron Railway Company," hereinafter called the Company.

Corporate name.

Head office.

2. The head office of the Company shall be in the town of Owen Sound, in the county of Grey and Province of Ontario.

Line of railway described.

3. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches from a point in or near the town of Owen Sound, westward passing through or near the village of Tara or some point between the said village and the village of Clavering, thence through or near the village of Paisley, from thence to a point on Lake Huron in or near the town of Goderich, in the county of Huron, with a branch to a point on Lake Huron, in or near the town of Kincardine, in the county of Bruce.

Power as to vessels.

4. The Company may also acquire, build, own, charter, work and run steam and other vessels for cargo and passengers upon any navigable waters which the railway of the Company reaches.

- 5.** The Company may accept, purchase and hold such land Necessary land. as is required for the purposes of elevators, docks and other erections for the uses of the Company, and may erect and operate elevators and docks.
- 6.** The Company may mortgage or pledge their vessels and Vessels and elevators may be mortgaged. elevators, and redeem and re-mortgage the same, as they deem advisable.
- 7.** The undertaking hereby authorized is hereby declared to Declaratory. be a work for the general advantage of Canada.
- 8.** The persons mentioned by name in the first section of Provisional directors. this Act are hereby constituted provisional directors of the Company.
- 9.** The capital stock of the Company shall be five hundred Capital stock and calls thereon. thousand dollars, and may be called up by the directors from time to time as they deem necessary, but no one call shall exceed ten per cent on the shares subscribed.
- 10.** The annual general meeting of the shareholders shall be Annual general meeting. held on the first Wednesday in September in each year.
- 11.** At such meeting, the subscribers for the capital stock Number of directors. assembled, who have paid all calls due on their shares, shall choose nine persons to be directors of the Company, one or more of whom may be paid directors of the Company.
- 12.** The Company may issue bonds, debentures or other Amount of bonds, &c., limited. securities to the extent of fifteen thousand dollars per mile of the railway and branches; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.
- 13.** The Company may enter into an agreement with the Agreement with another company. Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada or the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been Sanction of the shareholders. first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received And of the Governor in Council the approval of the Governor in Council :

Notice of application for approval.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs and in which a newspaper is published.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 62.

An Act respecting the Napanee, Tamworth and Quebec Railway Company, and to change the name of the Company to "The Kingston, Napanee and Western Railway Company."

[Assented to 24th April, 1890.]

WHEREAS the Napanee, Tamworth and Quebec Railway Company has, by its petition, prayed that an Act be passed conferring on the Company certain additional powers as herein-after set forth, and also to change the name of the Company, 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. The Company may lay out, construct and operate an extension of its line of railway from some point on its present authorized line in a generally westerly direction, to a point at or near Sudbury ; and may also lay out, construct and operate an extension of its line in a generally easterly direction from some point in the county of Frontenac, at or near Harrowsmith or Murvale, by the way of or near to the village of Sydenham, to a point of junction with the railway of the Thousand Islands Railway Company, at or near Seeley's Bay or Lyndhurst, and from thence to a point at or near Rockport on the River St. Lawrence ; and may construct and operate branch lines not exceeding six miles in length from any points on the railway, for the purpose of connecting the railway with any iron or other mines situate in the county of Leeds ; and all the provisions of " *The Railway Act*" and of the several Acts relating to the Napanee, Tamworth and Quebec Railway Company shall apply to the extensions and branches authorized by this Act to be constructed.

Branch lines.

2. Notwithstanding anything contained in the Acts relating to the Company or in " *The Railway Act*," general meetings of the shareholders, whether annual or special, and meetings of the directors may be held in the town of Deseronto, in the county of Hastings and Province of Ontario.

Where general meetings of shareholders may be held.

Change of
name.

Rights saved.

Time for com-
pletion.

3. The name of the Company is hereby changed from "The Napanee, Tamworth and Quebec Railway Company" to "The Kingston, Napanee and Western Railway Company;" but such change in name shall not in any way alter or affect the rights or liabilities of the Company, nor in any wise affect any suit or proceeding now pending either by or against the Company, or judgment existing, which, notwithstanding such change in the name of the Company, may be prosecuted or continued and completed and enforced as if this Act had not been passed.

4. The railway and branches of the Company shall be completed within five years from the passing of this Act, otherwise the powers granted for such construction shall cease and be null and void as respects so much of the railway and branches as then remains uncompleted.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 63.

An Act respecting the Grand Trunk, Georgian Bay and Lake Erie Railway Company.

[Assented to 26th March, 1890.]

WHEREAS the Grand Trunk, Georgian Bay and Lake Erie Railway Company have, by their petition, prayed that an Act may be passed repealing and re-enacting, as hereinafter set forth, the provisions of sections two and three of the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter sixty-six, 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:—

1. Sections two and three of the Act cited in the preamble are hereby repealed, and the following substituted therefor:—

"2. The Company may build and complete, on or before the first day of July, one thousand eight hundred and ninety-three, a branch from any point on their main line between the village of Invermay and the village of Wiarton into the town of Owen Sound, by such route as is found most convenient; and all the provisions of section five of the statute of the Province of Ontario, forty-fourth Victoria, chapter sixty-nine, shall apply to the branch hereby authorized to be constructed."

"3. The Company may build a branch from a point on their line between Strathallan and Woodstock to the village of Embro, and all the provisions of section five of the Act in the next preceding section of this Act mentioned shall apply to the branch by this section authorized to be constructed."

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 64.

An Act to incorporate the Sault Ste. Marie and Hudson's Bay Railway Company.

[Assented to 26th March, 1890.]

Preamble.

WHEREAS a petition has been presented praying for the incorporation of a Company to construct and operate a railway, and for other purposes, 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:—

Incorporation.

1. Joseph Cozens, Robert Davey Perry, John G. Stradley, Theodore Weld Burdick, Joseph Hall Steere, John Alexander McDonald, William McKaill Bell, Wemys McKenzie Simpson and John McKay, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of "The Sault Ste. Marie and Hudson's Bay Railway Company" hereinafter called the Company.

Corporate name.

Head office.

2. The head office of the Company shall be in the town of Sault Ste. Marie, in the District of Algoma.

Line of railway described.

3. The Company may lay out, construct, equip and operate a line of railway, of the gauge of four feet eight and one-half inches, from a point in or near the town of Sault Ste. Marie, in the District of Algoma, to a point on the line of the Canadian Pacific Railway between Dalton Station and Ridout Station, thence northerly and easterly to a point at or near Moose Factory on James' Bay; and the undertaking hereby authorized is declared to be a work for the general advantage of Canada.

Powers as to vessels.

4. The Company may also acquire, build, own, charter, work and run steam and other vessels for cargo and passengers upon any navigable waters which the railway of the Company reaches.

5. The Company may purchase and hold such land as is required for the purposes of elevators, docks and other erections for the uses of the Company.

Land required for elevators, &c.

6. The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

Provisional directors.

7. The capital stock of the Company shall be three million dollars and may be called up by the Directors from time to time as they deem necessary, but no one call shall exceed ten per cent on the shares subscribed.

Capital stock and calls thereon.

8. The annual general meeting of the shareholders shall be held on the second Monday in September in each year.

Annual general meeting.

9. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose nine persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Number of directors.

10. The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of the railway and branches; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Amount of bonds, &c., limited.

11. The Company may enter into an agreement with the Canadian Pacific Railway Company, or any railway company whose line of railway is operated by the Canadian Pacific Company, or the Grand Trunk Railway Company of Canada or any railway company whose line of railway is operated by the Grand Trunk Railway of Canada, for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such Company, on such terms and conditions as are agreed upon and subject to such restrictions as to the directors seem fit.

Agreement with another company.

12. The Company may enter into an agreement with any railway company owning or controlling or in possession of a railway in the State of Michigan connecting directly or by bridge or ferry with its road, for the use by either of the road of the other; and the company may acquire running powers over, or the right to use, the bridge across the St. Mary's River, so as to connect its railway with other railways, on such terms as are agreed upon; provided that every agreement authorized by this or the next preceding section shall be first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at

Agreement with company in U. S.

Sanction of the shareholders.

And of the
Governor in
Council.

Notice of ap-
plication for
approval.

which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy—and that it has also received the approval of the Governor in Council :

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the electoral districts through which the railway of the Company hereby incorporated runs and in which a newspaper is published.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 65.

An Act to amend the Act to incorporate the Belleville and Lake Nipissing Railway Company.

[Assented to 26th March, 1890.]

WHEREAS the Belleville and Lake Nipissing Railway Preamble
Company have, by their petition, prayed for an Act
to amend, as hereinafter set forth, the Act incorporating the
said Company, 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 :—

1. The times limited by section twenty of the Act fifty- 51 V., c. 68.
first Victoria, chapter sixty-eight, for the commencement and
completion of the said line of railway, are hereby continued and Time for
respectively extended, so that the said railway shall be com- construction
menced within two years and be completed within five years extended.
from the passing of this Act.

2. The limit of ten thousand dollars per mile to the issue of Limitation of
bonds fixed by sub-section three of section ten of the said Act amount of
is hereby extended to twenty thousand dollars per mile. bonds ex-
tended.

3. The Company may issue debenture stock in lieu of Debenture
bonds, and to the same amount ; and the proceeds of such stock may be
debenture stock shall be applied, and the same may be issued issued.
and secured and provision made for the disposition of the pro-
ceeds thereof, in the same manner as is provided by the said
Act and by law with respect to the bonds thereby authorized
to be issued.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most
Excellent Majesty.



53 VICTORIA.

CHAP. 66.

An Act to incorporate the Ottawa, Morrisburg and New York Railway Company.

[Assented to 26th March, 1890.]

Preamble.

WHEREAS a petition has been presented praying for the incorporation of a company to construct and operate a railway and bridge, 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 :—

Incorporation.

1. Ira Morgan, J. P. Whitney, W. B. Carroll, William Broder, Sellar Leishman and Chas. A. Myers, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of "The Ottawa, Morrisburg and New York Railway Company," hereinafter called the Company.

Corporate name.

Head office.

2. The head office of the Company shall be in the village of Morrisburg, in the County of Dundas and Province of Ontario.

Line of railway described.

3. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches, from a point in or near the city of Ottawa, or from some point within the county of Carleton on the line of the St. Lawrence and Ottawa Railway, or on the line of the Canada Atlantic Railway, passing through or near the villages of Metcalfe, Vernon, Ormond and West Winchester, crossing the Ontario and Quebec Railway, thence to Winchester Springs, North Williamsburg and Morrisburg to a point on the St. Lawrence River, opposite Goose Neck Island, in the State of New York, or to some point on the St. Lawrence River within three miles of Morrisburg aforesaid.

Bridge over the St. Lawrence.

4. The Company may lay out, construct, complete, maintain, work, manage and use a railway bridge over the St. Lawrence River from some convenient point on their line of railway

opposite Goose Neck Island, in the State of New York, one of the United States, or within three miles of Morrisburg aforesaid, to connect with any railway in the State of New York; but it shall not commence the actual erection of the said bridge until an Act of the Congress of the said United States has been passed consenting to or approving the bridging of the said river, nor until the executive of the United States has consented to and approved such bridging; but the Company may, in the meantime, acquire the lands, submit their plans to the Governor in Council, and do all other things authorized by this Act, except the commencement of the actual construction or erection of the bridge.

Conditions precedent to construction.

5. The Company may, in connection with their railway and for the purpose of carrying cars, goods, freight and passengers over the same, construct, acquire, maintain and employ steam ferry boats to ply across the St. Lawrence River, and may sell and dispose of the same:

Ferries across St. Lawrence.

2. The Company may also own or hire and run and operate steam and other vessels for carrying freight and passengers in connection with its line of railway, and may sell and dispose of the same.

Vessels.

6. The height of the arches of the bridge across the St. Lawrence River shall not be less than sixty-one feet above high water, with a sufficient draw bridge if required by the Governor in Council; the interval between the abutments or piers across the main channel of the St. Lawrence River shall be the whole width of the said channel, or not less than three hundred and fifty feet, and across to Goose Neck Island and elsewhere the space between the piers shall not be less than two hundred feet.

Particulars of construction of St. Lawrence bridge.

7. The Company shall not commence the bridge over the St. Lawrence River, or any work thereunto appertaining, until it has 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 have been approved by the Governor in Council, and such conditions as he thinks fit for the public good to impose touching the said bridge and works 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 imposes; provided always, that from sunset to sunrise, during the season of navigation, suitable lights shall be maintained upon the said bridge to guide vessels approaching the same.

Plans to be approved by Governor in Council.

No deviation allowed.

Lights.

8. The undertaking hereby authorized may be divided into two sections, and be known as "The Railway Section," and "The St. Lawrence Bridge Section," respectively. If so divided, the railway section shall consist of the lines of railway which

Undertaking divided into two sections.

Railway section.

Bridge section.

which the Company is hereby empowered to construct and operate, together with all their rolling stock, plant and equipments; and the bridge section shall consist of the bridge over the St. Lawrence River, with its approaches, and all the machinery and plant belonging thereto; and the capital accounts, tolls and revenue of each section shall be kept separate and distinct.

Co-operation with another company to build St. Lawrence bridge.

9. The Company may, after obtaining the sanction of the Governor in Council in the manner provided in section nineteen of this Act, and, subject to the provisions contained in sections ten and eleven, unite with any other company incorporated in and under the laws of the State of New York or of the United States in building the bridge over the St. Lawrence River and its approaches, and in working, managing, maintaining and using the same; and may enter into any agreement with such company respecting the construction, maintenance, management and use of the said bridge and its appurtenances.

Connecting railways and use of St. Lawrence bridge.

10. So soon as the bridge over the St. Lawrence River is completed and ready for traffic, all trains of all railways connecting with the same, either in Canada or the United States, now constructed or hereafter to be constructed, and also the trains and cars of all companies whose lines connect with the line of any company so connecting with the said bridge and approaches, shall have and be entitled to the same and equal rights and privileges in the passage of the said bridge, so that no discrimination or preference in the passage of the said bridge and approaches, or in tariff rates for transportation, shall be made in favor of or against any railway whose trains or business pass over the said bridge.

No discrimination in rates.

Arbitration in case of disagreement.

11. In case of any disagreement as to the rights of any railway whose trains or business pass over the bridge over the St. Lawrence River, or as to the tariff rates to be charged in respect thereof, the same shall be determined by arbitrators, one to be appointed by the Company hereby incorporated and another by the company with whom the disagreement has arisen, and a third, who shall be some person experienced in railway affairs, by one of the superior courts of the Province of Ontario, upon application to such court—due notice thereof having been given to the parties interested; and the award of the said arbitrators or a majority of them shall be final.

Provision in case of commission for regulating bridge over St. Lawrence.

12. In case the State of New York or the United States at any time provide for the appointment of a commission for regulating the working of the bridge over the River St. Lawrence, the use thereof and the compensation to be made therefor, and for settling any dispute in respect thereof, the Governor in Council may join in the appointment of the said commission on such terms as he thinks proper, and appoint one or more persons as members of the said commission;

sion; and the decisions of the said commissioners shall first be submitted to the Governor in Council, and if approved of shall thereafter be final and conclusive to the extent to which the same are final and conclusive by virtue of the provisions made by the State of New York or the United States.

Effect of its decisions.

13. The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

Provisional directors.

14. The capital stock of the Company shall be one million dollars, and may be called up by the directors from time to time as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed.

Capital stock and shares.

15. So soon as twenty-five per cent of three hundred thousand dollars of the capital has been subscribed and ten per cent thereof has been paid into some chartered bank in Canada, the provisional directors shall call a meeting of the shareholders of the Company at the place where the head office is situate, at such time as they think proper, giving the notice prescribed by section forty-one of "*The Railway Act*,"—at which meeting the shareholders who have paid at least ten per cent on the amount of stock subscribed for by them shall elect the number of directors prescribed by this Act:

First meeting of shareholders.

Notice thereof.

Election of directors.

2. Before any work of construction is commenced on the "St. Lawrence bridge section," twenty-five per cent. of shares to the extent of four hundred thousand dollars more of the capital stock shall be subscribed and ten per cent. paid thereon.

When St.

Lawrence bridge section may be begun.

16. The annual general meeting of the shareholders shall be held on the first Wednesday in October of each year.

Annual general meeting.

17. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Number of directors.

18. The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of the railway and branches either exclusive or inclusive of a railway bridge over the River St. Lawrence, constructed or acquired as part thereof, and secured by a deed of mortgage describing clearly the property charged as security for such bonds or debentures; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed, and shall be designated as "Series A;" and in addition thereto bonds to an amount not exceeding one million dollars for the bridge if so excluded from such charge, may be issued in aid of the construction

Amount of bonds, &c., limited.

Series "A."

Series "B." construction of such bridge ; and such bonds in the case of the bridge over the St. Lawrence River shall be designated as "Series B."

Tolls to specially secure series "B" bonds. 2. The bonds on the bridge shall, in like manner, be secured by a deed of mortgage specifying the security therefor ; and such deed or mortgage may contain provisions that all tolls and revenues derived from the use of such bridge by other corporations or persons shall be specially charged and pledged as security for such bonds, and may also provide that the Company shall pay to the trustees of such mortgage similar rates and tolls to those fixed for the use of such bridge by similar corporations, —which rates and tolls shall also be charged as security for such bonds.

Agreement with another company.

19. The Company may enter into an agreement with the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company, the Gatineau Valley Railway Company, the Pontiac Pacific Junction Railway Company, the Canada Atlantic Railway Company, the Ontario Pacific Railway Company the Montreal and Ottawa Railway Company, or the Brockville, Westport and Sault Sainte Marie Railway Company, or with any railway in the United States whose line of railway connects with the line of the Company hereby incorporated, for conveying or leasing to such company the railway and bridge of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit ; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :

Sanction of the shareholders.

And of the Governor in Council.

Notice of application for approval.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs and in which a newspaper is published.



53 VICTORIA.

CHAP. 67.

An Act to confirm an agreement between the Montreal and Western Railway Company and the Canadian Pacific Railway Company.

[Assented to 24th April, 1890.]

WHEREAS the Montreal and Western Railway Company Preamble. and the Canadian Pacific Railway Company have by their joint petition prayed that an Act be passed authorizing them to carry out an agreement which they have executed conditionally, a copy of which is contained in the schedule to this Act, 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 :—

1. The agreement between the Montreal and Western Agreement confirmed. Railway Company and the Canadian Pacific Railway Company, dated the fifteenth day of October, one thousand eight hundred and eighty-nine, set out in the schedule hereto, is hereby approved and ratified, and each of the companies parties thereto may do whatever is required to give effect to the substance and intention of the said agreement :

2. Nothing in this Act or in the said agreement or the schedules thereto shall be held to relieve either of the said companies from any of its duties or liabilities under the railway laws of Canada. Railway laws to apply.

SCHEDULE.

This Indenture made the fifteenth day of October, one thousand eight hundred and eighty-nine, between the Montreal and Western Railway Company, hereinafter called "The Western Company" of the one part; and the Canadian Pacific Railway Company, hereinafter called "The Pacific Company" of the other part.

Whereas the Western Company is duly incorporated and has obtained legislative authority, amongst other things, to acquire, construct and operate a railway from a point in the town of

St. Jérôme, on the Pacific Company's Railway, thence northerly to La Chute aux Iroquois, a distance of about 70 miles, and intends to proceed with the acquisition and construction of such railway.

And whereas in order to complete the necessary financial arrangements, the Western Company desires to have an undertaking from the Pacific Company, that if and when the acquisition and construction of the said line, or such portions thereof as may be acquired and constructed, shall be accomplished as hereinafter described, then the Pacific Company will take over and operate the same under a lease for the period or respective periods hereinafter named for that purpose, paying rent therefor as hereinafter mentioned; and whereas the parties hereto have agreed that such an undertaking shall be given upon the terms hereinafter contained.

Now this indenture witnesseth that the Western Company covenants with the Pacific Company and its assigns as follows, that is to say :

1. The Western Company will acquire in fee simple or with as absolute a title as the Railway Act permits to be obtained by expropriation, the lands for right of way and stations and all other lands necessary for the railway and appurtenances to be by it constructed as hereinafter mentioned; and will (except as to rolling stock, tools and furniture) construct thereon and complete a railway from a point in the town of St. Jérôme, on the railway of the Pacific Company to La Chute aux Iroquois, through the villages of Shawbridge, St. Sauveur, Ste. Adèle, Le Lac à la Fourche, Ste. Agathe, St. Faustin, St. Jovite, Summit Lake, according to the specifications hereto attached, these being the same (according to the understanding of the said parties) as those prescribed by the Government of Canada in respect of subsidized railways,—such completion to be established by certificates as hereinafter mentioned; and when so completed and ready in all respects to meet the requirements of traffic thereon, except rolling stock, tools and furniture, then the Western Company will by an indenture of lease under seal demise and set over the same and all the lands, properties and appurtenances connected or intended to be used therewith, and the powers, privileges and franchises of the Western Company in respect thereof to the Pacific Company and its assigns, for a term of five years at the rent and on the terms hereinafter specified,—which period of five years is hereinafter referred to as "the said term;" and the said lease shall contain covenants on the part of the Western Company to the following effect, namely :

2. During the said term, the Pacific Company may exercise all the franchises and powers of the Western Company in respect of the running of the said railway and of every part thereof, and also in respect of the acquisition of increased areas of land for station grounds, right of way, protection against snow, sidings and other purposes, and may take such legal proceedings as are deemed to be necessary or expedient in the

exercise of the said franchises and powers, or any of them ; and for that purpose may use the name of the Western Company and of the officers thereof,—which officers are hereby authorized and required, upon the demand of the Pacific Company, to append their signatures and to affix the seal of the Western Company to any document which may be useful in the exercise of any such franchise.

3. The Western Company will, at the request of the Pacific Company, affix the name and seal of the Western Company and do all acts, matters and things, as and when the same may be necessary for the convenient, efficient and effectual working of the said railway and for carrying out and giving effect to the lease to be made as aforesaid ; and the Pacific Company may, during the said term, make and enforce such lawful rules, regulations and by-laws, touching or concerning the running and operation of the said railway as shall be required for the efficient and advantageous administration, management and operation thereof and for the preservation of order thereon ; and may fix and regulate from time to time and amend and alter the tariff of rates and tolls to be exacted for the carriage of freight and passengers over the said line, and if the Pacific Company shall deem it expedient that such by-laws, rules and regulations, or tariff, or any of them, should be made by the Western Company, then the shareholders, board of directors and officials of the Western Company shall make such by-laws, rules, regulations, and do all such matters and things to complete and perfect the same as shall reasonably be required of them ; but such by-laws, rules and regulations, and such tariff, by whomsoever made and passed, shall be subject to the provisions of any Act or Acts of the Dominion Parliament applicable to the said railway ; and the Western Company will allow the Pacific Company to use the name of the Western Company in any suit or proceeding in which it will be necessary to use the same in connection with the working of the railway, but all costs, damages and expenses which may arise from the use of the name of the Western Company shall be borne and paid by the Pacific Company.

4. The Pacific Company, paying the rent and observing the provisions of the said lease and all covenants on their part to be fulfilled, shall have peaceable and undisturbed possession of the railway and the properties, rights and franchises to be demised as aforesaid during the said five years without any lawful interruption by the Western Company or any other person or persons whomsoever.

5. At any time during the said period of five years, for which a lease is to be given as aforesaid, the Pacific Company and its assigns shall have the option of purchasing and may purchase from the Western Company and take absolutely forever the said railway and other properties and appurtenances, as well as the said powers, privileges and franchises intended to be covered by such lease, and also all shares of the capital stock

stock of the Western Company,—the whole to be entirely free from any charge or incumbrance whatsoever, due or to become due, at a price equal to the rate of six thousand dollars per mile of so much of such railway as shall then be acquired, constructed and completed as aforesaid ; and if a purchase and sale take place either at the option of the Pacific Company at the said price under this clause, or at the option of the Western Company at the lower price mentioned in a subsequent clause of these presents providing therefor, then in either event, on payment of the proper price, the Western Company will by a valid and sufficient instrument, grant and convey the said railway and other properties and appurtenances as well as the said rights, powers and franchises absolutely forever to the Pacific Company and its assigns,—the Western Company then undertaking in such instrument that it is free from all pecuniary liability whatsoever due or to become due ; provided, however, that if there be, at the time any such sale is to be carried out, any outstanding and unsatisfied bonds issued by the Western Company, then the Western Company on procuring a transfer of such bonds to be made to the Pacific Company or its nominee, shall be held to be free from liability in respect of such bonds, and the existence of such bonds so transferred shall be no obstacle to the carrying out of the said sale or the payment of the stipulated price according to the terms of these presents ; and provided further that if any such bonds be outstanding and unsatisfied to an amount (of principal) less than such stipulated price and the Western Company does not procure a transfer of them to the Pacific Company or its nominee as aforesaid, then the amount of the principal of such last mentioned outstanding unsatisfied bonds shall be deemed part payment of the said stipulated price and deducted therefrom, with this qualification, namely : if any outstanding bonds not so transferred as aforesaid shall bear interest at a rate higher than four per cent per annum, then such a sum as will, with four per cent per annum thereon, be sufficient to meet the excess over four per cent per annum of interest on such bonds as it falls due, shall be added to the principal of such outstanding bonds ; and the aggregate of that sum and that principal shall for the purposes of this provision be held to be the liability of the Western Company at the time of the sale in respect of those bonds, and that aggregate shall accordingly be deemed a part payment of the said stipulated price and be deducted therefrom ; and provided further, if the Western Company be then subject to any pecuniary liability due or coming due in addition to the said liability in respect of such last mentioned bonds, but which together with that liability shall be less than the said price, then, at the option of the Pacific Company, the amount of such additional liability shall be also deemed part payment of the said price and deducted therefrom, and the residue only shall be paid by the Pacific Company, and thereupon the said liability in respect of such bonds and every other liability which may be so deducted from

the price shall become a liability of the Pacific Company and shall be satisfied by it exclusively and to the entire exoneration of the Western Company in respect thereof.

6. If any such sale be carried out under either of the said options, the Western Company will forever protect and defend the Pacific Company and its assigns from any and every liability on its part which may then exist contrary to the intention above expressed and which may not have been deducted from the said stipulated price, and will, from time to time and at all times thereafter, indemnify and hold harmless the Pacific Company and its assigns, and the properties of it and them, from and against any and every claim which may be lawfully made in respect of every such liability as well as all costs and expenses which may be incurred in consequence of any such claim being lawfully made.

7. And the Pacific Company covenants with the Western Company and its assigns as follows, that is to say :

8. Upon the acquisition, construction and completion as aforesaid of the said railway from St. Jérôme to La Chute aux Iroquois, the Pacific Company will join in executing the said lease thereof and will take over the same, and will, during the said term, operate and work the same regularly and sufficiently as part of the Canadian Pacific Railway system, and will at its own expense for the said term find all necessary means, men, rolling stock, tools, furniture, appliances and labor ; and the said lease shall contain covenants on the part of the Pacific Company to the following effect, namely :

9. During the said term the Pacific Company will pay the Western Company quarterly, by way of rent, a sum equal to forty per cent of the amount actually received by it as gross earnings from such railway and appurtenances, without any deduction whatsoever on account of operating expenses, taxes or any other outlay which the Pacific Company is to bear under the terms of this indenture.

10. During the said term the Pacific Company will keep the said railway and all buildings, properties and appurtenances connected therewith in good repair, order and condition, except in so far as the same may be deteriorated by age and reasonable wear and tear, and will during the said term pay all taxes, assessments and impositions which may become payable either by landlord or tenant in respect of the said railway or the traffic over it, including any corporation tax which may be levied by the Provincial Government.

11. During the said term, the Pacific Company will render to the Western Company quarterly true and just accounts and statements in writing of the said earnings, and will allow proper inspection of all books, accounts, returns and vouchers, for the purpose of checking or verifying the same or any of them,—such quarterly accounts to be rendered not later than the last days of January, April, July and October, in each year, for the quarter year ending on the last day of the month previous,—such accounts to show the gross earnings of the said railway under

the following heads: "Passengers," "Freight," "Mails" and "Sundries," the last named term to cover everything not included under the other three headings; and the Western Company shall have the right from time to time to employ an auditor to investigate the accuracy of the said statements or accounts, and the Pacific Company shall, from time to time, afford all proper facilities for such investigation: and the Pacific Company shall pay the said forty per cent of the said gross earnings when the quarterly statements or accounts are rendered as aforesaid; but the acceptance of any such payment before an audit or verification shall not prejudice the rights of the Western Company to an audit or verification, or to demand and collect such further sum, if any, as it shall be justly entitled to.

12. The Pacific Company will, during the said term, provide and run over the said railway duly equipped trains for the carriage of passengers and freight as frequently as shall be necessary for the traffic of the country through which the said railway is constructed, and except during the period of a strike (if any occur) amongst employees of the Pacific Company, and unless some accident prevent it, the Pacific Company will run during summer months at least one train carrying passengers each way on every business day; and during the rest of the year at least one such train one way on every business day; and generally will operate and work the said railway so as to secure therefor as much traffic as is possible within such limit of expenditure as would be adopted by any well managed railway company working the same entirely on its own account.

13. The words "Gross Earnings" herein mean the amount actually received for all tolls, rates, charges and other payments for the carriage of any passenger, animal, vehicle, goods, merchandise, matter or things conveyed on the said railway or any part thereof, together with the *pro rata* mileage proportion of the joint earnings on all traffic interchanged between the said railway and that of the Pacific Company, or in respect of the exercise by any other railway of running powers over the said railway so to be leased as aforesaid, without any deduction whatsoever.

14. The Pacific Company will protect the Western Company against any loss, damage or claim that may arise in working the said railway under the said lease, and shall do and perform all the acts, conditions, matters and things which the Western Company are bound by their charter to do and perform in respect of the said railway and of the Government of Canada.

15. The Pacific Company shall bear and pay all expenses incurred in doing and performing all such acts, matters and things as are now or may hereafter be required for the maintenance and operation of the said railway in conformity with the laws of the Dominion of Canada.

16. At the expiration or other determination of the said five years the Pacific Company will yield up the said railway and

other immovable property to the Western Company in as good general plight and condition as the same were at the commencement of the said lease, save and except the natural deterioration thereof by age and wear and tear.

17. At any time during the said period of five years for which a lease is to be given as aforesaid, the Western Company or its assigns shall have the option of requiring the Pacific Company to purchase and take absolutely forever the said railway and the other properties and appurtenances and the said rights, powers and franchises, all of which are intended to be covered by the said lease, and all shares of the capital stock of the Western Company (nothing herein having any reference to lands to be granted by way of subsidy), the whole being entirely free from any charge or incumbrance due or to become due, at a price equal to the rate of four thousand dollars per mile of so much of such railway as shall then have been acquired, constructed and completed as aforesaid : and if the Western Company exercise such option, it shall notify the Pacific Company in writing to that effect at least three months before the expiration of the said five years, and thereupon, at the end of three months from receiving such notice, the Pacific Company will complete the said purchase and pay the said price,—the Western Company by a valid and sufficient instrument granting and conveying the said railway and other properties and appurtenances, together with the said rights, powers and franchises, absolutely forever to the Pacific Company and its assigns,—and the Western Company undertaking also in such instrument that it is free from all pecuniary liability whatsoever, due or to become due ; provided, however, that if there be at the time when such sale is to be carried out any outstanding and unsatisfied bonds issued by the Western Company, then the Western Company on procuring a transfer of such bonds to be made to the Pacific Company or its nominee, shall be held to be free from liability in respect of such bonds, and the existence of such bonds so transferred shall be no obstacle to the carrying out of the said sale or the payment of the full price last above mentioned ; and provided further, that if any such bonds be outstanding and unsatisfied to an amount (of principal) less than such price, and the Western Company does not procure a transfer of them to the Pacific Company or its nominee as aforesaid, then the amount of the principal of such last mentioned outstanding unsatisfied bonds shall be deemed part payment of such price and deducted therefrom, with this qualification, namely : if any outstanding bonds not so transferred as aforesaid shall bear interest at a rate higher than four per cent per annum, then such a sum as will, with four per cent per annum thereon, be sufficient to meet the excess over four per cent per annum of interest on such bonds as it falls due, shall be added to the principal of such outstanding bonds ; and the aggregate of that sum and that principal shall for the purposes of this provision be held to be the liability of the Western Company at the time of the sale in respect

of those bonds, and that aggregate shall accordingly be deemed a part payment on the said stipulated price and be deducted therefrom; and provided further, if the Western Company be then subject to any pecuniary liability due or coming due in addition to the said liability in respect of such last mentioned bonds, but which together with that liability shall be less than the said price, then at the option of the Pacific Company the amount of such additional liability shall be also deemed part payment of the said price and deducted therefrom, and the residue only shall be paid by the Pacific Company, and thereupon the said liability in respect of such bonds and every other liability which may be so deducted from the price shall become a liability of the Pacific Company and shall be satisfied by it exclusively, and to the entire exoneration of the Western Company in respect thereof.

18. And if the Western Company in completing the said necessary financial arrangements shall desire to transfer, by way of security, to any person or persons whomsoever, or to any corporation hereinafter referred to as "the lender" the right to enforce the sale of the said railway and other properties as aforesaid, and the right to receive from the Pacific Company all moneys which may become payable by it under the said lease or under this agreement, either by way of rent or as purchase money, or otherwise howsoever, the Pacific Company consents that it may be so; and if such transfer be made and if the lender be subrogated in the right of the Western Company in respect thereof, then on the happening of the respective events which, in the absence of such transfer, would entitle the Western Company to receive and collect any such money or moneys, the Pacific Company will pay the same direct to the lender.

19. And the parties hereto mutually agree each with the other that the said lease shall contain mutual agreements and clauses to the following effect, namely:

20. In case any dispute shall arise as to the correctness of statements or accounts of earnings to be, from time to time, rendered by the Pacific Company as aforesaid, the same shall, from time to time, be referred to the final arbitrament and decision of an accountant to be agreed upon by the parties in writing, or failing such agreement to be nominated, upon application of either party, by the Auditor General of the Dominion of Canada,—one week's notice of such application being first given to the other party.

21. And any such notice may be given by serving the same on the President, Vice-President, Secretary or Treasurer of either of the parties hereto, or by registered letter addressed to its head office.

22. In the event of the non-payment of the rental reserved by the said lease for the space of sixty days after any instalment thereof shall fall due according to the terms hereof, or in the event of substantial failure to maintain, work, operate

or repair the said railway for the space of sixty days, continually, after written demand, the said Pacific Company shall be liable to pay and hereby covenants to pay to the Western Company the sum of \$50.00 per day as liquidated damages for every day during which the said rent shall remain unpaid and \$50.00 for every day during which the Pacific Company shall fail to work and operate the said railway according to the true intent and meaning of the said lease.

23. In the event of the non-payment of any one quarter year's rent, under such lease, it shall be lawful for the Western Company to distrain for the amount due for the next preceding quarter year, or for the amount of the last quarterly account rendered, and such amount shown as due shall be considered to be fixed and ascertained rents for the purpose of enabling the Western Company to distrain the same if necessary.

24. During the said term the Pacific Company shall not transfer or set over or otherwise by any act or deed procure the said railway or the said premises so to be demised as aforesaid, or the said lease or any part thereof to be assigned, transferred, set over or sublet to any person or persons whatsoever, or to any corporation whatsoever, without the consent in writing of the Western Company or its assigns first had and obtained.

25. Provided always and it is hereby expressly agreed that if the rent thereby reserved or payable thereunder or any part thereof shall be unpaid and shall remain for thirty days after notice in writing of such default shall be given to the Pacific Company, although no formal demand shall have been made thereof; or in case of the breach or non-performance of any of the covenants or agreements therein contained on the part of the Pacific Company and the continuance of such breach after thirty days notice thereof in writing, then and in either of such cases it shall be lawful for the Western Company or its assigns to annul and set aside said intended lease, and to declare the same to be forfeited and at an end, and to enter into possession of the said railway and of all other premises thereby demised, and to have again, repossess and enjoy the same as of its former estate, anything herein contained to the contrary notwithstanding.

26. The Western Company may acquire and complete the said railway from St. Jérôme to La Chute aux Iroquois, or so much of it as it shall acquire and complete as aforesaid, either by sections or as a whole work, provided that if it be by sections they shall be respectively between the following points, and each of them may be known or hereinafter referred to by the letter which distinguishes it in the following list—that is to say :

Dis- tinguishing Letter.	LOCATION.	Approximate distance reached from St. Jérôme in miles.	Approximate length in miles.
A	St. Jérôme to Shawbridge.	8	8
B	Shawbridge to St. Sauveur.	12	4
C	St. Sauveur to Ste. Adèle.	18	6
D	Ste. Adèle to Lac à la Fourche.	24	6
E	Lac à la Fourche to Ste. Agathe.	30½	6½
F	Ste. Agathe to St. Faustin.	44½	14
G	St. Faustin to St. Jovite.	52	7½
H	St. Jovite to Summit Lake.	60	8
I	Summit Lake to La Chute aux Iroquois.	67	7

27. If before the said railway be acquired and completed by the Western Company as aforesaid to la Chute aux Iroquois, one or more than one of the said sections of it shall be so acquired and completed from the said point in St. Jérôme to some one of the other nine places above named, then if the Western Company shall so desire, as soon as such section or sections shall be so acquired and completed, a lease of it or of them for five years shall be executed by the parties hereto, containing all the covenants and provisions hereinbefore set out as intended to be contained in the said lease of the whole railway, including the provisions for purchase and sale, except in so far as they relate to the shares of the capital stock,—which shares shall be held to be purchased by the Pacific Company only when it shall have purchased the whole railway to La Chute aux Iroquois, or to so much of it as shall be acquired and completed as aforesaid from St. Jérôme northward within the said period of five years; but on such purchase being completed the Western Company shall transfer all the said shares to the Pacific Company. And immediately on the execution of the lease of such section or sections the Pacific Company shall take over and operate such section or sections in the same manner and on the same terms as if this agreement had been made solely with reference to that section or sections.

28. And similarly, if another section, being an extension northward of the said last above mentioned section or sections, be so acquired and completed as aforesaid to another of the nine places above named, and if the Western Company shall so desire, then a lease of such extension, for a period ending on the same day as that to be made of the said last above mentioned section or sections, shall be executed by the parties hereto, with the same covenants and provisions and with the same effect as that to be made in respect of the said first mentioned section or sections as aforesaid.

29. And in the same way and with the same effect, another lease shall be made for each extension which shall be so acquired and completed as aforesaid northward from any section in respect of which a lease shall have been previously executed until La Chute aux Iroquois be reached by a railway acquired and completed as aforesaid, if it be so reached within the five

years for which the first said lease is to be made as aforesaid ; if it be not so reached within that time, then this Indenture shall be held to apply in all its terms, including the provisions for the option of purchase or sale, to so much of the said railway between St. Jérôme and La Chute aux Iroquois as shall be so acquired and completed as aforesaid within such five years, time being of the essence of the contract ; and proper and sufficient documents to this effect shall on demand of either party be entered into and executed by the respective parties hereto.

30. Provided always that if the Pacific Company exercise the option (to be conferred upon it as aforesaid) to purchase any one of such sections of the said railway, then it shall be bound to purchase at the same rate all such other sections, if any, extending continuously from St. Jérôme, northward, towards La Chute aux Iroquois, as shall be acquired, and completed as aforesaid within the said five years.

31. Each of the several sections of the said railway, or the whole of it as the case may be, shall be deemed to be acquired, constructed and completed within the meaning of these presents as soon as the Dominion Government Engineer shall have certified in writing that the Western Company has acquired, constructed and completed the same so as to be entitled to the Dominion subsidy in respect thereof, and the Chief Engineer of the Pacific Company shall have also certified in writing that it has been acquired, constructed and completed according to the terms of this Indenture and the said specifications attached hereto. And if any dispute arise between the parties to this Indenture respecting the propriety of the Chief Engineer of the Pacific Company so certifying, it shall be finally settled by an award of any two of three arbitrators to be chosen as follows: each one of the parties shall choose one arbitrator and a third shall be appointed by the two so chosen, but if the two fail to choose a third within one month after the last of the two is appointed, then on application to any Judge of the Court of Queen's Bench in Quebec, by either party, such Judge may appoint the third arbitrator; the said award to be given in writing within three months after the appointment of such third arbitrator. And if the arbitrators decide that the Western Company is entitled to a certificate more favorable than any given by the Chief Engineer of the Pacific Company, then the parties' rights shall stand as if he had given the certificate which the arbitrators may decide he ought to have given.

32. Should the Western Company acquire, own and complete an extension of its railway from La Chute aux Iroquois to or towards Notre Dame du Désert on the Gatineau River, before the expiration of the said five years, as is hereinbefore provided in respect of the railway from St. Jérôme to La Chute aux Iroquois, then all the terms and provisions of this agreement shall apply to such extension in the same manner as they

apply to the said railway from St. Jérôme to La Chute aux Iroquois or to any section or sections thereof; and this extension may be in sections as aforesaid; provided that the point to which any section shall be acquired and completed as aforesaid shall be of such importance in regard to probable traffic as to be satisfactory to the Pacific Company, but in every case before the Pacific Company shall enter into a lease of it or take possession of it for the purpose of operation or purchase, it shall be connected with St. Jérôme by sections already acquired and completed as aforesaid.

33. And in order that the Western Company may be in a position to give a clear title to each of such sections lettered from A to I inclusive as aforesaid (if any) as it may sell in pursuance of this agreement, or of any lease to be made in pursuance of this agreement, the Western Company hereby covenants that all land, labor, money, material or property of any kind, and every part thereof, which shall be furnished by any party or parties whomsoever for the purpose of enabling the Western Company to acquire and complete the said railway, or any part thereof, shall be so furnished under some valid contract or understanding with the Western Company which will prevent it being made the foundation of any encumbrance, direct or indirect, on any one or more of the said sections, other than that section for the acquisition or completion of which it shall be used or acquired by the Western Company.

34. And the Pacific Company shall not be liable to pay the price stipulated for, as aforesaid, in respect of any one of such sections, until after the Western Company shall have furnished to the Pacific Company a statement verified by one or more statutory declarations before a Justice of the Peace and made by one or more of the officials of the Western Company having personal knowledge of the facts stated therein,—which statement shall show the name of each creditor of the Western Company who has furnished in respect of such section (either alone or in connection with any other section or sections) any land, labor, money, material or other property, and also the whole amount of the claim of such creditor in respect of such section, for which the price is to be paid; giving also, so far as they can be reasonably furnished, the particulars of the account from the beginning between such creditor and the Western Company; and the time for payment of any such price by the Pacific Company shall be held to be extended under these presents, by agreement of the parties, until after this statement shall have been duly furnished by the Western Company as above mentioned.

35. And the said parties in order to facilitate the Western Company in raising money for the purpose of acquiring and completing the said railway, or some section or sections thereof, do hereby further mutually agree each with the other as follows, that is to say:

36. The Pacific Company agrees that as soon as the Western Company has acquired and completed as aforesaid the said

section A of the said railway connecting with St. Jérôme and is in a position at its option to sell and convey the same free and unencumbered as aforesaid, at the price and on the terms hereinbefore specified, then, if the Western Company shall so desire, and without its exercising its option to sell, the Pacific Company, at the written request of the Western Company, will guarantee to any lender who may make a loan to the Western Company (and by a document sufficient in form for that purpose) the repayment of such loan and interest to such an extent including principal and interest as shall not at any time within the said five years exceed the said price at which the Pacific Company is bound to purchase such section, at the option of the Western Company as aforesaid; the amount covered by such guarantee to be however in addition to the rent above mentioned, namely forty per cent of the gross earnings as aforesaid.

37. And so on from time to time as often and as soon as the Western Company has acquired and completed any additional section of the said railway connecting in each case with the said section A and is in the position with regard to it mentioned in the next preceding clause of this agreement, then the Pacific Company shall, on the same terms and conditions, enter into a further guarantee to the same extent per mile of such additional section;

38. Each such guarantee to be valid and binding as soon as it is authorized by the board of directors of the Pacific Company, and each such section to be held to be completed within the meaning of these presents as soon as the President or acting President of the Pacific Company shall certify in writing to that effect.

39. And the Western Company agrees that if, at its request, the Pacific Company shall enter into any such guarantee as aforesaid and shall either (1) be called upon by such lender to pay any part of the amount thereof; or (2) be not fully and completely exonerated and discharged therefrom by a sufficient document to that effect executed by every lender, to whom it may be available, as early as at least one month before the expiration of the said period of five years, then in either of such events the Western Company shall be deemed *ipso facto* to have exercised its option under the terms of this agreement, or of any lease or leases which may be executed in pursuance of this agreement, to sell to the Pacific Company the whole of the said railway which shall be at that time acquired and completed, as aforesaid, and thereupon it shall be conveyed accordingly on the conditions and at the price and terms hereinbefore provided in respect of a sale at the option of the Western Company; and thereupon all the shares of the capital stock shall also be transferred to the Pacific Company as fully as is hereinbefore provided for in the event of the sale being made of so much of the said railway as shall be completed between St. Jérôme and La Chute aux Iroquois within the said period of five years.

40. Throughout this Indenture the mention of either party is intended to include also the assignee or assignees of such party, unless that is inconsistent with the context.

41. This Indenture to be binding on the said parties as soon as any act of the Parliament of Canada shall make it valid and shall authorize the respective parties to do whatever may be required to give effect to it.

WITNESS the corporate seal of each of the parties hereto and the signatures of its President and Secretary.

Signed, Sealed and Delivered in presence of	GEO. M. CLARK.	}	<i>The Montreal and Western Railway Company,</i>	[Seal]
			J. D. ROLLAND,	
			E. RODIER,	<i>President,</i>
				<i>Secretary.</i>
		}	<i>The Canadian Pacific Railway Company,</i>	[Seal]
			W. C. VAN HORNE,	
				<i>President,</i>
			C. DRINKWATER,	<i>Secretary.</i>

SCHEDULE A.

SPECIFICATION AND DESCRIPTION.

1st. The Railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradient and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed one hundred and nineteen (119) feet to the mile, and the minimum curvature not to be of less radius than five hundred and seventy-four (574) feet or 10°.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty (50) feet on each side of the centre line; all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. The Railway must be enclosed with substantially-built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers.

7th. Road crossings with cattle guards and sign boards shall be provided at all public highways crossing the railway on a level with the rails.

8th. The width of cuttings at formation level shall be not less than twenty (20) feet, embankments not less than fifteen (15) feet, when settled into place.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended ; piers and abutments of truss bridges must be of massive masonry, and culverts under embankments over twenty-five feet in height must be of well built, strong second-class masonry, or iron, made of durable and suitable materials, thoroughly permanent in character, and equal in every essential particular to the best description of like work employed in similar railway work in the Dominion.

11th. Open or beam culverts in embankments less than twelve feet in height may be of cedar wood not less than 10 inches by 10 inches, except the track stringers, which may be of sound pine, white oak, tamarac or spruce timber, not less than 12 inches by 14 inches. The span shall not exceed 14 feet, and they shall be constructed on a plan approved by the Minister of Railways and Canals. Superstructure of truss bridges may be of sound white pine or Georgia pitch pine wood, or if the trusses are covered in from the weather and shingled, in such case straight grained spruce timber may be used.

12th. The rails shall be of steel, weighing not less than fifty-six (56) pounds per lineal yard, of approved section and with the most approved fish plate.

13th. The railway must be well ballasted with either gravel or other suitable material. The sleepers to be 8 inches face by 6 inches thick and 8 feet long—2,600 to the mile.

14th. Sufficient siding accommodation, stations, tanks, turntables or Y's, and such other structures and buildings as may be necessary to meet the requirements of the traffic shall be provided by the Company.

15th. Sufficient rolling stock necessary to accommodate and to conduct promptly and efficiently the traffic and business of the line shall be provided by the Company, of which the Minister of Railway and Canals shall be the judge.

16th. Wooden box culverts will not be permitted under any circumstances ; and trestle or pile bridges will be allowed in embankments ranging from twelve to twenty-five feet in height.

W. C. V. H.



53 VICTORIA.

CHAP. 68.

An Act respecting the Pontiac Pacific Junction Railway Company.

[Assented to 16th May, 1890.]

Preamble.

WHEREAS the Pontiac Pacific Junction Railway Company has, by its petition, prayed for certain amendments, as hereinafter set forth, to the Acts relating to the Company, 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 :—

Time for construction of bridge over Ottawa river at Ottawa.

45 V., c. 69.

1. Notwithstanding anything in the Acts relating to the Pontiac Pacific Junction Railway Company or in any other Act contained, the bridge which the Company purposes to construct over the Ottawa River at or near the city of Ottawa, as set forth in the Act forty-fifth Victoria, chapter sixty-nine, and the line of railway of the Company to the town of Pembroke, shall both be completed before the twenty-second day of May, one thousand eight hundred and ninety-two.

Extension of line authorized.

2. The Company may extend its line of railway from the said bridge to the canal basin, in the city of Ottawa, by such route as is approved by the Governor in Council.

Amount of bonds on bridge limited.

43 V., c. 55.

45 V., c. 69.

3. The Company may, in addition to the bonds authorized to be issued by the Act forty-third Victoria, chapter fifty-five, as amended by the Act forty-fifth Victoria, chapter sixty-nine, issue bonds, debentures or other securities, under the provisions, *mutatis mutandis*, respecting bonds, debentures or other securities in the said Acts contained, to an amount not exceeding one million dollars in aid of the construction of the bridge hereinafter mentioned :

To be a first charge on bridge.

2. Such bonds, debentures or other securities shall be designated "bridge bonds," and shall constitute a first charge on the said bridge and its approaches, but shall not constitute a charge on any other part of the railway of the Company.

4. For the purpose of exercising the powers conferred upon the Company, and notwithstanding anything in the Acts relating to the Company or in any other Act contained, the Company may divide its railway into two sections,—the first section to extend from the city of Hull to the town of Pembroke and to be known as the Pembroke section, and the second section to extend from the town of Pembroke to Sault Ste. Marie and to be known as the Sault Ste. Marie section; and all the provisions, in the said Acts relating to the Company contained, respecting bonds, debentures and other securities, shall apply to each section separately; and the bonds, debentures or other securities issued on either section shall affect and be a charge upon that section only; and on each such bond, debenture or other security it shall be declared which section is affected or charged thereby.

Railway may be divided into sections.

Bonds may be issued on each section separately.

5. The Company may at any time construct or arrange the said bridge over the Ottawa river, at or near the city of Ottawa, for the use of foot passengers and carriages, or either, as well as for railway purposes; and if the said bridge is so constructed or arranged, then the tolls to be charged for the passage of such foot passengers and carriages shall, before being imposed, be first submitted to and approved, and may be amended and modified from time to time, by the Governor in Council; but the Company may, at any time, reduce the same; and a notice showing the tolls authorized to be charged shall, at all times, be posted up in a conspicuous place on the said bridge.

Carriage and foot bridge.

Tolls subject to approval of Governor in Council.

6. So soon as the said bridge over the Ottawa river, at or near the city of Ottawa, is completed and ready for traffic, all trains of all railways connecting with the same, now constructed or hereafter to be constructed, and also the trains and cars of all companies whose lines connect with the line of any company so connecting with the said bridge and approaches, shall have and be entitled to the same and equal rights and privileges in the passage of the said bridge and approaches thereto, so that no discrimination or preference in the passage of the said bridge and approaches thereto, or in tariff rates for transportation, shall be made in favor of or against any railway whose trains or business pass over the said bridge.

No discrimination in passage or rates.

7. In case of any disagreement as to the rights of any railway whose trains or business pass over the bridge and approaches thereto, or as to the tariff rates to be charged in respect thereof, the same shall be determined by the Railway Committee of the Privy Council as provided in section eleven of 'The Railway Act.'

In case of disagreement, "The Railway Act" to apply.



53 VICTORIA.

CHAP 69.

An Act to facilitate the purchase by the Pontiac Pacific Junction Railway Company from the Canadian Pacific Railway Company of the Branch Line of Railway between Hull and Aylmer.

[Assented to 16th May, 1890.]

Preamble **W**HEREAS the Pontiac Pacific Junction Railway Company, hereinafter referred to as "The Pontiac Company," and the Canadian Pacific Railway Company, hereinafter referred to as "The Pacific Company," have by their joint petition represented that the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter fifty-six, authorized the sale by the Pacific Company to the Pontiac Company of its branch line of railway between the city of Hull and the town of Aylmer, freed and discharged from the lien created by the issue of bonds under the Act passed in the session held in 48-49 V., c. 57. the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-seven; that since the passing of that Act a further lien has been created in respect of consolidated debenture 52 V., c. 69. stock issued or to be issued under the Act passed in the fifty-second year of Her Majesty's reign, chapter sixty-nine; and whereas they have prayed that an Act be passed authorizing the sale of the said branch line, freed and discharged from both such liens, 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:—

Line between Hull and Aylmer may be sold. **1.** The Pacific Company may sell and convey absolutely to the Pontiac Company its branch line of railway between the city of Hull and the town of Aylmer, or any part or parts thereof, freed and discharged from the lien created in respect of bonds issued under the provisions of the Act passed in the 48-49 V., c. 57. session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-seven, and in respect of consolidated debenture stock issued or to be issued under the Act 52 V., c. 69. passed in the fifty-second year of Her Majesty's reign, chapter sixty-nine, upon such price and terms as are agreed upon by

by the respective boards of the said companies, the price being not less than twelve thousand dollars per mile ; and the net proceeds of the sale shall be applied by the Pacific Company towards the satisfaction of the prior incumbrance now existing in favor of the Province of Quebec on the said branch.

Application
of proceeds.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 70.

An Act to incorporate the North Canadian Atlantic Railway and Steamship Company.

[Assented to 24th April, 1890.]

Preamble.

WHEREAS a petition has been presented praying for the incorporation of a Company to construct and operate a line of railway and steamships, and also for other purposes, 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 :—

Incorporation.

1. Sir Henry A. Isaacs, Lord Mayor of London, Sir Robert N. Fowler, M. P., banker, 50 Cornhill, Thomas Wood, merchant and chairman, Milford Docks, 26 Old Broad Street, Charles G. Mott, director, Great Western Railway Company, Stanmore, Middlesex, William R. Balch, banker, Bartholomew House and Sir Douglas Fox, consulting engineer, all of England, Jean Blanchet, Q.C., advocate, of the city of Quebec, M.P.P., Simon Cimon, civil engineer, of Murray Bay, M.P., and Eugène Prosper Bender, civil engineer, of Montmagny, in the Province of Quebec, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of "The North Canadian Atlantic Railway and Steamship Company," hereinafter called the Company.

Corporate name.

Head office.

2. The head office of the Company shall be in the city of London, England, or such place in Canada as the directors from time to time determine by by-law.

Line of railway described.

3. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches, on the north side of the River St. Lawrence, from a point at or near the city of Quebec, to a point on the extreme eastern boundary of the Province of Quebec, and may connect the same with any railway in Labrador ; and may also lay out, construct and operate a branch from a point on the Betsiamis River to a point on Lake St. John.

Branch line.

4. The Company may, for the purposes of its business, acquire and hold water lots, and may build, acquire, mortgage and operate docks and elevators, and may collect wharfage and store charges for the use of its works and buildings.

Water lots, docks, elevators, &c.

5. The Company may own or hire and run steamships for carrying freight and passengers to and from any port with which their line of railway connects, to and from any port in the United Kingdom or elsewhere.

Ocean steamships.

6. The Company, being first authorized by a resolution passed at a special general meeting of its shareholders duly called for the purpose, may, from time to time, issue bonds in aid of the acquisition of any such steam vessels as by the next preceding section it is authorized to acquire, not exceeding in amount the cost thereof; and the proceeds of such bonds shall be applied exclusively in aid of the acquisition by purchase or construction of such steam vessels, according to the terms and intention of such resolution; and each such resolution shall indicate by some general description the vessel or vessels, or the class of vessels, in respect of which it authorizes bonds to be so issued as aforesaid, and whether the same are then acquired, or are to be thereafter acquired, by the Company.

Bonds may be issued.

Amount thereof.

Application thereof.

7. For the purpose of securing each issue of such bonds the Company shall execute a deed of mortgage not inconsistent with the law or with the provisions of this Act, in such form and containing such provisions as are approved by a resolution of such general meeting of shareholders as aforesaid, each of which deeds shall be made to trustees, to be appointed at such special general meeting for that purpose, and may contain provisions establishing the amount secured upon the vessel, vessels or class of vessels to which it relates, the rank and privilege to appertain to the bonds intended to be secured by it, the rights and remedies to be enjoyed by the respective holders of such bonds, the mode of assuring the application of the proceeds of such bonds to the purposes for which they are to be issued, the rate of interest payable upon them, and the place and time of payment of such interest and of the capital thereof, the creation of a sinking fund for the redemption of such bonds, and all the conditions, provisions and restrictions requisite for the effectual carrying out of the terms thereof, and for the protection of the holder of such bonds; and it may charge and bind the tolls and revenues of the vessel or vessels or class of vessels to which it relates, and the whole or any part of any subsidy to be earned in connection therewith, (but not the railway or the tolls and revenues thereof,) in the manner and to the extent therein specified; and each such deed of mortgage shall create absolutely and exclusively a first lien and encumbrance on the vessel, vessels or class of vessels therein described, as well as on their tolls, revenues and

Mortgage deed to secure bonds.

What deed may contain.

Effect of deed.

subsidy therein hypothecated,—the whole for the benefit of the holders of the bonds in respect of which it is made.

- Rights of bondholders. **8.** Each issue of bonds intended to be secured by any one of the deeds of mortgage referred to in the next preceding section, shall entitle the respective holders thereof to rank with each other *pari passu*, and a duplicate of such deed shall be deposited and kept in the office of the Secretary of State of Canada.
- Deed to be deposited. **9.** The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company :
- Provisional directors. **2.** If any provisional director dies or resigns his office before the first general meeting of the Company the vacancy may be filled by the remaining provisional directors.
- Filling vacancies. **10.** The capital stock of the Company shall be twenty millions of dollars, and may be called up by the directors from time to time, as they deem necessary ; but no one call shall exceed ten per centum on the shares subscribed.
- Capital stock and calls thereon. **11.** The annual general meeting of the shareholders shall be held on the first Tuesday in September in each year.
- Annual general meeting. **12.** At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose not less than seven nor more than nine persons to be directors of the Company, one or more of whom may be paid directors of the Company.
- Number of directors. **13.** Notwithstanding the provision contained in section fifty-five of "*The Railway Act*," the directors may vote and act by proxy,—such proxy to be held by a director only ; but no director shall hold more than two proxies, and no meeting of directors shall be competent to transact business unless at least two directors are present thereat in person, the remaining number of directors required to form a quorum being represented by proxies :
- Proxies. **2.** No appointment of a proxy to vote at any meeting of the directors shall be valid for that purpose, unless it has been made or renewed in writing within one year next preceding the time of such meeting.
- Date of proxy. **14.** The Company may issue bonds, debentures or other securities to the extent of twenty-five thousand dollars per mile of the railway and branches, and secured by a deed of mortgage describing clearly the property charged as security for such bonds or debentures ; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed, or under contract to be constructed.
- Amount of bonds, &c., limited. **15.**

15. The Company may purchase, or acquire and hold in trust, as security for the shares, bonds or other securities to be issued by them as hereinafter provided, the shares, bonds and other securities that may lawfully be issued by any company formed under the laws of Newfoundland, for the purpose of constructing, equipping and operating a line of railway from St. Charles Bay or Point across Labrador, to a point on the extreme eastern boundary of the Province of Quebec, upon such terms and conditions as are agreed upon by the directors of the said companies; and the Company may, for the purpose of acquiring the shares, bonds and other securities hereinbefore mentioned, in addition to the powers conferred by section ten of this Act, increase their capital stock to an amount not exceeding the amount of the capital stock of the Company authorized to build such railway across Labrador, by the issue of additional ordinary shares; and may also issue bonds, debentures or other securities to an amount not exceeding twenty-five thousand dollars per mile of such railway in Labrador, and its branches; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed in Labrador:

Purchase of securities of a certain other company.

Increase of capital stock.

Additional issue of bonds.

2. The bonds, debentures or other securities issued under the provisions of this section, shall, if so agreed, constitute a first and preferential charge upon the railway in Labrador; and the holders of the said bonds, debentures or other securities shall have the same rights and privileges as are conferred upon the holders of bonds, debentures or other securities issued under the fourteenth section of this Act; and the proceeds realized from the sale of the said shares, bonds, debentures or other securities shall be applied to the construction and equipment of the railway in Labrador, and the remainder thereof to the general purposes of the Company:

To constitute first charge on Labrador railway.

3. The agreement for such purchase or acquisition shall not be valid until it has first been ratified by two-thirds of the votes at special general meetings of the shareholders of each company, duly called for the purpose of considering the same,—at which meetings shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy.

Sanction of shareholders required.

16. The Company may acquire by purchase or lease, in whole or in part, the railway and works, capital stock, assets, rights, privileges, property and franchises of the Quebec, Montmorency and Charlevoix Railway Company, upon such terms and conditions as are agreed upon by the directors of the said companies; provided that such agreement shall not be valid until it has first been ratified by two-thirds of the votes at special general meetings of the shareholders of each Company, duly called for the purpose of considering the same,—at which meetings shareholders representing at least two-thirds

Line, &c., of Quebec, Montmorency and Charlevoix Railway Co. may be acquired.

Sanction of shareholders.

in value of the stock are present in person or represented by proxy :

Rights saved.

2. The agreement for such purchase or lease shall provide that all Acts relating to the Quebec, Montmorency, and Charlevoix Railway Company shall be respected, and that all obligations entered into by that Company shall be carried out by the North Canadian Atlantic Railway and Steamship Company who may be sued therefor ; and all the rights and privileges, and claims of any bondholder or of any person, in respect of either Company, shall in no way be impaired by such sale and purchase :

Effect of agreement.

3. Upon the ratification of the said agreement in the manner above mentioned, the railway and works, capital stock, assets, rights, privileges, property and franchises of the Quebec, Montmorency and Charlevoix Railway Company, shall be vested in the North Canadian Atlantic Railway and Steamship Company ; and any suit, action or proceedings pending, or judgment existing at the time when such agreement takes effect, by or against either Company, may be continued and completed by or against the North Canadian Atlantic Railway and Steamship Company.

When only certain portion of line may be built.

17. Notwithstanding the provisions of this Act, the Company shall not build that portion of their line which would be a competing line with the Quebec, Montmorency and Charlevoix Railway Company, until three calendar months shall have elapsed after the next ensuing session of the Legislature of the Province of Quebec, nor until three calendar months have elapsed from the receipt by the President of the Quebec, Montmorency and Charlevoix Railway Company of notarial notice of the desire of the North Canadian Atlantic Railway and Steamship Company to submit to arbitration for the purchase of the railway and works, capital, assets, rights, privileges, property and franchises of the Quebec, Montmorency and Charlevoix Railway Company ; and the price to be paid therefor shall be fixed by the award of three arbitrators, one to be appointed by each company, and the third by the said two arbitrators, and upon their failure, then as provided by the Railway Act, and the said award shall be binding and final upon the said companies without any appeal therefrom. In the meantime the Company shall have running powers over the Quebec, Montmorency and Charlevoix Railway on such terms as the Railway Committee of the Privy Council of Canada shall determine, after hearing the parties interested.

Running powers meanwhile.

Arbitration.

2. The provisions of "*The Railway Act*," applicable to arbitrators, their meetings, the mode of taking evidence, the award, and the enforcement of the same, shall govern the arbitration proceedings hereby authorized.

Copies of agreements to be deposited.

18. A duplicate of the agreements referred to in sections fifteen and sixteen of this Act shall be filed in the office of the Secretary of State at Ottawa, and notice thereof shall be given

given by the Company in the *Canada Gazette*, and the production of the *Gazette* containing such notice shall be *primâ facie* evidence that the requirements of this Act have been complied with.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 71.

An Act respecting the New Brunswick Railway Company.

[Assented to 26th March, 1890.]

Preamble.

WHEREAS the New Brunswick Railway Company has, by its petition, represented that its railway system is composed of various railways, having an aggregate mileage of four hundred and forty-three miles, principally lying within the Dominion of Canada, each of which it holds either as owner or lessee; that it has entered into obligations in respect thereof, in some cases for debts and securities created by other parties upon such railways and assumed by it as part of the price of acquisition thereof, in some cases for the rental of leased railways payable to the holders of shares and securities issued by the lessors, and in other cases for charges created by itself upon the railway owned by itself, such obligations bearing different rates of interest, being payable at different periods respectively, and being described in detail in the schedule to this Act appended; that for the purpose of consolidating its said obligations and meeting its floating liabilities, it desires to issue consolidated debenture stock, bearing interest at a rate not exceeding four per cent per annum and constituting a charge on the entire railway system; and whereas it has prayed for authority to make the said issues of consolidated stock for the said purposes upon such conditions and with such power as Parliament deems fit, 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:—

Interpretation.

1. The expression “The company” when used in this Act means the New Brunswick Railway Company.

Consolidated debenture stock may be issued.

2. The Company, being first authorized so to do by at least two thirds of the votes of the shareholders present or represented at a special general meeting duly called for that purpose, may, from time to time, issue consolidated debenture stock, payable either in Canadian currency or in sterling money of Great Britain, bearing interest at a rate not exceeding four per cent per annum,—which consolidated debenture stock shall,

subject to the priorities created in respect to charges existing at the time of such issue and to the payment of any penalty imposed for non-compliance with the requirements of "The Railway Act" respecting returns to be made to the Minister of Railways and Canals and to the payment of working expenses as defined by law and by the Act fifty and fifty-first Victoria, chapter seventy-six, become a first charge upon and over the whole of the undertaking, railway, works, rolling stock and all other railway property and effects of the Company, including all the rights of the Company in the several railways held by it under lease or agreement for purchase and all branches or extensions of the said railways now held by the Company as lessees or proprietors; but the charge created by such consolidated debenture stock on the branch or extension of any railway or any part thereof held or operated by the Company, and lying in whole or in part beyond the international boundaries of Canada, shall be according to the law of the State of Maine, in which such branches or extensions or part thereof are situated: Provided always, that nothing in this Act shall take from any of the securities mentioned in the said schedule any right or priority which it now has or give it any new right.

To be a first charge on the undertaking.

Subject to certain provisions of law.

Proviso: rights saved.

3. The amount of consolidated debenture stock which may be so issued by the Company shall be composed of,—

Of what composed.

(a.) Such amounts as are issued by the Company for the purposes of satisfying the obligations set out in the schedule to this Act, or of acquiring the stock or other security in respect of which they exist, upon such terms as are, from time to time, agreed on between the Company and the holders thereof;

Existing obligations.

(b.) Such further amounts for the general purposes of the Company, the annual interest upon which, in addition to the annual interest upon the consolidated debenture stock issued under the next preceding paragraph, together with the annual interest, dividends and rentals, as the case may be, payable in respect of so much of the said obligations as are still outstanding, shall never exceed the annual charges on the Company set out in the schedule to this Act, namely, the sum of three hundred and three thousand three hundred and eighty-nine dollars, or its equivalent in sterling money;

General purposes.

(c.) A further amount to be issued for the payment or acquisition of the debentures of the Fredericton Railway Company, the amount of which is now in dispute,—such obligations or debentures bearing interest at the rate of six per cent per annum; provided that the interest on the debenture stock to be issued under this paragraph shall not exceed an amount equal to six per cent per annum on the amount of the said debentures as finally ascertained or determined, or its equivalent in sterling money;

Acquisition of certain debentures.

(d.) A further amount, for the purpose of satisfying the outstanding floating obligations of the Company, estimated at four hundred thousand dollars, provided that the annual interest on the consolidated debenture stock to be issued in respect of

Existing obligations.

such

such floating debt or obligations shall never exceed in the aggregate the sum of twenty-four thousand dollars, or its equivalent in sterling money.

Application.

4. The consolidated debenture stock authorized to be so issued in respect of the obligations now outstanding, and the proceeds thereof, if sold, shall be used exclusively for the respective purposes mentioned in the preceding section and for no other purposes whatsoever.

Security of holders of obligations.

5. So long as any portion of any one of the said obligations set out in the schedule to this Act is not satisfied, or the stock or other security in respect of which such obligation exists is not acquired under the provisions hereof, the portion of such obligation, if any, which has been satisfied and the portion of such stock or other security which has been acquired shall be held by the Company as still subsisting and continuing as a security *pro tanto* for the benefit of the holders of the said consolidated debenture stock, in the same way in all respects as if the portion so satisfied or acquired had been duly transferred to and was held by trustees for the benefit of the holders of the said consolidated debenture stock; and when the whole of any one of such obligations shall be satisfied, or the stock or other security in respect of which it exists shall be acquired, it may either be cancelled or continued in force in the way above mentioned, whichever is most for the advantage of the holders of the debenture stock so to be issued under this Act as aforesaid and of the shareholders of the Company; but unless and until default is made in payment of any interest on such stock, the revenue derived from the portion so redeemed, acquired or converted shall be considered as part of and included in the general revenue of the Company.

When obligations are satisfied.

Revenue to be general revenue until default.

When only holders of consolidated stock may vote.

6. The holders of the said consolidated debenture stock shall not have the right of voting thereon unless and until the Company makes default in the payment of a portion of an instalment of the interest due thereon, constituting not less than ten per cent of such instalment of interest on the outstanding consolidated debenture stock, nor unless and until such default has continued for the space of ninety days:

Right to vote if there is failure to pay interest.

2. But if such default occurs, and so often as it occurs and continues for ninety days, all holders of debenture stock issued and outstanding shall *ipso facto* have the right to vote thereon, as shareholders, at all meetings of the shareholders of the Company, in the proportion of one vote for every one hundred dollars thereof, or its equivalent in sterling money, (not including fractions of such sum,) and shall have all the powers and rights of ordinary shareholders; and from and after the period at which holders of the said consolidated debenture stock acquire such right, the ordinary shareholders or holders of the common stock shall cease to have the right to vote or act as shareholders of the Company:

Ordinary shareholders' right to vote shall cease.

3. But if, at the end of any calendar year which elapses after such default, the net earnings up to that date are sufficient to satisfy all interest in arrears, including the interest matured for and during that year, or if not sufficient, if the shareholders pay the deficiency, then, in either of such cases and thereafter, the right of the holders of consolidated debenture stock to vote as aforesaid shall cease, and the right of ordinary shareholders or holders of common stock to vote and act as shareholders shall revive and shall thereafter have full force and effect, but subject from time to time to all the provisions hereof in the event of a subsequent default in the payment of interest as aforesaid for ninety days.

7. Previous to the issue of any of the consolidated debenture stock hereby authorized, the shareholders of the Company shall make by-laws prescribing the amounts in which or in multiples of which the said stock shall be issued, and the rate or respective rates of interest thereon, and whether different issues shall bear different rates of interest, if deemed expedient, and the dates and places at which such interest shall be payable, containing also provisions for the convenient transfer and registration of such consolidated debenture stock,—which registration may be in classes if such stock is issued at different rates of interest, (each class comprising only stock bearing one and the same rate of interest), and the due exercise of the remedies of the holders thereof, and for all other matters incidental to the said issue, its protection and general management; and such by-laws shall form the basis of the issue of such consolidated debenture stock and shall not be altered in any matter affecting the interests of the holders of such stock, otherwise than as is therein provided; and a certified copy of such by-laws authenticated under the seal of the Company shall be deposited for reference in the office of the Secretary of State of Canada.

8. This Act shall not apply, nor shall any charge or lien created thereby extend, to any of the lands owned by the Company not now or hereafter used by it for the purpose of operating its railways or the appurtenances thereto, nor shall this Act affect any present incumbrance on such lands or any part thereof or any agreement in respect of the same.

SCHEDULE.

	Amount.	Rate.	Interest and Annual charges.	When due.
New Brunswick Railway, first mortgage bonds, £600,000 Sterling	\$ 3,000,000	5 per cent.	\$ 150,000	August, 1934.
do do second do do £200,000 do	1,000,000	6 "	60,000	May, 1937.
do do car trust charge on rolling stock	225,000	6 "	13,500	Ending Nov. 1898.
St. Stephens Railway, first mortgage bonds	100,000	6 "	6,000	January, 1906.
do do second do do	50,000	6 "	3,000	January, 1906.
Woodstock do first do do	20,000	6 "	1,200	April, 1908.
Vanceboro' Branch, purchase money	20,000	8 "	1,469	July, 1903.
Houlton Railway, first mortgage bonds	18,368	6 "	1,440	
Rental to New Brunswick and Canada Railway Co.	24,000	35,100	
do to Houlton Branch Railway	1,680	
do to St. John and Maine Railway Co., £5,000 Sterling*	30,000	
			\$303,389	

* This amount of rental may be increased in proportion to the earnings of the road, but cannot be less. Any increase to be paid out of the earnings, no provision for such increase being made in this Act.



53 VICTORIA.

CHAP. 72.

An Act respecting the Hereford Railway Company.

[Assented to 26th March, 1890.]

WHEREAS the Hereford Railway Company has, by its Preamble. petition, prayed for the passing of an Act to increase the capital stock of the Company and to authorize the construction of a branch line, 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 :—

1. Section three of the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter ninety-three, is hereby repealed. 50-51 V., c. 93, s. 3 repealed.

2. Section seven of the Act passed in the fifty-first year of Her Majesty's reign, chapter eighty-one, is hereby repealed. 51 V., c. 81, s. 7 repealed.

3. The capital stock of the Company as now constituted shall be eight hundred thousand dollars, and may be called up from time to time as the directors deem necessary, but no one call shall exceed ten per cent on the shares subscribed. Capital stock and calls.

4. Section eight of the last mentioned Act is hereby repealed and the following substituted therefor :— 51 V., c. 81, s. 8 repealed; new section.

“**8.** The power of the Company to issue bonds is hereby limited to a sum not exceeding fifteen thousand dollars per mile of the said railway, including in the mileage the extension to the Quebec Central Railway and the railway acquired by the Company from the Dominion Lime Company; and section eleven of the Act incorporating the Company is hereby amended by striking out the word ‘twenty’ in the eighteenth line of the said section, and substituting therefor the word ‘fifteen.’” Amount of bonds limited. Section 11 amended.

5. The Company may lay out, construct and operate a line of railway, of the gauge of four feet eight and one-half inches, from a point on its main line in the township of Auckland or Hereford to the village of Scotstown, in the township of Branch line.

Hampden; and such line shall be commenced within three years and completed within five years from the passing of this Act, otherwise the powers hereby granted shall cease and be null and void as respects so much of the said line as then remains uncompleted.

Issue of stock and bonds on branch line limited.

6. The Company, upon the completion of the branch in the next preceding section mentioned, or of such portion thereof as is completed for a distance of not less than ten miles from its main line, may, in addition to the capital stock authorized by section three of this Act, issue and sell capital stock to the extent of fifteen thousand dollars per mile of the said branch so completed; and the Company may also issue bonds, debentures or other securities to the extent of fifteen thousand dollars per mile of the said branch; and such bonds, debentures or other securities may be issued only in proportion to the length of the said branch constructed or under contract to be constructed; and the mortgage deed securing such bonds shall apply to and affect only the branch line referred to in section five of this Act.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 73.

An Act respecting the Hereford Railway Company and the Maine Central Railway Company.

[Assented to 16th May, 1890.]

WHEREAS it is expedient that an Act be passed authorizing the Hereford Railway Company to lease its railway to the Maine Central Railway Company: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Preamble.

1. The Hereford Railway Company may enter into an agreement to lease its railway and all its franchises, property and effects, both real and personal, movable and immovable, including the railway and property purchased by the Hereford Railway Company from the Dominion Lime Company, to the Maine Central Railway Company, a railway corporation under the laws of the State of Maine, one of the United States, on such terms and conditions and subject to such restrictions as are agreed upon between the boards of directors of the two companies; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council:

Railway may be leased to Maine Central Railway Co.

Sanction of shareholders.

And of Governor in Council.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "The Railway Act," and also for a like period in one newspaper published in the city of Sherbrooke, in the Province of Quebec.

Notice of application.

2. Any agreement entered into prior to the coming into force of this Act, by the respective boards of directors, for the leasing of the line of the Hereford Railway Company by the Maine Central Railway Company, shall be legal and binding, provided the same receives the sanction of the shareholders and the approval of the Governor in Council as hereinbefore provided.

Ratification of lease if entered into before passing of this Act.



53 VICTORIA.

CHAP. 74.

An Act respecting the Northern and Western Railway Company of New Brunswick, and to change the name of the Company to "The Canada Eastern Railway Company."

[Assented to 26th March, 1890.]

Preamble.

WHEREAS the Northern and Western Railway Company of New Brunswick has, by its petition, represented that it has entered into an agreement to purchase the Chatham Railway, and has prayed that an Act be passed authorizing the Company to complete such agreement and also to issue bonds or debentures charged upon its whole line of railway, and to change the corporate name of the Company, 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:—

Declaratory.

1. The undertaking of the Northern and Western Railway Company of New Brunswick is hereby declared to be a work for the general advantage of Canada.

Purchase of Chatham railway authorized.

2. The proprietors of the Chatham Railway may sell, and the Northern and Western Railway Company of New Brunswick may acquire by purchase or otherwise the railway and works, capital stock, assets, rights, privileges, property and franchises of the Chatham Railway, upon such terms and conditions as are agreed upon by the directors of the Company and the said proprietors:

What agreement shall contain.

2. The agreement for such purchase or acquisition shall provide that all Acts relating to the Chatham Railway or the Chatham Railway Company shall be respected, and that all obligations entered into by the proprietors thereof shall be carried out by the Northern and Western Railway Company of New Brunswick, who may be sued therefor; and that the rights and privileges and claims of any bondholder or of any person, in respect of the Company or of the said proprietors shall in no way be impaired by such sale and purchase:

3. Such agreement shall not be valid until it has first been ratified by two-thirds of the votes at a special general meeting of the shareholders of the Northern and Western Railway Company of New Brunswick, duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy.

Approval of
shareholders.

3. Upon the ratification of the said agreement in the manner above mentioned, the railway and works, capital stock, assets, rights, privileges, property and franchises of the Chatham Railway and of the Chatham Railway Company shall be vested in the Northern and Western Railway Company of New Brunswick; and any suit, action or proceeding pending, or judgment existing, at the time when such agreement takes effect, by or against the Company or the proprietors, may be continued and completed and enforced by or against the Northern and Western Railway Company of New Brunswick.

Vesting of
property, &c.,
in the com-
pany.

4. A duplicate of the agreement referred to in section two of this Act shall be filed in the office of the Secretary of State at Ottawa, and notice thereof shall be given in the *Canada Gazette*; and the production of the *Gazette* containing such notice shall be *prima facie* evidence that the requirements of this Act have been complied with.

Agreement to
be deposited.

5. So soon as the Chatham Railway has been acquired as provided in section two of this Act, the Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars, and no more, per mile of the amalgamated railway and branches, and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or acquired under the provisions of this Act, or under contract to be constructed; and the Company shall, out of the proceeds of the sale of the said bonds, debentures or other securities, set aside a sufficient sum to pay off and cancel all and any bonds heretofore issued by the Company or the proprietors of the Chatham Railway.

Issue of bonds
on amalgama-
ted railway.

Disposal of
proceeds.

6. The name of the Company is hereby changed from "The Northern and Western Railway Company of New Brunswick" to "The Canada Eastern Railway Company;" but such change in name shall not in any way alter or affect the rights or liabilities of the Company, or any agreement thereof entered into under this Act, nor in any wise affect any suit or proceeding now pending either by or against the Company, or judgment existing, which, notwithstanding such change in the name of the Company, may be prosecuted or continued and completed and enforced as if this Act had not been passed.

Change of
name.

Rights saved.

7. The Act of the Legislature of the Province of New-Brunswick passed in the thirty-fifth year of Her Majesty's

Certain N. B.
Acts confirm-
ed.

reign, intituled “*An Act to incorporate the Northern and Western Railway Company of New Brunswick,*” and the Act of the said Legislature passed in the forty-fourth year of Her Majesty’s reign, intituled “*An Act further to continue An Act to incorporate the Northern and Western Railway Company of New Brunswick,*” and the Act of the said Legislature passed in the forty-fifth year of Her Majesty’s reign, intituled “*An Act further to amend an Act to incorporate the Northern and Western Railway Company of New Brunswick,*” and the Act of the said Legislature passed in the forty-ninth year of Her Majesty’s reign intituled “*An Act to explain and further amend the Act to incorporate the Northern and Western Railway Company of New Brunswick*” are hereby ratified and confirmed.

Agreement
with another
company.

8. The Company may enter into an agreement with the Railroad Leasing and Traffic Company of New Brunswick, Limited, for conveying or leasing to such company the railway of the Company, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :

Sanction of
the share-
holders
and of the
Governor in
Council.

Notice of ap-
plication for
approval.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of “*The Railway Act,*” and also for a like period in one newspaper in each of the counties through which the railway of the Company runs, and in which a newspaper is published.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen’s Most Excellent Majesty.



53 VICTORIA.

CHAP. 75.

An Act to incorporate the Moncton and Prince Edward Island Railway and Ferry Company.

[Assented to 26th March, 1890.]

WHEREAS a petition has been presented praying for the Preamble.
incorporation of a Company to construct and operate a railway and ferry as hereinafter set forth, and it is expedient to grant the prayer of 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. Louis G. de Bertram, William J. Brait, Fidèle Poirier, George V. McInerney, Joseph O. Arsenault and Charles S. Hunt, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of "The Moncton and Prince Edward Island Railway and Ferry Company," hereinafter called the Company.

2. The head office of the Company shall be in the town of Buctouche, in the Province of New Brunswick.

3. The Company may lay out, construct and operate a railway, of the gauge of four feet eight and one-half inches, from a point of junction with the railway of the Buctouche and Moncton Railway Company, in or near the town of Buctouche, in the county of Kent, in the said Province, by the most direct practicable route, to a point on deep water at Richibucto Cape in the said county, keeping for that purpose as far away as practicable from the towns of Kingston and Richibucto; and may also lay out, construct and operate a railway, of a gauge of not less than three feet six inches, from some point or place at or near Cape Wolf, in the county of Prince, on the shore of Prince Edward Island, opposite the said county of Kent, to a point of junction with the Prince Edward Island Railway :

2. The Company may, in connection with its railway, construct, acquire, maintain and employ steam ferry boats with all accessories to ply across the Northumberland Straits, for the

purpose of carrying cars, freight and passengers over the same, and may also acquire, hold and mortgage water lots for the purposes of its business.

Provisional directors.

4. The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

Capital stock and calls thereon.

5. The capital stock of the Company shall be seven hundred and fifty thousand dollars, and may be called up by the directors from time to time as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed.

Annual general meeting.

6. The annual general meeting of the shareholders shall be held on the first Tuesday in August in each year.

Number of directors.

7. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose five persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Amount of bonds, &c., limited.

8. The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of the railway and branches, either exclusive or inclusive of any steam ferry boats constructed or acquired, and secured by a deed of mortgage describing clearly the property charged as security for such bonds or debentures; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed; and such bonds shall be designated as "Series A"; and in addition thereto, bonds to an amount not exceeding five hundred thousand dollars may be issued in aid of the construction of the steam ferry boats hereinbefore mentioned, if such steam ferry boats are so excluded from such charge, and shall be designated as "Series B," and shall, in like manner, be secured by a deed of mortgage specifying the security therefor; and such last mentioned deed of mortgage may contain provisions that all tolls and revenues derived from the use of such steam ferry boats by other corporations and persons shall be specially charged and pledged as security for such last mentioned bonds constituting "Series B," and may also provide that the Company shall pay to the trustees of such mortgage similar rates and tolls to those fixed for the use of such steam ferry boats by similar corporations,—which rates and tolls shall also be charged as security for the said bonds "Series B."

Series A.

Series B.

Tolls to specially secure series B bonds.

Agreement with another company.

9. The Company may enter into an agreement with the Buctouche and Moncton Railway Company, the Kent Railway Company, or the Government of Canada, for conveying or leasing to such Government, or company, the railway and ferry of the company hereby incorporated, in whole or in

part, or any rights or powers acquired by this Act, as also the surveys, plans, works, plants, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors may seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :

Sanction of shareholders.

And of Governor in Council.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs and in which a newspaper is published.

Notice of application for approval.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 76.

An Act respecting the Port Arthur, Duluth and Western Railway Company.

[Assented to 26th March, 1890.]^a

Preamble.

WHEREAS a petition has been presented praying that certain additional powers as hereinafter set forth be conferred on the Port Arthur, Duluth and Western Railway Company, 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:—

Time for completion of railway extended.

1. Notwithstanding anything contained in the Acts relating to the Company, the time limited for the completion of the Port Arthur, Duluth and Western Railway is hereby extended for a period of five years from the thirty-first day of January, one thousand eight hundred and ninety; and if the railway is not then so completed the powers granted by such Acts and this Act shall cease and be null and void as respects so much of the railway as then remains uncompleted.

Water lots, &c.

Branch lines.

2. The Company may, for the purposes of its business, purchase, hold and mortgage lands for water lots, dock and terminal facilities; and may lay out, construct and operate a branch line of railway from a point at or near where its main line crosses the Kaministiquia River, in the District of Thunder Bay, in a northerly direction to Kakabeka Falls on the said river, also a branch line extending from a point on its line of railway at or near Sand Lake north-west to the Huronian Mine in the township of Moss; provided that the said branches shall be commenced within two years and completed within five years from the passing of this Act; otherwise the powers granted for the construction of such branches shall cease and be null and void as respects so much of the said branches as then remains uncompleted.

Bonds may be issued.

3. The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of

the said branches, and such bonds, debentures or other securities may be issued only in proportion to the length of branch railway constructed or under contract to be constructed.

4. The Company may enter into any agreement with any railway company or corporation respecting the construction of the said railway, and may accept and receive in aid of the expenditure thereunder any subsidy or bonus which has been or which is hereafter granted to them directly, or which has been or is hereafter granted to any other company or corporation with whom such agreement is made. Agreement with another company.

5. Section two of the Act passed in the fifty-first year of Her Majesty's reign, chapter eighty-four, intituled "An Act respecting the Port Arthur, Duluth and Western Railway Company," is hereby amended by inserting the words "the power to borrow money" after the word "lands" in the nineteenth line thereof, and by adding the following words to the said section: "and provided also that "*The Railway Act*" of Canada, shall apply instead of "*The Railway Act of Ontario*," wherever the latter is made applicable by the said recited Acts or any of them, and also that all notices by the said Acts or any of them required to be published in the *Ontario Gazette* shall hereafter be published in the *Canada Gazette*." 51 V., c. 84, s. 2, amended.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 77.

An Act to amend the Act incorporating the Manitoba and South Eastern Railway Company.

[Assented to 24th April, 1890.]

Preamble.

52 V., c. 60.

WHEREAS the Manitoba and South Eastern Railway Company has, by its petition, prayed that certain amendments, as hereinafter set forth, be made to the Act incorporating the Company, 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:—

Section 3 repealed; new section.

1. Section three of the Act passed in the fifty-second year of Her Majesty's reign, chapter sixty, is hereby repealed and the following substituted therefor:—

Line of railway described.

“3. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches, from a point in or near the city of Winnipeg in a southerly or south-easterly direction to a point on the International boundary line between ranges eight and sixteen east of the First Principal Meridian, in the Province of Manitoba, with branch lines from Ste. Anne, on the main line of the said railway, to the town of Selkirk, and from another point between Ste. Anne and the International boundary line, on the main line of the said railway, to the town of Morris, in the said Province, and from the junction with the Morris branch, on the main line of the said railway, easterly to a point on the Lake of the Woods or other waters adjacent thereto; and the railway and branches hereby authorized to be constructed are hereby declared to be works for the general advantage of Canada.”

Branch lines.

Declaratory.

Powers as to water lots, elevators, vessels, wharfage, &c.

2. For the purposes of its business, the Company may acquire and hold water lots at any point where the terminus of the railway or of any branch thereof reaches any navigable water, or where the railway or any branch thereof crosses any navigable water, and may build, acquire and operate docks and elevators, and steam and other vessels, and may collect wharfage and store charges for the use of its works and buildings.



53 VICTORIA.

CHAP. 78.

An Act respecting the Manitoba and North-Western Railway Company of Canada.

[Assented to 26th March, 1890.]

WHEREAS the Manitoba and North-Western Railway Company has, by its petition, prayed that certain amendments, as hereinafter set forth, be made to the Acts relating to the Company, 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:—

1. Section two of the Act passed in the fifty-first year of Her Majesty's reign, chapter eighty-six, is hereby repealed, and the following substituted therefor:—

"2. The Company shall complete during the calendar year one thousand eight hundred and ninety, the seventeen miles of railway to the west of Saltcoats, in the Territory of Assiniboia, partially constructed by it during the year one thousand eight hundred and eighty-nine; and, in addition, the Company shall complete not less than twenty miles of its railway, as described by the Acts relating to the Company, on or before the thirty-first day of December in the year one thousand eight hundred and ninety-two, and also during each calendar year thereafter, to the satisfaction of the Governor in Council; otherwise the power granted to the Company to extend its line of railway for any further distance than the length of railway then completed shall be forfeited."

2. Section two of the Act passed in the forty-ninth year of Her Majesty's reign, chapter seventy-five, is hereby repealed, and the following substituted therefor:—

"2. The directors, with the consent of a majority of two-thirds in value of the shareholders present in person or represented by proxy at the annual general meeting, or at a meeting specially called for the purpose, may make and issue debenture stock to such an amount as they think fit: Provided, that the interest payable in respect of such debenture stock so issued

Preamble.

51 V., c. 86, s. 2 repealed; new section.

Time for construction.

49 V., c. 75, s. 2 repealed; new section.

Debenture stock may be issued.

Amount of interest thereon limited.

from time to time, including interest on the amount of debenture stock or bonds then outstanding and unpaid, shall not exceed the sum of eight hundred and seventy-six dollars per annum in respect of each mile of railway constructed by the Company or under contract to be constructed.”

Place of holding adjourned meetings.

3. The Company are hereby authorized to hold adjourned meetings of shareholders, whether annual or special, in the cities of Montreal, Ottawa or Toronto, as may be deemed expedient by the majority of the shareholders represented at such annual or special meeting, either in person or by proxy.

Proceedings confirmed.

4. All proceedings heretofore had, and resolutions adopted, at any adjourned annual or special meeting of shareholders, whether held in Winnipeg or elsewhere, are hereby legalized and confirmed, in so far as the same may be invalid by reason of the place at which such meeting has been held.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 79.

An Act to amend the Act to incorporate the Lake
Manitoba Railway and Canal Company.

[Assented to 26th March, 1890.]

WHEREAS the Lake Manitoba Railway and Canal Com- Preamble.
pany has, by its petition, prayed for an Act to amend, as
hereinafter mentioned, the Act incorporating the said Company,
passed in the fifty-second year of Her Majesty's reign and 52 V., c. 57.
chaptered fifty-seven, 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:—

1. Section three of the Act cited in the preamble is hereby Section 3
amended by adding the following sub-section thereto:— amended.

“2. The Company may also extend its line of railway from Extension of
some point on the line of the present proposed railway, north- proposed line
westerly, to a point on Lake Winnipegosis at or near Meadow of railway.
Portage.”

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most
Excellent Majesty.



53 VICTORIA.

CHAP. 80.

An Act respecting the Winnipeg and Hudson Bay Railway Company.

[Assented to 16th May, 1890.]

Framble.

WHEREAS it is expedient that an Act be passed extending the time for the completion of the main line of the Winnipeg and Hudson Bay Railway: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

50-51 V., c. 81,
s. 33 repealed;
new section.

1. Section thirty-three of the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter eighty-one, and intituled "*An Act to consolidate and amend the Acts relating to the Winnipeg and Hudson's Bay Railway and Steamship Company, and to change the name thereof,*" is hereby repealed and the following substituted therefor:—

Time for completion extended.

"33. The said main line of railway shall be completed to the Saskatchewan River within four years from the twenty-first day of June, one thousand eight hundred and ninety."

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.

ERRATA.

Page 109, Vol. II, Statutes of 1890—53 Vict., Chap. 81.

Preamble.—Insert the word “therefore” before the words “Her Majesty” in the 5th line.

Sections 1 & 2.—Strike out all the words after “Company” in the fourth line of the first section to end of Act.

OTTAWA :—Printed by BROWN CHAMBERLIN, Law Printer of Her Most Excellent Majesty
the Queen.

*Please paste this in the volume of Statutes sent you,
and make the correction with a pen in the margin of
the section.*

B. CHAMBERLIN,
Queen's Printer.



53 VICTORIA.

CHAP. 81.

An Act respecting the Great North-West Central Railway Company.

[Assented to 26th March, 1890.]

WHEREAS the Great North-West Central Railway Com- Preamble.
pany has, by its petition, prayed that an Act be passed to
further amend, as hereinafter set forth, the Act to confirm the
charter of incorporation of the said Company, and it is expedient
to grant the prayer of the said petition: Her Majesty,
by and with the advice and consent of the Senate and House
of Commons of Canada, enacts as follows:—

Keefe
1

1. The Great North-West Central Railway Company may Number of directors changed.
elect seven persons to constitute the board of directors, instead
of five, as provided in the fifth section of the charter of incor-
poration of the said Company (~~as set out in the schedule to and~~
~~amended by the Act of eighteen hundred and eighty-eight,~~
~~chapter eighty-five, intituled: "An Act to confirm the charter~~
~~of incorporation of the Great North West Central Railway Com-~~
~~pany"), and may, from time to time, by by-law, reduce or~~
~~increase the number of persons to be elected directors.~~

2. ~~The provisions of the said charter (as set out in and~~
~~amended by the said Act) shall apply to directors elected under~~
~~this Act.~~ 51 V., c. 85,
extended.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most
Excellent Majesty.



53 VICTORIA.

CHAP. 82.

An Act to confirm an Agreement between the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company and the Canadian Pacific Railway Company.

[Assented to 26th March, 1890.]

Preamble.

WHEREAS the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company and the Canadian Pacific Railway Company have, by their joint petition, prayed that an Act be passed authorizing them to carry out an agreement which they have executed conditionally, a copy of which is contained in the schedule to this Act, 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:—

A certain agreement ratified.

1. The agreement between the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company and the Canadian Pacific Railway Company, dated the seventh day of August, one thousand eight hundred and eighty-nine, set out in the schedule hereto, is hereby approved of, ratified and confirmed, and declared to be valid and binding on the parties thereto; and each of the companies, parties thereto, may do whatever is necessary to give effect to the substance and intention of the said agreement.

46 V., c. 72, s. 25 repealed; new section.

2. Section twenty-five of the Act passed in the forty-sixth year of Her Majesty's reign, chapter seventy-two, is hereby repealed and the following substituted therefor:—

Time for construction extended.

“**25.** The undertaking hereby authorized shall be completed on or before the first day of November, one thousand eight hundred and ninety-two, otherwise the powers granted under this Act shall cease and be null and void as respects so much of the undertaking as then remains uncompleted.”

Railway laws to apply.

3. Nothing in this Act or in the said agreement or the schedules thereto shall be held to relieve either of the said companies from any of its duties or liabilities under the railway laws of Canada.

SCHEDULE.

Agreement made this seventh day of August, A.D. 1889, by and between the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, for itself, its successors and assigns, hereinafter called "The Qu'Appelle Company," party of the first part, and the Canadian Pacific Railway Company, for itself, its successors and assigns, hereinafter called "The Pacific Company," party of the second part.

Whereas the Qu'Appelle Company have been empowered by forty-six Victoria, chapter seventy-two, to lay out, construct and operate a single or double iron or steel railway from a point at or near Regina, the capital of Assiniboia, in the North-West Territories, to some point on the North Saskatchewan River at or near the 107th degree of longitude, with power to build and operate branch lines of railway and with other powers.

And whereas by an Act passed in the fifty-first year of Her Majesty's reign, chapter twenty-three, the Governor-in-Council was empowered to grant to the Qu'Appelle Company lands to an extent not exceeding six thousand four hundred acres for each mile of the Company's railway as therein stated, and Orders in Council granting such lands have been duly passed in pursuance of such Act.

And whereas by an Act passed in the fifty-second year of Her Majesty's reign, chaptered five, the Governor in Council was empowered to enter into a contract with the Qu'Appelle Company for the transport of men, supplies, material and mails for twenty years, and to pay for such services during the said term the sum of eighty thousand dollars per annum as in the said Act provided.

And whereas in pursuance of such Act the contract or agreement hereunto annexed marked Schedule "A" has been entered into between the Qu'Appelle Company and Her Majesty the Queen represented by the Right Honorable Sir John A. Macdonald, G.C.B., Acting Minister of Railways and Canals in Canada, in the said agreement called the Government, whereby it was agreed between the Government and the Company that the Company should complete their railway to a point on the Saskatchewan River near Saskatoon by the first of November, one thousand eight hundred and ninety, and to Prince Albert within two years after the completion of the railroad to the Saskatchewan as aforesaid, and that the Qu'Appelle Company would carry the Government mails, men, supplies and material of every description and kind required for the public service from any point on the said projected railway to any other point thereon without delay for the said period of twenty years as in the agreement provided.

And whereas in consideration thereof the Government has bound itself to pay to the said Qu'Appelle Company the sum of eighty thousand dollars per annum half yearly on such days as were to be agreed upon between the Government and the

Company for the period of twenty years as in the said agreement further provided.

And whereas it was further agreed that the Company might assign the said half yearly payment to a trustee or trustees to hold the same by way of security for any bonds which may be issued by the Qu'Appelle Company in respect of their railway.

And whereas a proposition has been made by the Qu'Appelle Company and accepted by the Pacific Company in reference to the working and operation of the Qu'Appelle Company's line by the Pacific Company for a certain period of years on the terms hereinafter specified.

Now therefore this agreement witnesseth as follows, to wit :

1. The Qu'Appelle Company in consideration of the premises and of the covenants and agreements by and on the part of the Pacific Company hereinafter contained does on its part covenant and agree :

(a.) That it will acquire all necessary right of way, station grounds and other grounds and will complete its railway from Regina to a point on the South Saskatchewan River at or near Saskatoon and thence northward to Prince Albert, the first mentioned portion being hereinafter called the first section, and the other portion the second section, within the meaning of the said recited Act of Parliament of the Dominion of Canada, fifty-two Victoria, chapter five,—the said railway, including the bridge across the river, at or near Saskatoon, to be constructed in such a manner and the portions of it at such respective times as to entitle the Qu'Appelle Company to the payment of the eighty thousand dollars per annum for the whole period mentioned in the said Act,—the whole line with all necessary appurtenances, not including rolling stock to be constructed of such character and dimensions and with such curves and gradients and in all other respects of such a standard as is specified in the schedule hereto annexed marked "B," and the same having been agreed upon between the President of the Pacific Company and the contractor who is to construct the road.

(b.) As soon as the first section, namely, that portion of the road between Regina and the said point at or near Saskatoon, is completed, the Qu'Appelle Company shall transfer and deliver the possession and control thereof to the Pacific company ; and as soon as the second section, namely, that portion of the railway between Saskatoon and Prince Albert, is completed, the Qu'Appelle Company shall transfer and deliver the possession and control over such second section to the said Pacific Company ; and the Qu'Appelle Company agrees to transfer and deliver the first section by the first day of July, 1890, and the second section by the first day of November, 1890.

(c.) The Qu'Appelle Company hereby covenants and agrees to permit the Pacific Company to control and manage, and work and operate the said line of railway from Regina to

Saskatoon, and thence to Prince Albert as the sections are transferred until the first day of February, 1896, this period being hereinafter referred to as "the term aforesaid," the Pacific Company paying all expenses of maintenance and operation, and taking for its own benefit all earnings, except those from the conveyance for the Government of the men, mails, stores, supplies, material, &c., which the Qu'Appelle Company may not be entitled to receive under the said contract with the Government, and to take also so much of the last mentioned earnings, if any, as the Government may be liable to pay under the said agreement after taking into account the previous advances; and further that during the term aforesaid, the Pacific Company shall, for the purposes of controlling, managing and operating the said line and its appurtenances, have quiet possession of the same free from disturbance by the Qu'Appelle Company, or any person or persons lawfully claiming by, through or under them.

(d.) To secure the Pacific Company against any loss that it may sustain in maintaining and operating the road as aforesaid and in performing the said services for the Government as aforesaid, the Qu'Appelle Company hereby grants and conveys to the Pacific Company the right to receive from the Crown 200,000 acres of land out of the subsidy which is to be granted to it in pursuance of the said recited Statute passed in that behalf, and of the said Orders in Council relating thereto,—such land to be of a quality and value equal in average to the remainder of the land subsidy to be granted to the Qu'Appelle Company under the said Statutes and Orders in Council in respect to the whole line of its railway,—the said two hundred thousand acres to be disposed of from time to time by the Pacific Company at its option, but in no case at a price less than one dollar and fifty cents per acre without the written consent of the Qu'Appelle Company,—the net proceeds to be held as security for the loss, if any, which the Pacific Company may sustain in maintaining and operating the road as aforesaid. And the Qu'Appelle Company will execute any further assurance or conveyance which may be deemed necessary by the Pacific Company to make such security valid and effectual; provided that proper accounts are to be kept in regard to such proceeds and such losses, and that interest shall be allowed on balances from time to time due at the rate of five per cent. per annum—single interest.

(e.) The Qu'Appelle Company shall not issue any bonds secured directly or indirectly on its land subsidies or any portion of such land subsidies, except so much of those lands, if any, as shall be actually taken for the line of railway and stations.

(f.) The Qu'Appelle Company shall not issue bonds secured upon its railway or any of its other properties to a greater extent in the aggregate, including those already issued, than fifteen thousand dollars per mile of its railway, from Regina to

Prince Albert, to be completed and transferred to the Pacific Company as aforesaid, but if the bonds already issued are taken up others to the same amount may be issued in their place. All the bonds hereafter issued to contain a proviso that they shall be redeemable at ten per cent premium on their face value on the first of February, 1896, upon the Qu'Appelle Company giving six months' previous notice of their intention to redeem, by publication in the *Times*, and one other daily newspaper published in London, England.

(g.) The Qu'Appelle Company agrees that the Pacific Company, having given seven months' notice in writing to the Qu'Appelle Company of their intention so to do, shall be entitled, on the first day of February, 1896, to redeem all the bonds of the Qu'Appelle Company at ten per cent premium on their face value, and covenants that such bonds shall not exceed \$15,000 per mile of its line as aforesaid, and that such ten per cent. premium shall entitle the Pacific Company to the said bonds free from any claim for interest in respect of any period prior to the date of redemption above mentioned, and that the Qu'Appelle Company will give the notice mentioned in the next preceding clause.

(h.) If the Pacific Company exercise its option to redeem the bonds at the price aforesaid, and if it becomes legally authorized to take the same the Qu'Appelle Company covenants that it will procure to the Pacific Company a transfer free of all cost of the capital stock of the Qu'Appelle Company, and that the Qu'Appelle Company shall, forthwith, cause to be transferred to nominees of the Pacific Company the whole capital stock of the Qu'Appelle Company to be held by them until the date for such option has expired, provided that in default of the Pacific Company exercising the option they shall re-assign the said stock as hereinafter provided.

(i.) In the event of the Pacific Company exercising its option to redeem the said bonds at ten per cent premium as herein provided, the Qu'Appelle Company shall transfer and convey, by an indenture valid and sufficient for that purpose, to the Pacific Company, or, at the option of the latter, to trustees, for its benefit, all the rights and equities which the Qu'Appelle Company shall, in the meantime, have become entitled to in the portion of the subsidy lands retained by the Government by way of security for advances under the agreement with the Government hereinbefore referred to as Schedule "A," and also the right to the proceeds of the lands, if any shall be sold in the meantime, also any control or management of the sales which the Qu'Appelle Company may have the right to exercise,—it being the intention of this agreement that if the Pacific Company exercise its right to redeem the bonds as aforesaid it shall be entitled to all the advantages which, under the said agreement, the Qu'Appelle Company would have been entitled to upon an adjustment of the account with the Government at the end of the period mentioned in the agreement with the Government.

(j.) The Qu'Appelle Company shall, if the Pacific Company be or become duly authorized to acquire the same, on demand transfer to it by such instrument as may be valid and sufficient for that purpose the equity of redemption in the railway and all other the properties charged with the payment of any bonds issued by the Qu'Appelle Company: Provided, however, that if the Pacific Company does not exercise the option of redeeming the bonds as aforesaid, it shall re-convey the equity of redemption in the railway and other properties which may be mortgaged as aforesaid as security for the said bonds to the Qu'Appelle Company.

2. The Pacific Company in consideration of the foregoing covenants and agreements on the part of the Qu'Appelle Company, covenants as follows:—

(a.) The payment by the Qu'Appelle Company of the interest on all the said bonds which may be issued as aforesaid up to and including the first day of February, A.D., 1896, being first satisfactorily assured to the Pacific Company, it will enter into possession of the railway of the Qu'Appelle Company as the sections of the same are respectively completed and transferred as aforesaid, and will, during the continuance of this agreement, (using its own rolling stock and furniture) maintain, manage, work and operate the said roads in a sufficient manner for the service of the public, and perform all services which the Qu'Appelle Company might be liable to do under the agreement, a copy of which is hereto annexed (Schedule "A"), entered into between it and the Government of Canada concerning transportation over the said line and in all respects as it would do if the owner thereof, and with such charter or statutory rights, privileges, duties and obligations as the Qu'Appelle Company now has; and will observe and perform such duties and obligations as the said Qu'Appelle Company would be bound to do if this agreement were not made; and that during the term aforesaid it will neither do nor omit to do any act whereby the privileges, rights and franchises of the Qu'Appelle Company might become subject to forfeiture or impairment; and that it will, during the said term, supply its own rolling stock, tools and furniture sufficient for the efficient operation of the line, and the performance of the said services as aforesaid, and that it will maintain and keep the said railroad in good repair during said term; that it will not, without the consent of the Qu'Appelle Company, change the location of any line or branch nor cease to operate the same: that it will, during the continuance of the agreement pay in due season all taxes and assessments that may, after it so receives possession of the railroad and property and during the term aforesaid, be levied or become chargeable thereon, or upon the Qu'Appelle Company by reason of its ownership thereof: that it will create no liens or incumbrances upon the said railroad or property or any part thereof by way of mortgage or otherwise and will indemnify and save harmless the Qu'Appelle Company

against all liability, actions, damages or losses which may arise from or on account of any act or omission of the Pacific Company, its agents and employees; and at the expiration of the said term or previous termination of this agreement will return the said road and property in as good condition in all respects as when received by it hereunder, reasonable wear and tear excepted, and will also surrender to the Qu'Appelle Company, in good condition, all betterments or improvements made during the continuance of this agreement, reasonable wear and tear excepted.

(b.) That it will at all times keep full and accurate account of all moneys received and disbursed and will render the Qu'Appelle Company a statement of such receipts and disbursements and will permit the Qu'Appelle Company or the Honorable Donald MacInnes and Messrs. E. B. Osler and G. R. Pugsley or their representatives, full and ample inspection of all books and accounts and vouchers in any wise appertaining to the maintenance, management and operation of the railway covered by this agreement.

(c.) If the Pacific Company does not exercise the option of redeeming the said bonds at the time aforesaid then, after failure so to do, the Pacific Company covenants that its nominees holding the stock of the Qu'Appelle Company as above provided shall, on demand, transfer the same to the nominees of the said Honorable Donald MacInnes, E. B. Osler and G. R. Pugsley.

(d.) The Pacific Company assents to the schedule of specifications marked "B" and agrees to take over the line in sections, when constructed to the standard of such specifications, and within the respective times aforesaid.

(e.) The Pacific Company further agrees in consideration of the benefit to be derived from the early construction of the line and the Pacific Company's interest therein to carry men, material, plant and supplies for the Qu'Appelle Company, its contractors or agents, until the time before mentioned for completion of the line to Prince Albert at the rates mentioned in the accompanying schedule marked "C."

3. It is mutually agreed between the Companies as follows :

(a.) Both companies are to unite in endeavoring to procure any legislation which may be necessary to give effect to this agreement, and shall take all steps necessary to make the same legal and valid and binding upon the respective companies.

(b.) If the 200,000 acres of land or the proceeds thereof shall prove insufficient to ensure the Pacific Company against any loss in operating the line of the Qu'Appelle Company under this agreement, the Qu'Appelle Company shall not be liable in respect of such deficiency, the intention being that the said two hundred thousand acres of land shall stand as a security to the Pacific Company for any loss that may be incurred during the operation of the line of the Qu'Appelle Company under this agreement, and that if the said two hundred thousand acres of land or the proceeds thereof are more than sufficient

to cover such losses then the Qu'Appelle Company shall have returned to it any land or the proceeds of the sales thereof that may be remaining, but that in no event shall the Qu'Appelle Company be liable to the Pacific Company for any deficiency beyond the two hundred thousand acres of land or the value thereof.

(c.) It is understood and declared that the Qu'Appelle Company may transfer one half of the land subsidy that it obtains from the Dominion Government from time to time as it shall be earned, to any person or persons whatever as it may deem proper; and after the whole line from Regina to Prince Albert is constructed that it may, in addition, convey one sixth more of the said land subsidies, excepting out of such one sixth the said two hundred thousand acres of land which are to be conveyed to the Pacific Company by way of security as already specified.

In witness whereof the said companies have duly executed this agreement under their respective seals and attested by the signatures of the President and Secretary of each company respectively.

The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

[Seal] (Signed) H. C. HAMMOND,
President.
(Signed) R. A. SMITH,
Secretary.

The Canadian Pacific Railway Company.

[Seal] (Signed) W. C. VANHORNE
President.
(Signed) C. DRINKWATER,
Secretary.

SCHEDULE "A."

Referred to in the annexed agreement.

This agreement made between Her Majesty the Queen hereinafter called "the Government" and herein represented and acting by the Rt. Hon. Sir John Macdonald, G. C. B., Acting Minister of Railways and Canals of Canada, and the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, hereinafter called "the Company", witnesses:

1. WHEREAS the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company have become entitled to a land grant by the Dominion Government under the Acts 48 and 49 Vict. chap. 60, and 50 and 51 Vict. chap. 23, to the extent of six thousand four hundred per mile of their Railway, making a total of about two million two hundred and eight thousand acres, and the first twenty miles of the said Railway, namely, from Regina to the foot of Long Lake having been completed, the said Company propose to continue the same to some point on the Saskatchewan River near Saskatoon and thence northward to Prince Albert.

2. And WHEREAS by an Act of the Parliament of the Dominion of Canada, 52 Vict., chap. 5, assented to on the 2nd day of May, 1889, it was enacted that the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years and may pay for such services, during the said term, eighty thousand dollars per annum, in manner following, that is to say:—

The sum of fifty thousand dollars to be paid annually on the construction of the Railway to a point at or near Saskatoon,—such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert,—such payment to be computed from the date of such last mentioned completion; provided, that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

3. AND WHEREAS in view of the fact that the speedy construction of a line of railway direct from Regina, into the Saskatchewan District, is a matter of very great importance in the interest of the public and of the Government, both as affecting the maintenance of good order in the northern districts of the North-West and the development of the rising centres in those districts including Prince Albert and Battleford, and of the country along the route to be traversed, and also as affecting an important reduction to the Government in the cost of transport of men, supplies, materials and mails, therefore the Government, under the authority of the said Act, has agreed to enter into this contract with the company.

Now therefore this indenture witnesses: That the Government and the company have agreed and do hereby agree as follows:—

1. That the company hereby bind and oblige themselves to complete the said railway to a point on the Saskatchewan River near Saskatoon by the first day of November 1890, and to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, and carry by their regular trains for the Government for a period of twenty years, all mails, men, supplies and materials of every description and kind required for the public service from any point on the said projected railway to any other point thereon without delay, such carriage to be upon such requisition or instruction from the Government or from any officer thereof as shall hereafter from time to time be designated by the Government.

2. In consideration thereof, and with a view to assisting the company to make the financial arrangements necessary for the construction of the said railway to Saskatoon or some other point on the South Saskatchewan River at or near Saskatoon, and to continue the same to Prince Albert, the Government hereby binds and obliges itself to pay each year to the said

company the sum of eighty thousand dollars lawful money of Canada, (if paid in Canada or its equivalent in sterling money if paid in England) for the period of twenty years, in manner following, that is to say :—

The sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon,—such payment to be computed from the date of the completion of the railway to such point, and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert,—such payment to be computed from the date of such last mentioned completion, subject to the said recited provision in the said Act contained ; and that such annual amounts shall be payable in equal half-yearly payments, commencing at the expiration of the six months from the dates of such completion as aforesaid and thereafter in half-yearly payments on such days in each year as may be agreed upon between the Government and the Company, and to be made at such places in the the City of London, England, or Montreal, Canada, as shall be fixed by the company.

And the said sum of \$80,000 per annum shall be applied in payment or on account of the rates chargeable as hereinafter provided for the said transport.

3. Such mails, men and materials, supplies and other things to be so carried by the company at rates and charges not exceeding five cents per mile, for passengers and for freight not exceeding twenty-five per cent over the rates now authorized to be charged by the Manitoba and North-West Railway Company,—which rates shall not be altered, reduced or modified for the period of six years from the date of this agreement, except at the request of the company.

4. And it is hereby further agreed that the company may assign the said several half-yearly payments composing the twenty yearly payments of eighty thousand dollars each, to any trustee or trustees who may be appointed to hold the same by way of security for any bond or other securities which may be issued by the company in respect of their railway and after due notice to the Government of such assignment, the said several half-yearly payments shall be made to such Trustee or Trustees for the benefit of the holders of such bonds or other securities.

5. If, in any year during the pendency of this contract, the amount which the company shall earn thereunder by the work of transport, hereby contracted for, shall exceed the said sums so payable to the company or to such Trustee or Trustees, in respect of such year, the surplus of such earnings over that sum shall be applied to cover the deficiency or deficiencies of former years if there be any, and if there be no such deficiency such surplus shall be paid to the company.

6. By way of indemnity to the Government, in case the amount earned by the company for such services should not amount to the sums paid by the Government in any year, the Government, as the land grant of the company is earned from

time to time, shall retain one-third of the land grant so earned which shall be held by the Government as a first charge or lien securing the repayment of any such deficiency, and shall issue to the company patents for the remaining two-thirds thereof.

7. A complete adjustment of account, comprising all transactions entered into or made between the Government and the company under this agreement, shall be made every year and interest, if any, shall be computed at the rate of four per cent. per annum upon each annual deficit from date of such deficit until the amount due to the Government is paid.

8. If during the said period of twenty years, the Government sell any land included in the land grant so retained, or if the same is sold by the company with the consent of the Government, patents therefor shall be issued to the purchaser upon payment to the Government of the prices for which said land has been sold: it being distinctly understood and agreed that the Government, in the event of any deficiency, shall retain the whole proceeds of the sale of any portion of the said one-third acres so retained until the expiration of the said period of twenty years, allowing interest thereon at the rate of four per cent. per annum, but in the event of no deficiency the Government may if they see fit cause to be returned to the Company a pro rata proportion of the land so retained.

9. The Government and the company shall, from time to time, fix and determine the price at which such lands shall be sold, such price to be not less than \$1.50 per acre.

10. At the end of such period of twenty years, if, on accounting on such basis, the balance be against the company, the company shall make good any such balance to the Government.

In witness whereof the said Company have caused their corporate seal to be affixed hereto, and these presents to be signed by the President of the said company, and the said Minister hath hereunto set his hand and caused these presents to be sealed and countersigned by the Secretary of the Depart-

ment of Railways and Canals, this fifth day of August A.D. eighteen hundred and eighty-nine.

(Signed) T. G. SHAUGHNESSY,
President.

Signed on behalf of the Company, in }
presence of

(Signed) G. A. D. MACDONALD. }

(Signed) C. DRINKWATER [Seal],
Secretary.

(Signed) JOHN A. MACDONALD,
Acting Minister of Railways and Canals.

(Signed) A. P. BRADLEY [Seal],
Secretary.

Signed by the Minister and the Secretary of }
Railways and Canals, in presence of

(Signed) JOSEPH POPE,
witness of signature of Sir John Macdonald. }

(Signed) H. A. FISSIAULT,
as to signature of A. P. Bradley. }

(Signed) H. C. H.

(Signed) C. D.

SCHEDULE B.

Referred to in the annexed agreement.

THE QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILROAD AND STEAMBOAT COMPANY.

Specifications and Description for the construction of the same.

1st. The Railway shall be a single track line with gauge four feet eight and one-half inches, with necessary sidings.

2nd. The alignments, gradings and curvature shall be the best the physical features of the country will admit of, the maximum grade not to exceed sixty-five (65) feet to the mile, and the curvature not to be of less radius than nine hundred and fifty-five feet.

3rd. In all wooded sections the land must be cleared to the width of not less than fifty (50) feet on each side of the centre line, all brush and logs must be completely burnt and none thrown on the adjacent land.

4th. All stumps must be grubbed out within the limits of cuttings under three feet in depth, or embankments less than two feet in height.

5th. All stumps must be close cut where embankments are less than four feet and more than two feet in height.

6th. In settled districts the Railway must be enclosed with substantially built legal fences, of wire or wood, with the necessary gates and crossings to accommodate the farmers, but not more than eight lineal miles of fencing shall be required.

7th. Road crossings with sign boards shall be provided at all existing public highways crossing the Railway on a level with the rails and cattle guards where fencing is necessary.

8th. The width of cuttings at formation level shall be not less than twenty (20) feet, embankments not less than fourteen (14) feet when settled into place.

9th. Efficient drainage must be provided by open ditches and under-drains.

10th. All bridges, culverts and other structures must be of ample size and strength for the purpose intended, piers and abutments of truss bridges must be on well driven piles.

11th. Open beam and box culverts and trestle bridges must be of tamarack, spruce or pine timber and constructed according to Canadian Pacific standard plans. Superstructure of truss bridges may be of sound white pine or straight grained spruce timber. Spruce not to be used in the stringers of any structures.

12th. The rails shall be of steel weighing not less than fifty-six (56) pounds per lineal yard of approved section and with most approved angle fish plates.

13th. The Railway must be well surfaced with prairie loam or other suitable material in the form and manner adopted by the Canadian Pacific Railway on its prairie sections. The sleepers to be six inches face by six inches thick and eight (8) feet long, 2,600 to the mile.

14th. Through sidings one-quarter of a mile in length between switches must be provided at suitable places and as nearly as practicable at average distances of nine miles apart with an additional siding of the same length at Saskatoon and Prince Albert, together with the necessary sidings for engine houses and turntables, switch stands, frogs, connecting rods, &c., to be of C. P. R. standard.

At intervals of eighteen miles, as nearly as practicable, station houses with living rooms for agent and section gang (separate accommodation for each) also Canadian Pacific prairie standard water tank with necessary power, coal sheds of 400 tons and 250 tons capacity must be provided at Saskatoon and Prince Albert respectively.

Engine sheds C. P. R. standard at Saskatoon, Prince Albert and Regina, 4 stalls at Saskatoon and 2 stalls at Prince Albert and Regina respectively, bricked inside between studding. Turntables at each of the three points.

15th. Any differences to be decided by Mr. H. D. Lumsden.

16th. The object and intent of the whole being to secure a good and properly built prairie railway ready for working, but without rolling stock, tools or furniture.

The above will be satisfactory to the Canadian Pacific Railway Company.

July 23rd, 1889.

(Signed) W. C. VAN HORNE,

President.

The above memo. is satisfactory to the Department of Railways and Canals.

(Signed) JOHN A. MACDONALD.

July 25, 1889.

(Signed) H. C. H.
(Signed) C. D.

SCHEDULE C.

Referred to in the annexed agreement.

Rails, fastenings and spikes, gross tons, $\frac{3}{4}$ cent per ton per mile, Port Arthur to Regina— $\frac{1}{2}$ cent per ton per mile east of Port Arthur.

Ties, posts, piles, telegraph poles,—net tons. Bridge and station timber, $\frac{6}{10}$ cent per ton per mile from west of Calgary, $\frac{8}{10}$ cent per ton per mile from east of Winnipeg.

Supplies, teams, contractors' outfit going and returning, 40% less than tariff west of Port Arthur.

Men going and returning, $1\frac{1}{2}$ cent per mile, in parties of five or more.

Coal, Medicine Hat to Regina at $\frac{6}{10}$ cent per net ton per mile and actual cost to Co. at Medicine Hat.

After the Canadian Pacific Railway Company take over the line from Regina to a point on the South Saskatchewan, near Saskatoon, and during the construction of the line from that point to Prince Albert, the following rates shall govern:—

Men in parties of five or more, one cent per mile.

Construction materials and outfit in car loads, sixty-five hundredths of a cent per ton per mile. Gross tons in the case of rails and fastenings, net tons in the case of other freight.

Materials and supplies less than car load forty-five per cent less than Long Lake Railway distance tariff.

(Signed) H. C. H.
(Signed) C. D.



53 VICTORIA.

CHAP. 83.

An Act respecting the Wood Mountain and Qu'Appelle Railway Company.

[Assented to 16th May, 1890.]

Preamble.

WHEREAS it is expedient to extend the time for the completion of that portion of the railway of the Wood Mountain and Qu'Appelle Railway Company, between its point of intersection with the line of the Canadian Pacific Railway Company and Fort Qu'Appelle: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

52 V., c. 66, s.
4 repealed.

1. Section four of the Act passed in the fifty-second year of Her Majesty's reign, chapter sixty-six, is hereby repealed, and in lieu thereof it is hereby enacted that the Company shall complete its line of railway between its point of intersection with the line of the Canadian Pacific Railway Company and Fort Qu'Appelle, on or before the first day of August, one thousand eight hundred and ninety-two, and shall complete not less than fifty miles each year thereafter, and the whole line of railway, as defined by section one of the said Act, within seven years of the passing of this Act, and that otherwise the powers granted by the Acts relating to the Company shall cease and be null and void as respects so much of the railway as then remains uncompleted.

Time for completion extended.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 84.

An Act to incorporate the Calgary and Edmonton Railway Company.

[Assented to 24th April, 1890.]

WHEREAS a petition has been presented praying for the incorporation of a Company to construct and operate a railway 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:—

1. James Ross, Edmund B. Osler, Herbert C. Hammond, William McKenzie, Nicol Kingsmill, Herbert S. Holt, and Donald D. Mann, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of "The Calgary and Edmonton Railway Company," hereinafter called the Company."

2. The head office of the Company shall be in the city of Montreal.

3. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches from a point on the line of the Canadian Pacific Railway Company, within the town of Calgary, to a point at or near Edmonton, with power to extend southerly to the International boundary between Canada and the United States, and northerly to the Peace River.

4. The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

5. The capital stock of the Company shall be one million dollars, and may be called up by the directors, from time to time, as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed.

6. The annual general meeting of the shareholders shall be held on the first Wednesday in October in each year.

Number of directors.

7. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Amount of bonds, &c., limited.

8. The Company may issue bonds, debentures, or other securities, to the extent of twenty-five thousand dollars per mile of the railway and branches, and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Agreements with another company.

9. The Company may enter into an agreement with the Canadian Pacific Railway Company for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :

Sanction of the shareholders.

And of the Governor in Council.

Notice of application for approval.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the electoral districts through which the railway of the Company hereby incorporated runs, and in which a newspaper is published.

Powers as to vessels, docks, elevators, &c.

10. The Company may own, construct, charter and navigate steamboats and other vessels upon the Red Deer, North Saskatchewan and Athabasca rivers, and upon other rivers and streams tributary thereto; and may construct, own, lease and use docks, warehouses, grain elevators and other works for facilitating transportation upon the said rivers or streams, or any of them.



53 VICTORIA.

CHAP. 85.

An Act to amend the Act to incorporate the Alberta Railway and Coal Company.

[Assented to 26th March, 1890.]

WHEREAS the Alberta Railway and Coal Company has, Preamble.
by its petition, prayed for an Act to amend, as hereinafter set forth, the Act incorporating the said Company passed in the fifty-second year of Her Majesty's reign, Chapter fifty, 52 V., c. 50. 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:

1. If deemed expedient, the Company may construct the line of railway described in section three of the Act cited in the preamble to this Act, with a gauge of three feet, notwithstanding the provision contained in the said section; and if so constructed may, at any time thereafter, widen the said line of railway to the standard gauge of four feet eight and one-half inches. Gauge of railway may be changed.

2. The Company may buy, lease, acquire, sell and mortgage coal and other mineral lands and mines, and may mine coal and other minerals, and may manufacture and sell the products of such mines and lands; provided always, that the Company shall not buy, lease or acquire more than twenty thousand acres of land. Mines, &c

3. Notwithstanding anything contained in the eleventh section of the hereinbefore cited Act, it is hereby enacted that, in the event of the acquisition by purchase or lease, in whole or in part, of the railway and works, capital stock, assets, rights, privileges, property and franchises of the North-Western Coal and Navigation Company, Limited, as authorized by the said section, it shall not be obligatory on the Alberta Railway and Coal Company to charge themselves with the application of the proceeds arising under such purchase or lease, but such application and subsequent proceedings shall be governed by the terms of "*The Companies' Acts, 1862 to 1880,*" of the In the event of the purchase of property of N.W. Coal & Nav. Co., certain Imperial Acts to govern.

Imperial Parliament of the United Kingdom, under which Acts the said North-Western Coal and Navigation Company, Limited, was incorporated.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 86.

An Act to incorporate the Brandon and South-Western Railway Company.

[Assented to 26th March, 1890.]

WHEREAS a petition has been presented praying for the Preamble
incorporation of a Company to construct and operate a railway, and for other purposes, 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 :—

1. David Hyssop, George R. Crowe, George H. Campbell, Incorporation.
Horace Edgar Crawford, William A. Macdonald and Colin H. Campbell, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate, under the name of "The Brandon and South- Corporate
Western Railway Company," hereinafter called the Com- name.
pany.

2. The head office of the Company shall be in the city of Head office.
Winnipeg.

3. The Company may lay out, construct and operate a rail- Line of rail-
way of the gauge of four feet eight and one-half inches, com- way described.
mencing within township one, ranges twenty-three or twenty-four west of the principal meridian in Manitoba, at a point to be hereafter determined by the Governor in Council, distant at least one quarter of a mile in a northerly direction from the international boundary line between Canada and the United States, thence running north-easterly to a point on the main line of the Canadian Pacific Railway at or near the city of Brandon.

4. The persons mentioned by name in the first section of Provisional
this Act are hereby constituted provisional directors of the directors.
Company.

5. The capital stock of the Company shall be five hundred Capital stock
thousand dollars, and may be called up by the directors from and calls
thereon.
time

time to time, as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed.

Annual general meeting. **6.** The annual general meeting of the shareholders shall be held on the second Monday in September in each year.

Number of directors. **7.** At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Proxies. **8.** Notwithstanding the provision contained in section fifty-five of "*The Railway Act*" the directors may vote and act by proxy,—such proxy to be held by one director only; but no director shall hold more than two proxies, and no meeting of directors shall be competent to transact business, unless at least three directors are present thereat in person,—the remaining number of directors required to form a quorum being represented by proxies:

Date of proxy. **2.** No appointment of a proxy to vote at any meeting of the directors shall be valid for that purpose, unless it has been made or renewed in writing within one year next preceding the time of such meeting.

Amount of bonds, &c., limited. **9.** The Company may issue bonds, debentures or other securities to the extent of twenty thousand dollars per mile of the railway and branches; and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Agreement with another company. **10.** The Company may enter into an agreement with the Canadian Pacific Railway Company for conveying or leasing to such company the railway of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such Company, on such terms and conditions as are agreed upon, and subject to such conditions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy, and that it has also received the approval of the Governor in Council:

Sanction of the shareholders.

And of the Governor in Council.

Notice of application for approval.

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the counties through which the railway of the Company hereby incorporated runs and in which a newspaper is published.

11. The Company may acquire by purchase or lease in whole or in part the works, capital stock, assets, rights and privileges, powers, property and franchises of the Manitoba Coal Company, Limited, upon such terms and conditions as are agreed upon by the directors of the said companies,—and for such purposes may, in addition to all other powers of the Company, issue ordinary shares paid up or otherwise, or may create and issue preferential shares bearing interest not exceeding eight per cent per annum ; and the present share capital of the Manitoba Coal Company, Limited, shall thereupon be called in and cancelled :

Property of Manitoba Coal Co. may be acquired.

2. The agreement for such purchase or lease shall provide that all Acts relating to the Manitoba Coal Company, Limited, shall be respected, and that all obligations entered into by that company shall be carried out by the Brandon and South-Western Railway Company, who may be sued therefor, and that the rights and privileges of any bondholder or of any person in respect of either company shall in no way be impaired by such purchase or lease :

Rights saved

3. Such agreement shall not be valid until it has been ratified by two-thirds of the votes at general or special meetings of the shareholders of each company duly called for the purpose of considering the same,—at which meetings shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy.

Ratification by shareholders.

12. Upon the ratification of the said agreement in the manner above mentioned the works, capital stock, assets, rights and privileges, powers, property and franchises of the Manitoba Coal Company, Limited, shall, without any formal conveyance thereof, be vested in the Brandon and South-Western Railway Company, and any suit, action or proceeding pending or judgment existing, at the time when such agreement takes effect, by or against either company may be continued and completed and enforced by or against the Brandon and South-Western Railway Company.

Effect of ratification.

13. The Company may also issue mortgage bonds upon the rights or interests of the Company to lands granted or allotted in aid of the construction of its railway, and such issue shall be made under the provisions of sections ninety-three, ninety-four, ninety-five, ninety-six and ninety-seven of “*The Railway Act*,” and such bonds may be styled land grant bonds.

Land grant bonds may be issued.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 87.

An Act respecting the Columbia and Kootenay Railway and Navigation Company.

[Assented to 24th April, 1890.]

Preamble.

WHEREAS a petition has been presented stating that the Columbia and Kootenay Railway and Navigation Company has undertaken the works hereinafter described, and that it will facilitate its financial arrangements if it can lease such works to the Canadian Pacific Railway Company, and praying that authority so to do may be conferred by the Parliament of Canada; 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:—

Interpretation.
“The Company.”

1. In this Act the expression “the Company” means the body politic and corporate heretofore created by an Act of the Legislature of the Province of British Columbia, under the name of “The Columbia and Kootenay Railway and Navigation Company.”

Declaratory.

2. The following works, being those which the Company by its said Act of incorporation is empowered to undertake, own and operate, are hereby declared to be works for the general advantage of Canada, that is to say: A railway from the outlet of Kootenay Lake, in British Columbia, through the Selkirk Range of Mountains, to a point on the Columbia River as near as practicable to the junction of the Kootenay with the Columbia River in that Province; a line of steamers and other vessels for the purpose of carrying freight and passengers to and fro from that point on Kootenay River where the southern boundary of British Columbia intersects the said river, thence down the said river to Kootenay Lake, and through and throughout the said lake and its navigable tributaries and outlets; a line of steamers suitable for passenger and freight traffic, and other vessels, upon the Columbia River, to and fro from the point on the Columbia River where the Columbia and Kootenay Railway terminates, to Revelstoke;

Works of the Company.

telegraph and telephone lines along and in connection with the said railway and its branches and routes travelled by steam-boats; and wharves, docks, elevators, warehouses, station houses, offices and such other buildings as are found requisite in carrying on the business connected with any of such works, —all which works are hereinafter referred to in the aggregate as “the said works.”

3. Nothing herein contained shall be construed in any way to affect or render inoperative any of the provisions of the said Act of incorporation which authorized the Company to undertake, own and operate the said works as aforesaid; but hereafter the same shall be subject to the legislative authority of the Parliament of Canada, and the provisions of “*The Railway Act.*”

Act of local Legislature to remain valid.

But the works subject to Parliament.

4. The said works, or any part or parts thereof, may be leased by the Company to the Canadian Pacific Railway Company on such terms and conditions, and for such period or periods, as are agreed upon between the boards of directors of the two companies; Provided that the lease has been first sanctioned by the consent, in writing, of every shareholder of the Company, and by the Governor in Council; or failing such consent of every shareholder, then by two-thirds of the votes of the shareholders present or represented at a special general meeting duly called for the purpose, and by the approval of the Governor in Council, after notice of the proposed application therefor has been published in the *Canada Gazette*, and in a newspaper published at Vancouver, in British Columbia, for at least four weeks previous to the hearing of such application.

Works may be leased to the C. P. R. Co.

Sanction of shareholders and of Governor in Council.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 88.

An Act to amend the Act to incorporate the Saskatchewan Railway and Mining Company.

[Assented to 24th April, 1890.]

Preamble.

52 V., c. 66.

WHEREAS the provisional directors of the Saskatchewan Railway and Mining Company have, by their petition, prayed that an Act may be passed to amend, as hereinafter set forth, the Act incorporating the Company, 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:—

Section 3 amended.

1. Sub-section one of section three of the Act passed in the fifty-second year of Her Majesty's reign, chapter fifty-six, is hereby repealed, and the following substituted therefor:—

Line of railway described.

3. "The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches from a point at or near Dunmore station, or Medicine Hat, on the Canadian Pacific Railway, thence northerly to a crossing of the South Saskatchewan River at or near Drowning Ford, thence across the Red Deer River near its mouth, thence by the best route to a crossing of the South Saskatchewan River at or near Saskatoon, thence running north-easterly to a point at or near Fort à la Corne and to a crossing of the Saskatchewan River at or near the Grand Bend, thence north-easterly to a point of junction with the projected line of the Winnipeg and Hudson Bay Railway Company.

Number of provisional directors.

2. The members of the provisional board of directors may add three others to their number.

Time of commencement extended.

3. The time for the commencement of the railway of the Company is hereby extended for two years from the passing of this Act; and if the railway is not then commenced, the powers granted by the said Act and this Act shall cease and be null and void.



53 VICTORIA.

CHAP. 89.

An Act respecting the North-Western Coal and Navigation Company, Limited.

[Assented to 26th March, 1890.]

WHEREAS the North-Western Coal and Navigation Company, limited, has, by its petition, prayed that certain additional powers, as hereinafter set forth, be conferred on the Company, 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:—

1. Section two of the Act passed in the forty-seventh year of Her Majesty's reign, chapter seventy-four, is hereby amended by adding the following sub-section thereto:—

"2. The Company may also lay out, construct and operate an extension of its line of railway from Lethbridge to Fort McLeod, and thence towards the Crow's Nest Pass to a point, to be hereafter determined by the Governor in Council, distant at least seven miles in an easterly direction from the boundary of the Province of British Columbia; and the extension authorized by this sub-section shall be completed on or before the first day of December, one thousand eight hundred and ninety-five, otherwise the powers granted for the construction of the said extension shall cease and be null and void as respects so much of the said extension as then remains uncompleted."

2. Section ten of the hereinbefore cited Act is hereby repealed.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 90.

An Act to amend the Act to incorporate the River Detroit Winter Railway Bridge Company, and to change the name of the Company to the River Detroit Railway Bridge Company.

[Assented to 24th April, 1890.]

Preamble.
51 V., c. 91.

WHEREAS the River Detroit Winter Railway Bridge Company has, by its petition, prayed that the Act incorporating the Company be amended 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 :—

Section 4 amended.

1. Section four of the Act passed in the fifty-first year of Her Majesty's reign, chapter ninety-one, is hereby amended by striking out the word "winter" in the second line thereof.

Section 13 amended.

2. Sub-section two of section thirteen of the said Act is hereby repealed, and the following sub-sections are substituted therefor :—

Details of construction.

"2. The bridge shall be a high-level bridge and have not more than two piers located in the river,—which piers shall not exceed each forty feet at the surface of the water ; and there shall be a clear waterway between such piers of not less than one thousand feet, and one opening of not less than seven hundred and fifty feet on each side of the main opening, and they shall be so placed as to best accommodate the navigation of the said river ; and the said bridge shall not be less than one hundred and forty feet high above high water mark, measuring to the bottom chord of the bridge :"

Lights.

"3. From sundown until sunrise, lights shall always be maintained by the Company on the piers of the bridge, to guide vessels approaching the same from either direction, and the Company shall, during the construction of the said bridge put up and maintain at night during the season of navigation a good and sufficient light at each end of every cofferdam erected by it, which light shall be placed at least five feet above the said dams or piers :"

“ 4. For assisting the passage of any vessel or raft between the piers, the Company shall, at all times, keep in readiness a steam-tug suitable for towing the said vessels or rafts between the said piers whenever requested so to do by the officers of such vessels or rafts, without charge ; and the Company shall be liable to pay the owners of any vessel or raft, or of the cargo or freight thereof all damages they may respectively sustain by reason of any neglect in respect of any of the foregoing provisions.”

Steam-tug.

Damages.

3. The bridge shall be commenced within three years and completed within five years from the time of the passing of this Act, otherwise the powers hereby granted shall cease and be null and void.”

Time for construction limited.

4. The name of the Company is hereby changed from “ The River Detroit Winter Railway Bridge Company ” to “ The River Detroit Railway Bridge Company ; ” but such change in name shall not, in any way, alter or affect the rights or liabilities of the Company, nor in any wise affect any suit or proceeding now pending, either by or against the Company, or judgment existing, which, notwithstanding such change in the name of the Company, may be prosecuted or continued, completed and enforced as if this Act had not been passed.

Change of name.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 91.

An Act relating to the Canada Southern Bridge Company.

[Assented to 26th March, 1890.]

Preamble.

40 V., c. 63.

45 V., c. 87.

49 V., c. 90.

WHEREAS the Canada Southern Bridge Comyany has, by its petition, represented that by the Act fortieth Victoria, chapter sixty-three, it was authorized to construct, maintain, work and manage a tunnel under the Detroit River from a point in the township of Anderdon, in the county of Essex, at or near the town of Amherstburg, towards Grosse Isle, in the State of Michigan, and that the time limited for the completion of such tunnel was extended by the Acts forty-fifth Victoria, chapter eighty-seven, and forty-ninth Victoria, chapter ninety, and that it is necessary that the time limited for the completion of such tunnel be extended beyond the period limited by the said recited Acts, and has prayed for the passing of an Act for that purpose, 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:—

Time extend-
ed.

1. The period limited by the said Acts for the completion of the said tunnel is hereby extended for ten years from the passing of this Act.

OTTAWA: Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 92.

An Act to incorporate the Interprovincial Bridge Company.

[Assented to 24th April, 1890.]

WHEREAS a petition has been presented praying for the Preamble.
incorporation of a company to construct, maintain and operate a bridge across the Ottawa river, between the cities of Ottawa and Hull, 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:—

1. John R. Booth, the Honorable Francis Clemow, Senator, Incorporation.
Charles Magee, P. H. Chabot, Francis McDougall, C. H. Mackintosh, George Hay, James MacLaren, Alexander MacLean, A. W. Fleck, E. J. Chamberlin, George H. Perley, William Anderson, J. W. McRae and Etienne Leblanc, all of the city of Ottawa, C. E. Hickey, M.P., and J. P. Whitney, of Morrisburg, John Bryson, M.P., of Fort Coulonge, Frank Scott, M.D., and Louis N. Champagne, of the city of Hull, H. J. Beemer, John S. Hall, Q.C., Edwin Hansen, Frank Brennan and S. W. Foster, all of the city of Montreal, Hugh McMillan, M.P., and J. B. A. Mongenais, both of Rigaud, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of Corporate name.
“The Interprovincial Bridge Company,” hereinafter called the Company.

2. The head office of the Company shall be in the city of Head office.
Ottawa.

3. The Company may erect, construct, work, maintain, Bridge over the Ottawa.
manage and use a railway bridge, with the necessary approaches, over the Ottawa river, from some point in the city of Ottawa between Metcalfe square and the ferry landing, at the foot of St. Patrick street, or from some point on the Rideau Canal within the limits of the city of Ottawa, to some point in the city of Hull; and may construct and arrange the said bridge Carriage and foot bridge.
or the use of foot passengers and vehicles, or either, as and

Railway connection.

As to lands vested in Her Majesty.

Plans of bridge to be approved by Governor in Council.

Lights.

Use of bridge by connecting railways.

No discrimination in rates.

Arbitration in case of disagreement.

Provisional directors.

Capital stock and calls thereon.

whenever they deem advisable; and may also, to connect the said bridge with existing and future lines of railway in the city of Ottawa and in the city of Hull, or either, lay out, construct and operate one or more lines of railway; but the Company shall not take possession of, use or occupy any lands vested in Her Majesty, except with the consent of the Governor in Council, and in accordance with the provisions contained in "*The Railway Act*," referring to such lands.

4. The Company shall not commence the bridge or any work thereunto appertaining, until it has 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 and of the lines of railway connecting therewith have been approved by the Governor in Council, and such conditions as he thinks fit for the public good to impose touching the said bridge and works have been complied with; nor shall any such plans be altered, or any deviation therefrom allowed, except with the permission of the Governor in Council, and upon such conditions as he imposes: Provided always, that from sunset to sunrise, during the season of navigation, suitable lights shall be maintained upon the said bridge to guide vessels approaching the same.

5. So soon as the bridge is completed and ready for traffic, all trains of all railways connecting with the same, now constructed or hereafter to be constructed, and also the trains and cars of all companies whose lines connect with the line of any company so connecting with the said bridge and approaches, shall have and be entitled to the same and equal rights and privileges in the passage of the said bridge, and in the use of the lines of railway of the Company connecting therewith, so that no discrimination or preference in the passage of the said bridge and in the use of the lines of railway of the company connecting therewith, or in tariff rates for transportation, shall be made in favor of or against any railway whose business or trains pass over the said bridge.

6. In case of any disagreement as to the rights of any railway whose business or trains pass over the bridge, and the lines of railway of the company connecting therewith, or as to the tariff rates to be charged in respect thereof, the same shall be determined by the Railway Committee of the Privy Council as provided in section eleven of "*The Railway Act*."

7. The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

8. The capital stock of the Company shall be three hundred thousand dollars, and may be called up by the directors from time to time as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed.

9. The annual general meeting of the shareholders shall be held on the first Wednesday in September in each year. Annual general meeting.

10. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company; and in addition to such number each railway company which enters into an agreement for using or acquiring running powers over the Company's bridge and lines of railway connecting therewith, may appoint one person a director of the Company, and, in the event of the city of Ottawa granting aid to the Company by way of bonus, and if the Company accept the same, then the corporation of the said city may appoint one director. Number of directors. Additional directors.

11. The Company may issue bonds, debentures or other securities to an amount not exceeding five hundred thousand dollars in aid of the construction of the bridge; and such bonds shall be secured by a deed of mortgage on the said bridge; and such deed of mortgage may contain provisions that all tolls and revenues derived from the use of such bridge by other corporations or persons shall be specially charged and pledged as security for such bonds, and may also provide that the Company shall pay to the trustees of such mortgage similar rates and tolls to those fixed for the use of such bridge by similar corporations,—which rates and tolls shall also be charged as security for such bonds. Amount of bonds, &c., limited.

12. The Company may, subject to the provisions contained in sections five and six of this Act, enter into an agreement with any bridge company, or with any railway company whose railway connects with the bridge or the lines of the Company leading thereto, for conveying or leasing to such company the railways and bridge of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council; provided further that no such lease shall be authorized unless and until the Railway Committee of the Privy Council have sanctioned the terms thereof, after the corporation of the city of Ottawa have had an opportunity of being heard before the said Railway Committee in reference to such lease: Agreements with other companies. Sanction of the shareholders. And of the Governor in Council. And of the railway committee.

2. Such approval of the Governor in Council shall not be signified until after notice of the proposed application therefor has Notice of application for approval of

Governor in Council.

has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in each of the cities of Ottawa and Hull.

Certain railway companies may take stock, &c.

13. Any railway company whose line now runs or which hereafter runs its trains to or from any point at or near the said cities of Ottawa or Hull, or runs its trains in connection with any such railway, may, with the consent of a majority of its shareholders, loan its credit to the corporation hereby created, or may subscribe to or become owner of the stock thereof, in like manner and with like rights as individuals, notwithstanding any Act of the Parliament of Canada to the contrary.

Time for construction of bridge.

14. The bridge shall be commenced within two years and completed within five years from the passing of this Act; and in default of the performance of either of these conditions the powers hereby granted shall cease and be null and void as respects such of the works as then remain uncompleted.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 93.

An Act to incorporate the Montreal Bridge Company.

[Assented to 24th April, 1890.]

WHEREAS a petition has been presented praying for the Preamble.
incorporation of a company to construct and operate a railway and general traffic bridge across the River St. Lawrence, from a point on the south shore, in the parish of Longueuil, to a point in St. Mary's ward, in the city of Montreal, with one or more lines of railway on each side of the river to connect the said bridge with the railway systems terminating there, 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:—

1. The Honorable Joseph Rosaire Thibaudeau, Senator, Incorporation.
Andrew F. Gault, George B. Burland, A. Macpherson, Duncan McIntyre, Antoine Rousseau, Raymond Préfontaine, M.P., Henry Hogan, James R. Wilson, Joseph C. Robert, Cléophas Beausoleil, M.P., Em. St. Louis, Charles N. Armstrong, F. E. Came, Arthur Hurteau, Joseph Moïse Dufresne, George Wilfred Parent, Damase Parizeau, president of the Chambre de Commerce, all of the city of Montreal; Alphonse Charlebois, of Quebec; Samuel T. Willett, of Chambly; Cyrille Doyon, M.P., of St. Isidore; Louis H. Massue, of Varennes; Honorable Jean Bte. Guevremont, Senator, of Sorel; George Ball, Mayor of Nicolet; Honorable François Xavier O. Méthot, M.L.C., of St. Pierre les Becquets; Timothy J. Sullivan, and A. N. Brady, of the city of Albany, New York, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate, under the name of Corporate name.
“The Montreal Bridge Company,” hereinafter called the Company.

2. The head office of the Company shall be in the city of Head office.
Montreal.

3. The Company may lay out, construct, work, maintain, Bridge over the St. Lawrence.
manage and use a railway and general traffic bridge, with the necessary

Railway connecting. necessary approaches, over the river St. Lawrence, from a point on the south shore in the parish of Longueuil, to a point in St. Mary's ward, in the city of Montreal, and may also lay out, construct and operate one or more lines of railway to connect the said bridge with any existing or future lines of railway on either or both sides of the river St. Lawrence, and from the said bridge to the station or depot which the Company may erect in the city of Montreal :

Tolls. 2. The tolls to be charged for the passage of foot passengers and carriages shall, before being imposed, first be submitted to and approved of, and may be amended and modified from time to time, by the Governor in Council, but the Company may at any time reduce the same ; and a notice showing the tolls authorized to be charged shall, at all times, be posted up in a conspicuous place on the said bridge.

Plans of bridge to be approved by Governor in Council. 4. The Company shall not commence the bridge or any work thereunto appertaining until it has 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 and of all the approaches thereto have been approved by the Governor in Council, and such conditions as he thinks fit for the public good to impose touching the said bridge and works have been complied with ; nor shall any such plans be altered, or any deviation therefrom allowed, except with the permission of the Governor in Council, and upon such conditions as he imposes ; Provided always, that the main channel of the river St. Lawrence shall be crossed by a single span, that no piers shall be placed in any part of the river between Ile Ronde and the North Shore, and that there shall be a clear headway of one hundred and seventy feet from the ordinary high water level of the main channel to the lower chord of the bridge for a width of not less than eight hundred feet :

Navigation not to be obstructed. 2. The Company shall, when presenting its plans for approval, and before such approval is signified, furnish the Governor in Council with a certified copy of a resolution passed by the Council of the city of Montreal, approving of the location of so much of the works of the Company as pass through or over any of the streets of the said city.

Location to be approved by city of Montreal. 5. So soon as the bridge is completed and ready for traffic, all trains of all railways connecting with the same, now constructed or hereafter to be constructed, and also the trains and cars of all companies whose lines connect with the line of any company so connecting with the said bridge and approaches, shall have and be entitled to the same and equal rights and privileges in the passage of the said bridge, so that no discrimination or preference in the passage of the said bridge and approaches, or in tariff rates for transportation, shall be made in favor of or against any railway whose trains or business pass over the said bridge.

Use of bridge by connecting railways. No discrimination in rates.

6. In case of any disagreement as to the rights of any railway whose business or trains pass over the bridge, or as to the tariff rates to be charged in respect thereof, the same shall be determined by the Railway Committee of the Privy Council, as provided by section eleven of "*The Railway Act.*" Arbitration in case of disagreement.

7. Honorable J. R. Thibaudeau, Andrew F. Gault, Henry Hogan, Antoine Rousseau, R. Préfontaine, J. R. Wilson, C. N. Armstrong, T. J. Sullivan and J. C. Robert, are hereby constituted provisional directors of the Company. Provisional directors.

8. The capital stock of the Company shall be three million dollars, and may be called up by the directors from time to time as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed. Capital stock and calls thereon.

9. The annual general meeting of the shareholders shall be held on the first Wednesday in October in each year. Annual general meeting.

10. At such meeting the subscribers for the capital stock assembled who have paid all calls due on their shares shall choose nine persons to be directors of the Company, one or more of whom may be paid directors of the Company. Number of directors.

11. The Company may issue bonds, debentures or other securities to an amount not exceeding three million dollars in aid of its undertaking; and such bonds shall be secured by a deed of mortgage on the said undertaking; and such deed of mortgage may contain provisions that all tolls and revenues derived from the use of the bridge and other works of the Company by other corporations or persons shall be specially charged and pledged as security for such bonds, and may also provide that the Company shall pay to the trustees of such mortgage similar rates and tolls to those fixed for the use of such bridge by similar corporations,—which rates and tolls shall also be charged as security for such bonds. Amount of bonds, &c. limited.

12. The Company may, subject to the provisions contained in sections five and six of this Act, enter into an agreement with any municipality or bridge company, or with any railway company whose railway connects with the bridge or the lines of the Company leading thereto, for conveying or leasing to such municipality or company the railways or bridge of the Company hereby incorporated, in whole or in part, or any rights or powers acquired under this Act, as also the surveys, plans, works, plant, material, machinery and other property to it belonging, or for an amalgamation with such company, on such terms and conditions as are agreed upon, and subject to such restrictions as to the directors seem fit; provided that such agreement has been first sanctioned by two-thirds of the votes at a special general meeting of the shareholders duly called for the purpose of considering the same,—at which meeting shareholders Agreements with other companies.

Sanction of shareholders.

And of the Governor in Council.

Notice of application for approval.

holders representing at least two-thirds in value of the stock are present in person or represented by proxy,—and that it has also received the approval of the Governor in Council :

2. Such approval shall not be signified until after notice of the proposed application therefor has been published in the manner and for the time set forth in section two hundred and thirty-nine of "*The Railway Act*," and also for a like period in one newspaper in the city of Montreal.

Certain railway companies may take stock, &c.

13. Any railway company whose line now runs or which hereafter runs its trains to or from any point at or near the city of Montreal or the parish of Longueuil, or which runs its trains in connection with any such railway, may, with the consent of a majority of the holders of its stock, loan its credit to the corporation hereby created, or subscribe to or become owner of the stock thereof, in like manner and with like rights as individuals, notwithstanding any Act of the Parliament of Canada to the contrary.

Time for construction of bridge.

14. The bridge shall be commenced within three years and completed within seven years from the passing of this Act; otherwise the powers hereby granted shall cease and be null and void as respects such of the works as then remain uncompleted.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 94.

An Act to incorporate the Shore Line Railway Bridge Company.

[Assented to 26th March, 1890.]

WHEREAS a petition has been presented praying for the incorporation of a Company to construct and operate a railway bridge, 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:—

1. Russell Sage, Richard J. Cross, Giles E. Taintor, Sidney Shepherd, Horace M. Ruggles, Frank Todd and Hugh H. McLean, together with such persons as become shareholders in the Company thereby incorporated, are hereby constituted a body corporate under the name of "The Shore Line Railway Bridge Company," hereinafter called the Company.

2. The head office of the Company shall be in the town of St. Stephen, in the Province of New Brunswick.

3. The Company may lay out, construct, complete, maintain, work, manage and use a railway bridge, with the necessary approaches, over the St. Croix River, from some convenient point in or near the town of St. Stephen above the wharves, to a point in or near the city of Calais, in the State of Maine, one of the United States, as near as practicable to the Ferry Point bridge, so as not to interfere with navigation, or from a point in Milltown above the town of St. Stephen to a point on the American shore of the river, and connect the same with any railways in the said State; and may also, to connect the said bridge with existing and future lines of railway in the county of Charlotte, in the said Province, lay out, construct and operate one or more lines of railway, not exceeding six miles in length, of the gauge of four feet eight and one-half inches; but it shall not commence the actual erection of the said bridge until an Act of the Congress of the United States, or an Act of the Legislature of the State of Maine, has been passed authorizing

rizing or approving the bridging of the said river, nor until the executive of the United States has consented to and approved such bridging; but the Company may, in the meantime, acquire the lands, submit their plans to the Governor in Council, and do all other things authorized by this Act, except the commencement of the actual construction or erection of the bridge.

Plans to be submitted to Governor in Council.

4. The Company shall not commence the bridge, or any work thereunto appertaining, until it has 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 have been approved by the Governor in Council, and such conditions as he thinks fit for the public good to impose touching the said bridge and works have been complied with; nor shall any such plans be altered, or any deviation therefrom allowed, except upon the permission of the Governor in Council, and upon such conditions as he imposes; provided always, that from sunset to sunrise, during the season of navigation, suitable lights shall be maintained upon the said bridge to guide vessels approaching the same.

No deviation.

Lights.

Amalgamation with a U. S. company.

5. The Company may, after obtaining the sanction of the Governor in Council in the manner provided in section two hundred and thirty-nine of "*The Railway Act*," and subject to the provisions contained in sections six and seven of this Act—

(a.) Unite with any other company incorporated in and under the laws of the State of Maine or of the United States in building the bridge and its approaches, and in working, managing, maintaining and using the same, and may enter into any agreement with such company respecting the construction, maintenance, management and use of the said bridge and its appurtenances;

Amalgamation with a Canadian company.

(b.) Unite with any other company incorporated under the laws of Canada or of the Province of New Brunswick, or with any body corporate, in building the said bridge and approaches and in maintaining, working, managing and using the same, and may enter into any agreement with such company or corporation respecting the construction, maintenance, management and use thereof.

No discrimination to be made in rates of toll.

6. So soon as the bridge is completed and ready for traffic, all trains of all railways connecting with the same, either in Canada or the United States, now constructed or hereafter to be constructed, and also the trains and cars of all companies whose lines connect with the line of any company so connecting with the said bridge and approaches, shall have and be entitled to the same and equal rights and privileges in the passage of the said bridge, so that no discrimination or preference in the passage of the said bridge and approaches, or in tariff rates for transportation, shall be made in favor of or against any railway whose business or trains pass over the said bridge.

7. In case of any disagreement as to the rights of any railway whose business or trains pass over the bridge, or as to the tariff rates to be charged in respect thereof, the same shall be determined by the Railway Committee of the Privy Council as provided in section eleven of "*The Railway Act.*"

Arbitration in case of disagreement.

8. In case the State of Maine or the United States at any time provide for the appointment of a commission for regulating the working of the bridge, the use thereof and the compensation to be made therefor, and for settling any dispute in respect thereof, the Governor in Council may join in the appointment of the said commission on such terms as he thinks proper, and appoint one or more persons as members of the said commission; and the decisions of the said commissioners shall first be submitted to the Governor in Council, and if approved of shall thereafter be final and conclusive to the extent to which the same are final and conclusive by virtue of the provisions made by the State of Maine or the United States.

Appointment of commission to regulate use of bridge.

9. The persons mentioned by name in the first section of this Act are hereby constituted provisional directors of the Company.

Provisional directors.

10. The capital stock of the Company shall be one million of dollars, and may be called up by the directors from time to time as they deem necessary; but no one call shall exceed ten per cent on the shares subscribed.

Capital stock and calls thereon.

11. The annual general meeting of the shareholders shall be held on the second Wednesday in July of each year.

Annual general meeting.

12. At such meeting the subscribers for the capital stock assembled, who have paid all calls due on their shares, shall choose seven persons to be directors of the Company, one or more of whom may be paid directors of the Company.

Number of directors.

13. The Company may issue bonds, debentures or other securities to an amount not exceeding five hundred thousand dollars in aid of the construction of the bridge; and such bonds shall be secured by a deed of mortgage; and such deed of mortgage may contain provisions that all tolls and revenues derived from the use of such bridge by other corporations or persons shall be specially charged and pledged as security for such bonds, and may also provide that the Company shall pay to the trustees of such mortgage similar rates and tolls to those fixed for the use of the bridge by similar corporations,—which rates and tolls shall also be charged as security for such bonds.

Amount of bonds, &c., limited.



53 VICTORIA.

CHAP. 95.

An Act respecting the Calgary Water Power Company, Limited.

[Assented to 24th April, 1890.]

Preamble.

WHEREAS a petition has been presented praying for the passing of an Act to confirm "*An ordinance to incorporate the Calgary Water Power Company, Limited,*" passed at the last Session of the Legislative Assembly of the North-West Territories, and to confer on the Company certain additional powers, 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:—

An ordinance of Assembly of N. W. T. confirmed.

1. The ordinance, number twenty-three passed, in the session of the Legislative Assembly of the North-West Territories, held in the year one thousand eight hundred and eighty-nine, intituled "*An ordinance to incorporate the Calgary Water Power Company, Limited,*" is hereby ratified and confirmed.

Improvement of Bow River and tributaries above Calgary.

2. The Company may improve the Bow River at, opposite to and above Calgary, and the tributaries of the said Bow River above Calgary, by the construction of dams, slides, wharves, piers, booms and other works of a like nature, and by blasting rocks, dredging and removing shoals and other impediments, and by straightening channels and otherwise; provided that every dam shall be constructed with an apron or slide, so as to admit of the passage over the same of such saw-logs and timber as are usually floated down the said waters; but waste gates, brackets or slash-boards may be used in connection with such dams for the purpose of preventing unnecessary waste of water therefrom, and the same may be kept closed when no person requires to pass or float saw-logs, or timber as aforesaid, over any such apron or slide.

Application of certain provisions extended.

3. The provisions of sections eight to thirteen, both inclusive, of the said ordinance are hereby extended to all lands which

the Company requires for the purposes of its business, and to any buildings, erections, improvements and rights of property thereon.

4. In case the Company for the purposes of its business desires to acquire any lands, buildings, erections, improvements or rights of property, being the property of the Crown, or lands reserved for military or naval purposes, or forming any portion of any Indian reserve or lands, or in case any proposed work of the Company is likely to affect injuriously any lands mentioned in this section, buildings, erections, improvements or rights of property, being the property of the Crown, sections eight to thirteen of the said ordinance shall not be applicable; but the Company may acquire the same subject to and in accordance with the provisions contained in sections ninety-nine, one hundred and one hundred and one of "*The Railway Act*," and the expression "the railway" in the said sections shall, with respect to this Act, be construed as meaning the Calgary Water Power Company, Limited, whenever such construction is required to give effect to this Act.

When certain provisions shall not apply.

Lease of Crown lands.

5. All persons may float and transmit saw-logs, timber, rafts and crafts, down the said waters and through and over the Company's constructions and improvements, doing no unnecessary damage thereto or to the banks of the watercourse.

Tolls for timber floated over works.

6. The Company may make rules and regulations for the purpose of regulating the safe and orderly transmission of saw-logs, timber, rafts, and crafts, through or over such constructions or improvements; but no such rules or regulations shall have any force or effect until approved of by the Lieutenant Governor of the North West Territories; and the Lieutenant Governor may revoke and cancel such rules and regulations so made and approved, and from time to time approve of new rules and regulations which the Company makes.

Regulations to be approved by Lieut.-Governor of N.W. T.

7. The word "land" wherever used in this Act shall include land forming the bed of a river or other watercourse.

Interpretation. "Land."

8. All the provisions of "*The Companies Clauses Act*," not inconsistent with the provisions of this Act or of the said ordinance, shall apply to the Company.

"The Companies Clauses Act" to apply.

9. Nothing in this Act contained shall be held to authorize any interference with the navigation of the Bow River, or to authorize the Company to improve the Bow River and tributaries thereof east of the most easterly point of the land heretofore leased by the Government of Canada to the Eau Claire and Bow River Lumber Company.

Savings.



53 VICTORIA.

CHAP. 96.

An Act to grant certain powers to the Chambly Manufacturing Company.

[Assented to 24th April, 1890.]

Preamble.

(Q.) 51-52 V.,
c. 73.

WHEREAS the Chambly Manufacturing Company has, by its petition, represented that it was incorporated by an Act of the Legislature of the Province of Quebec, passed in the session held in the fifty-first and fifty-second years of Her Majesty's reign, chaptered seventy-three, for the purpose, among others, of creating water-powers and constructing dams; that by the sixth section of the said Act it is enacted that the Company shall not erect any dams across the river Richelieu, nor do anything affecting the navigation of the said river, without having first obtained the authority or consent of the Government, or of the Parliament of Canada; and it has prayed for the passing of an Act authorizing it to erect such dams; 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:—

Dams across
the Richelieu.

Navigation
not to be im-
peded.

Plans to be
approved by
Governor-in-
Council.

Liability for
damages.

Conditions
precedent to
commence-
ment of works.

1. The Chambly Manufacturing Company may construct dams across and along the rapids of the river Richelieu, in the Parish of Saint Joseph of Chambly, and extending if necessary from shore to shore of the said river: Provided always, that the navigation of the said river and of the Chambly canal shall not be impeded or interfered with, and that the Company shall not commence the construction of the said dams until the proposed site, plans and details of construction of the said dams, and all necessary information respecting them and the other works appurtenant thereto, have been submitted to, and approved of by, the Governor in Council.

2. The Company shall make good any damage which any person sustains in consequence of the construction of the said dams.

3. Before any of such works are begun or carried on, the Company shall submit surveys, examinations, cross-sections and

and measurements, made by one or more competent engineers, of the various tracts of land and localities required for the purpose of such works or affected by them, as well as plans and profiles of such surveys; and the Company shall also submit a minute report from such engineer or engineers, giving complete and exact information in this respect, and showing more particularly the effect which such works, or any of their divisions, parts or sections, will have upon the current or navigation of other navigable portions of the river affected by the works; and the Company shall lodge the whole in the office of the Minister of Public Works, for the information and sanction of the Governor in Council; and the Governor in Council may thereupon, if he so thinks fit, cause to be made new surveys, examinations, cross-sections and measurements in respect of such works; and no one of such works, or any division, portion or section thereof, shall be commenced or carried on until approved of by the Governor in Council; and the carrying out of such works shall be subject to such conditions and limitations as the Governor in Council then prescribes and orders; and no addition, change or modification shall be made to or in such works, or to or in any of their divisions, portions or sections, without having been, in the same way, first approved of by the Governor in Council, and on and under the same conditions and limitations.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 97.

An Act to incorporate the Rainy River Boom Company.

[Assented to 24th April, 1890.]

Preamble.

WHEREAS William Ryan Thistle, of Ottawa City, Alexander Fraser of Westmeath, in the County of Renfrew, David Low Mather, of Keewatin, John Mather, of Keewatin, and Richard Fuller, of the city of Hamilton, in the Province of Ontario, have petitioned for an Act of incorporation with the object of making certain improvements on the Rainy River for the transmission of saw-logs, square timber and all descriptions of timber down the Rainy River, 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:—

Incorporation.

1. William Ryan Thistle, Alexander Fraser, David Low Mather, John Mather and Richard Fuller, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate, by the name of "The Rainy River Boom Company," hereinafter called the Company.

Corporate name.

Certain works authorized.

2. The Company, upon payment of compensation to any person injured thereby, may acquire, construct and maintain booms, piers and other works in the Rainy River, upon and adjoining the northerly side thereof, commencing at the point where the said Rainy River enters into the Lake of the Woods, thence easterly along the north side of the said river to the foot of the Long Sault rapids on the said river opposite to Itasca County, in the State of Minnesota, for the transmission of saw-logs, square timber, flatted timber, and all descriptions of timber, down the whole course of the river described as aforesaid.

Subject to sanction of Governor in Council.

3. The Company shall, at whatever point on the shores of the Rainy River or islands in the said river they determine it necessary to attach the said booms or construct the said piers and other works, first obtain the formal approval of the Governor in Council of their selection of such point or points, and

of the locations of the said booms, piers and other works, and may then acquire by purchase at each of such points a parcel of land suitable for their purpose. Acquisition of lands.

4. Before the Company proceed with the construction of their booms, piers and works, and of any future alterations or enlargements thereof, plans of the same and of any such proposed amendments thereof shall be made and submitted to and approved of by the Minister of Public Works for the time being. Plans to be submitted for approval.

5. Wherever a boom is permitted to be placed in such a position as to in any way interfere with the channel, the Company shall provide at their own cost and expense a sufficient number of men and there station them for the purpose of opening and closing the trip of the boom, which said trip shall not be less than four hundred and fifty feet in width, and the same shall be opened promptly and so as to cause no delay, and the necessary steps shall be taken for keeping the channel clear for the passage of vessels and rafts; and in addition to any claim against the Company for damages, any officer or servant of the Company in charge of such boom who neglects to carry out the provisions of this section, shall be liable to a penalty not exceeding thirty dollars, which may be recovered before any justice of the peace in a summary manner. Navigation not to be impeded.

6. The persons named in the first section of this Act are hereby constituted provisional directors of the Company and shall hold office as such until the first election of directors under this Act, and may open stock books and procure subscriptions of stock for the undertaking, and may cause surveys and plans to be executed. Provisional directors and their powers.

7. All shareholders in the Company, whether British subjects or aliens, or resident in Canada or elsewhere, shall have equal rights to hold stock in the Company and to vote on the same and to be eligible to office in the Company as directors; but the majority of the directors of the Company shall, at all times, be persons resident in Canada, and subjects of Her Majesty by birth or naturalization. Equal rights of shareholders.

8. The capital stock of the Company shall be fifty thousand dollars, divided into shares of one hundred dollars each. Capital stock and shares.

9. So soon as twenty-five thousand dollars of the capital stock has been subscribed and five thousand dollars *bonâ fide* paid thereon and deposited in one of the chartered banks of Canada to the credit of the Company—and which shall not be withdrawn except for the purposes of the Company,—the provisional directors or a majority of them shall call a meeting of the shareholders of the Company at such time and place as they think proper, giving at least three weeks' notice in the First meeting of shareholders.

Election of directors.

Canada Gazette and in a newspaper published in Rat Portage or Keewatin, and also in a newspaper published in the city of Ottawa,—at which meeting the shareholders shall elect three directors.

Quorum.

10. A majority of the directors shall be a quorum for the transaction of business.

Issue of debentures.

11. The directors of the Company, under the authority of the shareholders to them given at any annual or special general meeting called for the purpose in the manner mentioned in section nine of this Act, attended by shareholders in person or represented by proxy, who represent at least two-thirds in value of the subscribed stock of the Company and who have paid all calls due thereon, may issue debentures for sums of not less than one hundred dollars each, signed by the president and countersigned by the treasurer, and not exceeding in the whole the paid up capital stock of the Company,—which debentures may be secured by mortgage on the works of the Company and tolls thereon.

Powers of the company.

12. The Company may construct, acquire and hold all such booms, piers, vessels, boats, tugs, steamers, matters and things as are necessary to use and employ in and about the towage and salvage of timber, lumber and saw-logs on the said river and lakes in connection therewith.

Company may collect logs, &c.

13. The Company may, having first received the written consent of the respective owners thereof, collect, save, sort and tow all timber, lumber and saw logs found loose upon the Rainy River or stranded upon the shallows and banks thereof, and shall be entitled to be paid reasonable dues and charges therefor.

Tariff of charges; approval and publication thereof.

14. A tariff for all dues and charges, which by this Act the Company are entitled to exact, shall, before being imposed, be first approved of by the Governor in Council and published in the *Canada Gazette*, and in at least one newspaper in Rat Portage or Keewatin, and the Governor in Council may, from time to time, alter and amend such tariff of dues and charges; and no discrimination or preference in the passage of any of the said booms, or in tariff rates, or in towage shall be made in favor of or against the logs of any persons, passing through any of the said booms; and in fixing any rate or toll the Company shall not make any unjust or partial discrimination between different localities or persons.

No discrimination in rates.

Sale of logs, &c., for non-payment of tolls.

15. If any saw-logs, lumber or timber remain in the possession of the Company, and the said tolls, dues and charges are not paid to the Company within ten weeks, the Company may, after giving one month's notice by registered letter addressed to the last known address of the owner and shipper of such saw-

logs, lumber or timber, sell the whole or any part of such lumber, saw-logs or timber, and out of the money arising from such sale, retain the tolls, dues and charges payable thereon, and all charges of such detention and sale, rendering the surplus, if any, or such of the saw-logs, lumber or timber as remain unsold, to the person entitled thereto.

16. The Company may demand from the owner of any saw-logs, lumber or timber, intended to be passed through the works of the Company, or from the person in charge of the same, a written statement of the quantity of saw-logs and of each kind of timber and lumber, and the timber marks thereon, and of the destination of the same.

Statement of quantities to be furnished.

17. The Company may demand and receive the lawful toll upon all saw-logs, lumber and timber which have come through or over any of the works of the Company; and the Company, by its servants, shall, provided no delay is caused thereby in the transmisson thereof, have free access to all such saw-logs, lumber and timber for the purpose of measuring and counting the same.

Double tolls in default.

18. The Company may borrow money for the purposes of their business, and become parties to bills of exchange and promissory notes therefor, for sums not less than one hundred dollars, either as makers, indorsers, drawers, acceptors or holders; and every such note or bill made, drawn, accepted or indorsed by the president or vice-president of the Company, or other officer authorized by the by-laws of the Company, and countersigned by the secretary, shall be binding on the Company; and every such note or bill of exchange so made, drawn, accepted or indorsed, shall be presumed to have been made, drawn, accepted or indorsed with proper authority until the contrary is 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 president or vice-president or secretary or other officer so authorized be individually responsible for the same, unless such promissory note or bill has been issued without proper authority; but nothing in this section shall be construed to authorize the Company to issue any note or bill payable to bearer, or intended to be circulated as money or as the note or bill of a bank.

Borrowing powers; making of promissory notes.

19. The directors of the Company hereby incorporated and of the Rainy Lake River Boom Corporation, incorporated under the laws of the State of Minnesota, may enter into a joint agreement in duplicate under the corporate seals of each of the said corporations for the amalgamation and consolidation of the said corporations, prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the number and names of the directors and other officers thereof, and who shall be the first directors and officers

Amalgamation with a certain other company.

thereof and their places of residence, the number of shares of the capital stock, the amount or par value of each share and the manner of converting the capital stock of each of the said corporations into that of the new corporation, and how and when and for how long directors and other officers of such new corporation shall be elected, and when elections shall be held, with such other details as they deem necessary to perfect such new organization, and the consolidation and amalgamation of the said corporations, and the after management and working of such new organization.

Agreement to be submitted for approval of shareholders.

20. Such agreement shall be submitted to the stockholders of each of the said corporations at a meeting thereof to be held separately for the purpose of taking the same into consideration; notice of the time and place of such meetings and the object thereof shall be given by written or printed notices addressed to each of the persons in whose names, at the time of giving such notice, the capital stock of such corporations stands on the books of such corporations, and delivered to such persons respectively or addressed to them by registered letter if their post office address is known to the secretaries of such corporations, and also by a general notice to be published in a newspaper published in Rat Portage or Keewatin, and St. Paul, in the State of Minnesota, once a week for three successive months; at such meetings of stockholders such agreement shall be considered and a vote by ballot taken for the adoption or rejection of the same,—each share entitling the holder thereof to one vote, and the said ballots to be cast in person or by proxy; and if two-thirds of the votes of all the stockholders of such corporations are for the adoption of such agreement, then the fact shall be certified upon each of the said duplicates by the secretary of each of such corporations under the corporate seals thereof, and if the said agreement is so adopted at the respective meetings of the stockholders of each of the said corporations, one of the duplicates of the agreement so adopted, and of the said certificates thereon, shall be filed in the office of the Secretary of State of Canada, and the other in the office of the Secretary of State of the State of Minnesota; and the said agreement shall be published by the Company in the *Canada Gazette*, after which publication the new corporation may transact business; and the said agreement shall from thence be taken and deemed to be the agreement and act of consolidation and amalgamation of the Company and of the Rainy Lake River Boom Corporation; and a copy of such agreement so filed and of the certificates thereon properly certified shall be evidence of the existence of such new corporation.

Proceedings at meetings for such purpose.

Subsequent action if the agreement is approved.

Effect of such agreement.

21. Upon the making and perfecting of the said agreement and act of consolidation as provided in the next preceding section, and the filing and publication of the said agreement as in the said section provided, the several corporations, parties thereto,

thereto, shall be deemed and taken to be consolidated and to form one corporation by the name in the said agreement provided, with a common seal, and shall possess all the rights, powers, privileges and franchises, and be subject to all the disabilities and duties, of each of such corporations so consolidated and united.

22. Upon the consummation of such act of consolidation as aforesaid all and singular the property, real, personal and mixed, and all rights and interests appurtenant thereto, all stock subscriptions and other debts, due on whatever account, and other things in action belonging to such corporations or either of them shall be taken and deemed to be transferred to and vested in such new corporation without further act or deed : Provided however, that all rights of creditors, and all liens, judgments and executions upon or against the property of either of such corporations shall be unimpaired by such consolidation, and that all debts, liabilities and duties of either of the said corporations shall thenceforth attach to the new corporation and be enforced against it to the same extent as if the said debts, liabilities and duties had been incurred or contracted by it ; and provided also, that no action or proceeding, legal or equitable, by or against the said corporations so consolidated, or either of them, shall abate or be affected by such consolidation, but for all the purposes of such action or proceeding such corporation may be deemed still to exist, or the new corporation may be substituted in such action or proceeding in the place thereof.

Property transferred to new corporation.

Proviso: as to liabilities.

Proviso: as to suits.

23. Chapter sixty-four of the Revised Statutes of Canada shall apply to and be in force upon all streams, rivers and lakes to which the Company's operations extend.

R.S.C., c. 64 to apply.

24. The head office of the Company shall be at the city of Ottawa.

Head office.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 98.

An Act to incorporate the Canada Cable Company.

[Assented to 26th March, 1890.]

Preamble.

WHEREAS certain persons hereinafter named have, by their petition, prayed to be incorporated under the name of "The Canada Cable Company," with power to carry on a submarine electric telegraph business between Canada and the United Kingdom, 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:—

Incorporation.

1. Richard Reid Dobell, of the city of Quebec, John H. R. Molson, the Honorable George A. Drummond, W. C. McDonald and Hugh McLennan, all of the city of Montreal, and Peter Redpath, of London, England, and such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate, by the name of "The Canada Cable Company," hereinafter called the Company; and the above named persons are hereby constituted the provisional directors of the Company.

Corporate name.

Provisional directors.

2. The Company may—

Construction of submarine telegraph cable.

(a.) Construct, equip, work and maintain a line of submarine electric telegraph by means of a cable or cables, or by other means and appliances, from Clew Bay, in Ireland, or any other point in the United Kingdom, through, under and across the Atlantic Ocean to a convenient point in the Province of Quebec, on the north shore of the Gulf of St. Lawrence by way of the Straits of Belleisle, and in, under, upon, over and across any gulf, bay or branch of the sea, or any tidal water, or the shore or bed thereof respectively, so as to reach such point, and there make the necessary land connections for working such line of sub-marine telegraph; and purchase, acquire, lease or charter steamships and other vessels, implements and plant, required for the laying, construction, equipment, maintenance and repair of such line;

Construction of connecting telegraph lines.

(b.) Construct, erect, purchase, lease, let, equip, work and maintain any line or lines of telegraph and telephone to connect

nect the said line of submarine telegraph with any other line or lines of telegraph and telephone in Canada, either by land or by water, and upon, along, across, over or under any public roads, highways, streets, bridges, water-courses or other such places, and any navigable or non-navigable waters; provided that the same shall be so constructed and maintained as not to interfere with the public use of such roads or highways, or injuriously interrupt the navigation or use of such waters and water-courses; and provided always that nothing herein contained shall confer on the Company the right of building a bridge over any navigable water;

Public rights saved.

No bridge to be built over navigable water.

(c.) By its servants, agents or workmen, enter upon any public road, highway, street, bridge, water-course, navigable or non-navigable water or other such places, in any city, incorporated town, village, county, municipality, or other place, for the purpose of constructing, erecting, equipping, working and maintaining its line or lines of telegraph and telephone upon, along, across, over and under the same; and may erect, equip and maintain such and so many poles or other works and devices as the Company deems necessary for making, completing and supporting, using, working and maintaining the system of communication by telegraph and telephone; and may stretch wires and other telegraphic and telephonic contrivances thereon, and, as often as the Company, its agents, officers or workmen think proper, may break up and open any part whatsoever of the said public roads, highways, streets, bridges, water-courses, navigable and non-navigable waters and other like places, subject, however, to the following provisions, that is to say:—

Company may enter upon public roads, &c.

May erect poles.

May stretch wires.

May open up public roads, &c.

(1.) The Company shall not interfere with the public right of travelling on or using such public roads, highways, streets, bridges or water-courses, and other like places, and shall not do any unnecessary damage, nor in any way obstruct the entrance to any door or gateway or free access to any building erected in the vicinity:

Travel, &c., not be obstructed.

(2.) The Company shall not affix any wire less than twenty-two feet above the surface of the street or road, nor erect more than one line of poles along any street or road, without the consent of the municipal council having jurisdiction over the roads or streets of the municipality:

Height of wires above road, &c.

(3.) In all municipalities the poles shall be as nearly as possible straight and perpendicular, and shall, in cities, be painted, if so required by any by-law of the council:

As to poles.

(4.) Whenever, in case of fire, it becomes necessary for its extinction or the preservation of property, that the poles or wires should be cut, the cutting under such circumstances of the poles or any of the wires of the Company, under the direction of the chief engineer or other officer in charge of the fire brigade, shall not entitle the Company to demand or to claim compensation for any damage thereby incurred:

Cutting poles or wires in case of fire.

Liability for damages.

(5.) The Company shall be responsible for all damage which its agents, servants or workmen cause to individuals or property in carrying out or maintaining any of its said works :

As to trees.

(6.) The Company shall not cut down or mutilate any shade, fruit or ornamental tree :

Approval of municipality.

(7.) In all municipalities the opening up of streets for the erection of poles, or for carrying the wires under ground, shall be subject to the direction and approval of the engineer or such other official as the council appoints, and shall be done in such manner as the council directs ; the council may also direct and designate the places where the poles are to be erected in such municipality ; and the surface of the street shall, in all cases, be restored as far as possible to its former condition by and at the expense of the Company :

Company may be required to carry wires underground.

(8.) No Act of Parliament requiring the Company, in case efficient means are devised for carrying telegraph or telephone wires under ground, to adopt such means, and abrogating the right given by this section to continue carrying lines on poles through cities, towns or incorporated villages, shall be deemed an infringement of the privileges granted by this Act :

Workmen to wear badges.

(9.) No person shall labor upon the work of erecting or repairing any line or instrument of the Company without having conspicuously attached to his dress a medal or badge on which shall be legibly inscribed the name of the Company and a number by which he can be readily identified :

Protection of private rights.

(10.) Nothing contained in paragraph (c.) of this section shall be deemed to authorize the Company, their servants, workmen or agents, to enter upon any private property for the purpose of erecting, maintaining or repairing any of their works, without the previous assent of the owner or occupant of the property for the time being :

Lands may be entered upon.

(d.) Enter into and upon the lands of Her Majesty, and of any person or persons or corporations whatsoever, and survey the same or any part thereof, and set out and ascertain such parts thereof as they think necessary and proper for the construction and erection of the said line or lines of telegraph or telephone, and take possession of and use the same for such purpose ; and when the said line or lines shall pass through any wood the Company may cut down the trees and underwood for the space of fifty feet on each side of the said lines, doing as little damage as may be in the execution of the several powers to them hereby granted ; and the Company shall make compensation and satisfaction, whenever required so to do, to the owners or proprietors of, or the persons interested in, the lands so entered upon by the Company, for all damage by them sustained resulting from the execution of all or of any of the powers granted by this Act ; and in case of disagreement arising between the company and any owner or occupier of lands, including the lands of Her Majesty, which the company may take for the purposes aforesaid, in respect to any damage done to the same by constructing the lines through or upon

As to line passing through woods.

Compensation for damages.

Arbitration in case of disagreement.

the same, the company and such owner or occupier shall each choose an arbitrator, which two arbitrators shall choose a third, and the decision on the matter in difference of any two of them in writing shall be final; and if the said owner or occupier, or the agent of the company neglects or refuses to choose an arbitrator within four days after notice in writing, and upon proof of personal service of such notice, or if such two arbitrators, when duly chosen, disagree in the choice of a third arbitrator, in any such case the Minister of Public Works of Canada may nominate any such arbitrator, or such third arbitrator, as the case may be, who shall possess the same power as if chosen in the manner above provided :— .

(e.) Manufacture cables, wires, telegraph and telephone instruments, and other electrical or magnetic instruments, or apparatus connected therewith, and their appurtenances; and acquire by purchase, lease or otherwise the same and all rights relating thereto : Company may manufacture electric apparatus.

(f.) Enter into arrangements with any other telegraph or telephone company for the exchange and transmission of messages, or for the working in whole or in part of the lines of the Company or of any such other company or companies. Working arrangements with other companies.

3. The head office of the Company shall be in the city of Montreal, in the Province of Quebec. Head office.

4. The capital stock of the Company shall be two million five hundred thousand dollars, divided into shares of one hundred dollars each; and the capital stock may be increased to an amount not exceeding five million dollars when authorized by the votes of at least two-thirds of the shareholders present in person or represented by proxy, at a meeting specially called for that purpose,—of which meeting thirty days' notice by circular shall be given to each shareholder. Capital stock and shares. Increase.

5. No one call upon the subscribed capital stock shall exceed twenty-five per cent, nor be made at an interval of less than thirty days from the last preceding call. Calls on shares.

6. So soon as fifty per cent of the capital stock has been subscribed and ten per cent thereon paid in cash, into one of the chartered banks in Canada, to the credit of the Company,—which amount shall not be withdrawn except for the purposes of the undertaking or upon the dissolution of the Company for any cause whatsoever,—the provisional directors shall call a general meeting of the shareholders, after giving notice in the manner provided by "*The Companies Clauses Act*," at which meeting the Company shall be organized and a board of directors elected for the ensuing year; and thereafter the annual general meetings of the shareholders shall be held on the first Tuesday in March in each year; and notice of each meeting shall be sufficiently given by mailing a registered letter to each shareholder's First meeting of shareholders. Election of directors. Annual general meeting. Notice.

shareholder's last known post office address at least six days previous to the date of each meeting.

Notice of special general meetings.

7. In addition to the provisions contained in paragraph (b) of section eleven of the "*The Companies Clauses Act*," notice of all special general meetings shall be sent by mail to the last known post office address of each shareholder, at least fourteen days previous to the day fixed for such meeting, and such notice shall state the object for which such meeting is called, and no business other than that specified in the notice shall be transacted at such meeting.

Number and qualification of directors.

8. The directors shall be five in number, of whom three shall form a quorum, and each of whom must be the holder in his own right of at least fifty shares of the capital stock of the Company, and have paid all calls due thereon.

Borrowing powers.

9. The directors may, when authorized by a by-law for that purpose, passed and approved by the votes of at least two-thirds of the holders in value of the subscribed stock of the Company, present in person or represented by proxy at a special general meeting duly called for considering the by-law, borrow such sum of money, not exceeding the amount of the paid up capital of the Company, as the shareholders deem necessary, and issue bonds or debentures therefor, in sums of not less than one hundred dollars each, at such rates of interest, and payable at such times and places, as is determined, for the purpose of carrying out any of the objects of the Company authorized by this Act; and such bonds so issued shall be and constitute, without registration or other formality, a first hypothec, lien and charge upon such of the property, lines, works and plant of the Company, movable and immovable, of any description and nature whatsoever, as is determined by such by-law; and such bonds may be pledged or sold upon such conditions and at such prices as are determined by by-law, or in default thereof by the directors.

Issue of debentures.

A first charge on the undertaking.

Short title.

10. This Act may be cited as "*The Canada Cable Company's Act*."

Certain provisions not to apply.

11. Section eighteen of "*The Companies Clauses Act*," and section twelve of chapter one hundred and thirty-three of the Revised Statutes of Canada, shall not apply to the Company.

Time for commencement and completion.

12. The Company shall commence the laying of one of its cables within seven years from the passing of this Act, and shall complete and operate the same within ten years from the passing of this Act, otherwise the powers granted by this Act shall cease and be null and void.



53 VICTORIA.

CHAP. 99.

An Act to amend the Act to incorporate the Dominion Mineral Company.

[Assented to 24th April, 1890.]

WHEREAS the Dominion Mineral Company have, by Preamble. their petition, represented that they are about to erect large smelting works in Canada, as authorized by their Act of 52 V., c. 102. incorporation, and have prayed to be authorized to increase the capital stock of the Company for the said purpose, 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:—

1. The capital stock of the Company may be increased by the board of directors. from time to time, to the sum in all of five hundred thousand dollars, in shares of one hundred dollars each, provided that the authorization and consent of all the shareholders of the Company are previously obtained, either by their unanimous vote at a special general meeting duly called and held for that purpose, or by an instrument in writing to that effect executed by all the shareholders.

Increase of capital stock authorized.

Consent of shareholders.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 100.

An Act to incorporate the Dominion Safe Deposit, Warehousing and Loan Company (Limited).

[Assented to 16th May, 1890.]

Preamble.

WHEREAS Wilmot D. Matthews, Henry W. Darling, Sidney F. McKinnon, John I. Davidson, George Byron Smith, Horatio W. Nelson, Jacob Paul Clark, J. Herbert Starr, Robert Kilgour, Alexander Nairn, Thomas McCracken, Eugene O'Keefe, A. Ross and Robert Davies, all of the city of Toronto, in the Province of Ontario, and Malcolm Colin Cameron, of the town of Goderich, in the Province of Ontario aforesaid, have, by their petition, prayed for an Act of incorporation under the name of "The Dominion Safe Deposit, Warehousing and Loan Company (Limited)," to enable them to carry on a business of that description; 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:—

Incorporation.

1. The persons mentioned by name in the preamble to this Act, together with such persons as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate under the name of "The Dominion Safe Deposit, Warehousing and Loan Company (Limited)," hereinafter called the Company.

Corporate name.

Capital stock and shares.

2. The capital stock of the Company shall be one million dollars, divided into shares of one hundred dollars each.

Company may lend money.

3. The Company may lend money to any company, partnership, person or corporate body, upon such terms as are deemed expedient, upon the security of real estate, leases, leasehold property and ground rents, or on the public securities of Canada, or any of the Provinces thereof, or on the security of debentures of any municipal or other corporation issued under any statutory authority, and on the security of stocks, shares and goods warehoused with the Company, and may acquire, by purchase or otherwise, any of the aforesaid property or assets which may have been pledged, mortgaged or hypothecated

cated to the Company as security for any such loan, and may re-sell the same :

2. May act as an agency association for and on behalf of others who entrust them with money for that purpose, and either in the name of the Company or such others lend and advance money to any person upon any of the aforesaid securities, and also guarantee the repayment of the principal or the payment of the interest, or both, of any moneys entrusted to the Company for investment; and, for the purpose of securing themselves against loss upon any guarantee or obligation, or any advance made by the Company, may receive and dispose of any description of asset or security which is conveyed, pledged, mortgaged or assigned to or warehoused with the Company in connection with such guarantee, obligation, or advance :

3. May sell and convey, lease, convert into money, exchange or otherwise dispose of any portion of the assets, estate and effects of the Company :

4. May carry on the business of warehousemen and issue warehouse receipts :

5. May act as a safe deposit company, and be the custodian of jewellery, plate and other valuable property, and of deeds, wills, debentures and other evidences of title or indebtedness :

6. May, for the attainment and performance of the powers hereinbefore mentioned, enter into, make and perform all such contracts and stipulations and agreements, and do all such acts, deeds, matters and things as are necessary for carrying out the same :

7. May acquire, take over and, subject to the provisions of this Act, continue the business of "The Bankers' Safe Deposit, Warehousing and Loan Company of Ontario (Limited) :

8. May become party to promissory notes and bills of exchange for sums not less than one hundred dollars; and every such note or bill made, drawn, accepted or indorsed by the president or vice-president of the Company, or other officer authorized by the by-laws of the Company, and countersigned by the manager, shall be binding on the Company; and every such promissory note or bill of exchange so made, drawn, accepted or indorsed shall be presumed to have been made, drawn, accepted or indorsed with proper authority, until the contrary is 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 president or vice-president, or manager or other officer so authorized, be individually responsible or liable for the same, unless such promissory note or bill of exchange has been issued without proper authority; but nothing herein shall be construed to authorize the Company to issue any note or bill payable to bearer, or intended to be circulated as money or as the bill or note of a bank, or to deal in exchange or issue commercial credits, or to carry on the business of discounting negotiable paper, or to loan money on

warehouse receipts issued by other persons, firms or corporations :

May borrow
money on
mortgage.

9. May, with the authority of a special general meeting of the shareholders evidenced by a resolution passed by a two-thirds majority of the shareholders present or represented at such meeting, borrow money, from time to time, for the purposes of the Company, on mortgage of the property, estate, assets and effects of the Company, or any part thereof, or otherwise, and either including any part of the capital of the Company called or uncalled, or not, or on any bond, investment bond, or debenture payable to bearer, or otherwise, or all or any of them, and at such rate of interest and repayable in such manner as the board determines,—and may thereupon issue mortgages, mortgage debentures, bonds, investment bonds or debentures, promissory notes or bills of exchange, or other instruments, on such terms and conditions, with or without power of sale, and other powers, as the board determines,—provided, that no bond or debenture shall be for a less sum than one hundred dollars,—and may raise money by the creation of debentures or debenture stock, perpetual or otherwise, as deemed expedient ; provided, that no purchaser of a debenture or any debenture of the Company shall be bound to enquire into the reason of any such loan, or of the issuing of any such debenture or debentures, or into the validity of any resolution authorizing the same, or into the purpose for which the loan is wanted ; and the total amount of the mortgages, bonds, debentures and debenture stock, and other loans and advances to the Company, shall not exceed at any time three times the amount of its paid up and unimpaired capital, or the amount of the subscribed capital stock of the Company, at the option of the Company, upon which at least ten per cent has been paid up ; provided always that the Company shall not borrow or receive money by way of deposit :

Debentures.

May promote
companies.

10. May promote or assist in promoting any other company, and for such purpose may subscribe for, buy and sell debentures, mortgage debentures or other securities of such other company, and otherwise may employ the money or credit of the Company in any manner deemed expedient for any such purpose, either by actually employing any portion of the moneys of the Company for any such purpose, or by placing on the market or guaranteeing the issue of, or the payment of interest on, the shares, debentures, mortgage debentures, obligations or securities of such other company,—may purchase insolvent estates or any part thereof, and may sell or otherwise dispose of the assets thereof,—may act as agent in collecting and converting into money, debts, securities and property mortgaged or pledged,—may close and wind up the business of estates, persons, partnerships, associations and corporate bodies, and may do such incidental acts and things as are necessary for such purposes, and may accept the office and perform the duties of a liquidator under “ *The Winding Up Act* :”

May purchase
insolvent
estates and act
as agent or
liquidator.

11. The Company shall not hold any real estate, other than the premises requisite for the carrying on of its business, for a longer period than seven years. Limitation as to real estate.

4. The head office of the Company shall be in the city of Toronto; but agencies or branches may be established elsewhere. Offices of the company.

5. The persons whose names are hereinbefore set forth shall be provisional directors of the Company, of whom the majority shall be a quorum, and may open stock books and procure subscriptions of stock, and shall deposit the payments thereon in a chartered bank in Canada, and withdraw the same for the purposes of the Company only. Provisional directors. Their powers.

6. So soon as two hundred and fifty thousand dollars of the capital stock of the Company have been subscribed and ten per cent paid thereon, the provisional directors shall call a meeting of the shareholders of the Company at some place, to be named, in the city of Toronto,—at which meeting the shareholders present in person or represented by proxy, who have paid not less than ten per cent on the amount of shares subscribed for by them, shall elect the directors; and a further call of ten per cent on the subscribed capital stock of the Company shall be made and paid up within twelve months from such meeting. First meeting of shareholders. Further call.

7. The Company shall prepare and annually transmit to the Minister of Finance a statement, in duplicate, verified by the oath of the president, manager or secretary, setting forth the capital stock of the Company, the proportions thereof paid up, the assets and liabilities of the Company, and such other details as the said Minister requires; and the said statement shall be made up to the thirty-first day of December in each year. Annual statement for Minister of Finance.

8. Section eighteen of "*The Companies Clauses Act*" shall not apply to the Company. Section 18 of R.S.C., c. 118 not to apply.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 101.

An Act to amend the Act to incorporate the Imperial Trusts Company of Canada.

[Assented to 24th April, 1890.]

Preamble.

50-51 V., c. 115.

WHEREAS the Imperial Trusts Company of Canada has, by its petition, prayed that the Act incorporating the Company, passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter one hundred and fifteen, be amended 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:—

Sections 3, 4 and 5 repealed; new sections.

Company may act as tutor, executor, &c.

Adjustment of accounts in such case.

Investment of trust moneys.

1. Sections three, four and five of the said Act are hereby repealed and the following substituted therefor:—

“3. The Company may accept and hold the office of tutor, receiver, trustee, assignee, executor and administrator, guardian of any minor, or committee of any lunatic, if appointed thereto in accordance with the law of any Province in which they may do business, and in so far as under such law they may legally do so; and the accounts of the Company in respect thereof shall be regularly settled and adjusted by the proper officers or tribunals, and the Company may be allowed all proper remuneration and legal, usual and customary costs, charges and expenses for the care and management of any estate or trust so committed to them.”

“4. The investment of trust moneys by the Company shall be (1) upon first mortgages of improved freehold or leasehold property of ample value in the settled portions of Canada; (2) or in the public stocks, funds, or Government securities of the Dominion of Canada, or of any of the Provinces thereof, or guaranteed thereby respectively, or in the bonds or debentures of any municipal corporation (other than towns with a population of less than five thousand, or whose annual rate of assessment exceeds two cents in the dollar, and villages), in any of the said Provinces, or in the public stocks, funds, or Government securities of the United Kingdom, or any of the colonies or dependencies thereof; (3) or as may be directed or limited by the terms of any trust declared or affecting the same, or

the order, judgment, or decree of the court from which the same shall have been received: Provided, however, that nothing herein contained shall prevent the Company from holding foreign or other securities forming part of any trust estate which come into the hands of the Company, and the Company may hold the same subject to the trusts thereof declared, but in case of the realization of any of such securities, the proceeds of the same shall be invested as herein directed, unless otherwise provided in the will, deed or instrument creating the trust.”

Proviso: as to foreign securities.

“5. The moneys and securities of each trust shall always be kept distinct from those of the Company, and in separate accounts, and so marked in the books of the Company for each particular trust as always to be distinguished from any other in the registers and other books of account to be kept by the Company, and so invested that at no time shall trust moneys form part of or be mixed with the general assets of the Company; and the Company shall, in the receipt of rents, and in the overseeing and management of trust and other property, keep distinct records and accounts of all operations connected therewith: Provided always, that in the management of money and property held by the Company as trustee under the powers conferred by this Act the Company may, unless the authority making the appointment shall, at the time of the making of such appointment, otherwise direct, invest the same in a general trust fund of the Company; and provided also, that the total amount of money of any one trust invested in the said general trust fund shall not, at any time, exceed two thousand dollars.”

Moneys of each trust to be kept separate.

Investment of trust moneys in general trust fund.

2. The Company may also guarantee the repayment of the principal or the payment of the interest, or both, of any moneys entrusted to the Company for investment, on such terms and conditions as may be agreed upon.

Guarantee of repayment of moneys.

3. Section nine of the said Act is hereby repealed, and the following substituted therefor:—

Section 9 repealed; new section. Board of directors.

“9. The property, affairs and business of the Company shall be administered and managed by a board of five directors, or such greater number not exceeding nine as the by-laws of the Company determine, one of whom shall be president and one vice-president.”

4. The directors may, by by-law, issue any part of the capital stock, not exceeding five hundred thousand dollars, as preference stock; and such by-law may declare that the holders of the preference shares shall be entitled to receive out of the profits of the Company, as a first charge, a cumulative preferential dividend not exceeding four and one-half per cent per annum, on the amount for the time being paid up on the preference shares held by them respectively, and such by-law may also give such preference shares priority as respects redemption or (in the event of final distribution of assets) repayment of capital:

Preference stock may be issued.

Sanction of shareholders.

2. Such by-law shall not have any force or effect whatever until after it has been sanctioned by a vote of the shareholders, representing at least two-thirds of the issued capital stock of the Company, present in person or represented by proxy, at a general meeting of the Company duly called for considering the same :

Rights of creditors.

3. Nothing in this section contained shall affect or impair the rights of creditors of the Company.

Trust moneys not liable for company's debts.

5. The moneys, properties and securities received or held by the Company under the provisions of this Act, upon trust or as agent of any person or persons, shall not be liable for the debts or obligations of the Company.

Investment of funds.

6. The Company may invest any moneys forming part of its capital or reserve or accumulated profit in any of the securities mentioned in the section substituted by section one of this Act for section four of the Act incorporating the Company, and in bank stocks, or in the bonds or debentures of any incorporated building society or loan company, or on the security of real estate or any interest therein, as the directors deem expedient, and may hold and dispose of the same.

Powers subject to provincial laws.

7. The powers and authority hereby conferred upon and granted to the Company shall not have any force or effect in any Province in any respect in which they are inconsistent with the laws of such Province.

R.S.C., c. 118, s. 39 not to apply.

8. Section thirty-nine of "*The Companies Clauses Act*" shall not apply to the Company.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 102.

An Act to incorporate the National Construction Company.

[Assented to 24th April, 1890.]

WHEREAS a petition has been presented praying for the Preamble.
incorporation of a Company for the purposes and with
the powers 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 :—

1. E. Franklin Clements, Charles F. Frazer, John White, Incorporation.
Honorable J. Edward Addicks, Honorable Linus M. Child,
Frederick L. Clements and Peter W. French, together with
such persons as become shareholders in the Company hereby
incorporated, are hereby constituted a body corporate, under
the name of "The National Construction Company," herein- Corporate
after called the Company. name.

2. The head office of the Company shall be in the town of Head office.
Yarmouth, in the Province of Nova Scotia, or such other place
in Canada as is determined from time to time by by-law of the
Company :

2. Every office in which the Company transacts its business Service of
or any portion thereof shall be deemed to be a domicile of the process on the
Company. company.

3. The Company may carry on the business of miners, and General
of manufacturers of iron and steel in all its branches, and of powers.
constructing, manufacturing and repairing transportation
equipment of all kinds, steamers, vessels, cars and rolling stock,
and of manufacturing and dealing in supplies for the same ;
also the business of carriers of passengers and goods ; and may
do all such things as are incidental and conducive to the carry-
ing on of all or any of the above businesses, and especially may
acquire by purchase, lease or construction all necessary lands,
foundries, docks, shops, wharves, letters patent of inventions,
and patent rights of all kinds in connection with or useful for

As to acquisition of real estate.

any of the above businesses, with all the necessary plant for the manufacture and sale of the same, and all other property, whether real, personal or mixed, which may be deemed necessary or expedient to be owned, engaged, used or employed in carrying on the said businesses; but the Company shall not acquire any real estate merely for the purpose of dealing in the same: Provided, that nothing herein contained shall be construed as enabling the Company to acquire real estate beyond what is reasonably necessary for the carrying on of the businesses as aforesaid.

Purchase of other business.

4. The Company may purchase, take over or otherwise acquire from any other person or company all or any of the businesses which the Company is hereby empowered to carry on, together with the whole or any of the assets, franchises and property, real and personal, movable and immovable, of the seller or sellers thereof, subject to the obligations, if any, affecting the same; and may pay the seller or sellers the price thereof wholly or partly in cash, or wholly or partly in fully paid up shares, or in partly paid-up shares of the Company or otherwise, and also undertake, assume, pay or guarantee all or any of the obligations or liabilities of the seller or sellers, or the obligations affecting the assets and property purchased from time to time.

Holding of stock of another company.

5. The Company may take or otherwise acquire and hold shares in the stock of any other company incorporated or chartered for all or any purposes similar to those of this Company, in payment in part or in whole of any purchase made by the Company under the next preceding section, and may sell, hold, or otherwise deal with the same.

Making of promissory notes, &c.

6. The Company may make, accept, indorse or execute promissory notes and bills of exchange for sums of not less than one hundred dollars each, and warehouse receipts and other negotiable instruments: Provided however, that nothing in this section shall be construed to authorize the Company to issue any note or bill payable to bearer, or intended to be circulated as money, or as the note or bill of a bank.

As to notes payable to bearer.

Borrowing of money and security therefor.

7. The directors of the Company may, from time to time, at their discretion, borrow money for the purposes of the Company, and may secure the repayment of money so borrowed, or any moneys owing by the Company, in such manner and upon such terms and conditions as they see fit, and in particular by the mortgage, pledge, hypothecation or charge of or on any of the property of the Company, or by the issue of bonds or debentures, chargeable or otherwise, on all or any of the assets and property of the Company; and such bonds or debentures may be issued in whole or in part in currency, or in United States dollars, or pounds sterling, or francs: Provided always, that the bonds and debentures issued and outstanding from time to time shall never exceed the then total amount of the paid up capital

Amount of bonds limited.

of the Company; and provided also, that no issue of bonds or debentures shall take place until previously sanctioned by a vote of the shareholders present in person or represented by proxy, and representing two-thirds in value of the shares of the Company, at a special general meeting duly called for that purpose; and provided further, that no bond or debenture shall be for a less sum than one hundred dollars or its equivalent.

8. The capital stock of the Company shall be one million dollars, divided into shares of one hundred dollars each, which shall be applied first to the payment of all costs and expenses incurred in obtaining the passing of this Act, and the remainder for the purposes of the Company; and the said capital stock, after the whole of the authorized capital stock for the time being has been subscribed, may, from time to time, be increased to a sum not exceeding three millions of dollars by a resolution of the shareholders passed at a special general meeting of the shareholders duly called for the purpose of considering the same, and approved at such meeting by a vote of shareholders representing at least a majority in value of the shares of the Company:

Capital stock and shares.

Increase.

2. A call shall be deemed to have been made at the time when the resolution of the directors authorizing such call was passed.

Date of call.

9. The directors may, by by-law, issue one-third of the capital stock as preference stock, giving the same such preference and priority, as respects dividends, and repayment of capital stock in the event of the winding up of the Company, over ordinary stock, as is declared by the by-law:

Preference stock may be issued.

2. Such by-law shall not have any force or effect whatever until after it has been sanctioned by a vote of shareholders representing at least two-thirds of the issued capital stock of the Company, present in person or represented by proxy, at a general meeting of the Company duly called for considering the same:

Sanction of shareholders.

3. Holders of such preference stock shall be shareholders within the meaning of this Act, and shall, in all respects, possess the rights and be subject to the liabilities of shareholders within the meaning of this Act: Provided, however, that as respects dividends and repayment of capital stock in the event of the winding up of the Company, they shall, as against the original or ordinary shareholders, be entitled to the preference given by any by-law as aforesaid:

Rights of holders of preference stock.

4. Nothing in this section contained shall affect or impair the rights of creditors of the Company.

Rights of creditors.

10. The persons named in the first section of this Act shall be the provisional directors of the Company.

Provisional directors.

11. So soon as two hundred and fifty thousand dollars of the said capital stock have been subscribed and ten per cent thereof

First meeting of shareholders.

- thereof paid into one of the chartered banks of Canada,—which amount shall not be withdrawn except for the purposes of the undertaking, or upon the dissolution of the Company for any cause whatsoever,—the provisional directors, or a majority of them, shall call a general meeting of the shareholders of the Company, to be held at Yarmouth or Halifax, at such time as they determine, for the purpose of electing directors, of passing or ratifying the by-laws of the Company, and of organizing the Company generally; and notice in writing signed by the provisional directors calling any such meeting, of the date and place of holding the same, mailed at the post office at Yarmouth or Halifax aforesaid, by registered letter to the address of each shareholder as registered in the books of the Company, not less than ten days previously, shall be deemed sufficient notice of such meeting.
- Notice.
- Number of directors. **12.** The directors shall be not more than twelve nor less than seven in number, of whom a majority shall form a quorum; and no person shall be a director unless he is a shareholder owning twenty shares of stock absolutely in his own right and has paid all calls due thereon.
- Rights of aliens. **13.** All shareholders in the Company, whether British subjects or aliens, or resident of Canada or elsewhere, shall have equal right to hold stock in the Company and shall be eligible to office in the Company.
- Amalgamation with another company. **14.** The Company may unite, amalgamate and consolidate its stock, property, business and franchises with those of any other company or society incorporated or chartered for all or any of the like purposes; and the provisions of sections ninety-eight, ninety-nine and one hundred of "*The Companies Act*," as amended by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty, except in so far as they relate to an amalgamation, union, or consolidation with any building, savings or loan company or society, shall, so far as they are applicable, be incorporated with this Act, form part thereof, and be construed therewith as forming one Act.
- Tramways to connect with railways. **15.** The Company may, subject to any liability to make compensation to persons whose property is injuriously affected, build, construct and operate tramways to be worked by the force and power of animals, steam, electricity, or by mechanical power, to connect the works of the Company with the railways nearest to its works, and for any of such purposes may acquire by gift, agreement, lease or purchase the necessary lands or easements therefor: Provided, that no such tramways shall exceed three miles in length, and no crossing or junction shall be made with any railway without application
- Length limited, &c.

to the Railway Committee for approval thereof under the provisions of "The Railway Act." 51 V., c. 29.

16. Sections eighteen and thirty-nine of "*The Companies Clauses Act*" shall not apply to the Company.

Section 18 and 39 of R.S.C., c. 118, not to apply.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 103.

An Act to incorporate "Belding, Paul & Company, Limited."

[Assented to 26th March, 1890.]

Preamble.

WHEREAS Milo M. Belding, Hiram H. Belding, Alvah N. Belding, Frank Paul and Frederick Birks have, by their petition, represented that they intend to establish in Canada a manufactory of the various products of silk and of the tools and machinery and other articles connected with the said manufacture, and to continue and extend the business heretofore and at present carried on by the commercial firm of Belding, Paul & Company, in the city of Montreal, and elsewhere in Canada, and for these purposes desire to be incorporated under the name of "Belding, Paul & Company, Limited" 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:—

Incorporation.

1. The persons hereinbefore named, and such others as become shareholders in the Company hereby incorporated, are hereby constituted a body corporate, under the name of "Belding, Paul & Company, Limited," hereinafter called the Company.

Corporate name.

Capital stock.

2. The capital stock of the Company shall be five hundred thousand dollars, divided into shares of one hundred dollars each.

Capital stock may be increased.

3. The Company may, at any special general meeting duly called for the purpose, increase the capital stock from time to time, as the wants of the Company require, to a sum not exceeding one million dollars, by a vote of the shareholders then present in person or represented by proxy, holding not less than three-fourths in amount of the subscribed stock of the Company; but the Company shall not increase its capital stock until the whole of its original capital stock has first been *bonâ fide* subscribed and paid up.

4. The Company may manufacture and sell goods composed wholly or in part of silk, cotton or other fibres, and may also manufacture, purchase and sell all machinery, tools, utensils, goods, spools, bobbins and other things used in the manufacture of the same, and may purchase, sell or lease any patent rights connected therewith. Business of the company.

5. The persons named in the preamble of this Act shall be the provisional directors of the Company; and as soon as one-half of the capital stock has been subscribed and ten per cent. paid thereon into some chartered bank in Canada, to the credit of the Company (which deposit shall not be withdrawn except for the purposes of the Company), the provisional directors shall call a meeting of the subscribers for the election of five directors, a majority of whom shall form a quorum; and no person shall be elected or continue a director unless he is the holder of at least ten shares of the capital stock of the Company, and has paid all calls due thereon; and the chief executive officer of the Company and one other director shall be British subjects, and resident in Canada, but it shall not be necessary that the majority of the directors of the Company be British subjects or resident in Canada. Provisional directors. Qualification and election of directors. As to aliens.

6. The chief place of business of the Company shall be in the city of Montreal, in the Province of Quebec, but the Company may establish other offices and places of business elsewhere in Canada: Offices of the company.

2. Every office in which the Company transacts its business or any portion thereof shall be deemed to be a domicile of the Company, so that if any cause of action or suit arises against the Company within the Province or Territory in which such domicile is situated, service of any process, writ or action in such action or suit, may be validly made upon the Company at the said domicile by delivering the same to the person in charge of such office or place of business; Provided, that the domicile of the Company in the Province of Quebec shall be in the city of Montreal aforesaid. Service of process on the company.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 104.

An Act respecting H. H. Vivian and Company, Limited.

[Assented to 16th May, 1890.]

Preamble.

Incorporation of Company in England.

WHEREAS H. H. Vivian and Company, Limited, hereinafter called the Company, have, by petition, represented that they are duly incorporated under "*The Companies Acts, 1862 to 1880,*" of the Imperial Parliament, for the purposes of acquiring, owning, working and disposing of mining properties, and iron and other ores, and also for the purpose of erecting and operating works to smelt, refine or manufacture iron and other ores, and for other purposes incidental thereto, and have acquired mining properties in Canada with a view of working the same, and now desire to have their organization and corporate powers recognized and confirmed by the Parliament of Canada, and also to have power to sell and treat the said ores in such part or parts of Canada or elsewhere as they deem proper, and to hold such real and personal property as is requisite for the purposes of the undertaking, and have prayed for the passing of an Act for the purposes aforesaid; 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:—

Recognition of Company, saving certain rights.

1. The Company shall be and are hereby recognized throughout the Dominion of Canada as a body corporate by and under the name of "H. H. Vivian and Company (Limited);" but such recognition shall not deprive the Company of the power to make such variations in their constitution as they may lawfully make in virtue of "*The Companies' Acts, 1862 to 1880,*" and any statutes of the Imperial Parliament in amendment thereof, or in substitution therefor; and such recognition shall not be deemed to authorize or empower the Company to exercise in the Dominion of Canada any power, or to do any act for the lawful exercise or doing of which an Act of the Parliament of Canada would otherwise have been necessary.

Proviso: as to powers in Canada.

Powers of Company in Canada.

2. The Company are hereby invested with and shall be entitled to all the powers, privileges and rights as a corporation

necessary for the purpose of acquiring by purchase or lease, or both, mines and minerals, and working the same, and also in like manner may acquire and hold all other real and personal property required for the convenient and proper carrying on of their business, and when any such is not further required may sell and dispose thereof.

3. The Company may sell the produce of their mines in any part of Canada or elsewhere and may establish treating or smelting works in any Province of Canada, as in the interests of the Company is found expedient. The same.

4. Service of any process or legal document upon the chief officer or manager of the Company at any office where they carry on business in Canada, or upon the person then in charge thereof, shall be good service and shall bind the Company. Service of process in Canada.

5. The provisions of "*The Companies Clauses Act*," chapter one hundred and eighteen of the Revised Statutes, except sections two, five and six thereof shall not apply to the Company. R.S.C., c. 118, not to apply.

6. A duly certified copy of the memorandum of association of the Company under "*The Companies Acts, 1862 to 1880*," shall be filed in the office of the Secretary of State of Canada within three months from the passing of this Act. Memorandum of association to be filed.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 105.

An Act to incorporate the Grand Orange Lodge of British America.

[Assented to 24th April, 1890]

Preamble.

WHEREAS the persons hereinafter named have, by their petition, prayed to be incorporated under the name of "The Grand Orange Lodge of British America," and it is expedient to grant the prayer of their petition: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Incorporation.

I. W. Clarke Wallace, M.P., Woodbridge; Edward F. Clarke, M. P. P., Toronto; W. W. Fitzgerald, Q. C., London; Thomas B. Collins, Millbrook, Ontario; Clarke Gordon, Sherbrooke, Quebec; Lieutenant-Colonel A. J. Armstrong, St. John, New Brunswick; Reverend James Bleasdall, Sambro, Nova Scotia; E. F. Purdy, Charlottetown, Prince Edward Island; Reverend John Halliwell, M. A., Vankleek Hill, Ontario; Lieutenant-Colonel Honorable Mackenzie Bowell, M. P., Ottawa; Thomas Keyes, J. P., St. Catharines, Ontario; Captain William Anderson, J. P., Mountain View, Ontario; William J. Parkhill, J. P., Midland, Ontario; James Kelly, St. John, New Brunswick; Edward Floody, Clinton, Ontario; Reverend Rural Dean Cooper, B. D., Invermay, Ontario; Reverend Rural Dean Hyland, M. A., Watford, Ontario; Reverend Charles E. Perry, Lloydtown, Ontario; Reverend D. Cascaden, Forest, Ontario; Reverend E. W. Sibbald, Lloydtown, Ontario; Reverend R. A. Rooney, Garden Hill, Ontario; Reverend William Walsh, M. A., Bolton, Ontario; Reverend Francis Ryan, B. D., Florence, Ontario; Reverend James H. Harris, M. A., Weston, Ontario; Reverend William Massey, M. A., Hamilton, Ontario; Reverend W. H. Martin, M. A., Chatham, Ontario; Reverend W. H. A. French, B. A., Cookstown, Ontario; Reverend P. I. Mignott, B. A., Arthur, Ontario; Major James Bennett, Toronto, Ontario; William Johnson, Belleville, Ontario; Ed. T. Scott, Montreal, Quebec; Major H. A. L. White, St. Mary's, Ontario; Captain John Woodward, Sherbrooke, Quebec; J. M. Robinson, Portage la Prairie, Manitoba; Lieutenant-Colonel James

Barr, Covey Hill, Quebec; Captain John Nibbock, Medicine Hat, Assiniboia; William Roxborough, J. P., Fredericton, New Brunswick; Ald. William Nicholson, Hamilton, Ontario; John H. Delamere, Minden, Ontario; Captain Isaac Jekill, Lachute, Quebec; James L. Hughes, Toronto, Ontario; Oronhyatekha, M. D., Toronto, Ontario; Captain Joshua Wright, Hull, Quebec; Honorable Senator Clemow, Ottawa, Ontario; Robert Birmingham, Toronto, Ontario; Major A. J. VanIngen, Newcastle, Ontario; Robert McGlaughlin, Montreal, Quebec; Samuel T. Mosher, J. P., Carleton, New Brunswick; John C. Goss, Shubenacadie, Nova Scotia; M. McLeod, Milton Station, Prince Edward Island; W. J. Kernaghan, Winnipeg, Manitoba; William Johnston, New Westminster, British Columbia; Robert Gordon, Tweed, Ontario; Captain John McCaughey, Cobourg, Ontario; W. M. Lockhart, Everett, Ontario; William White, Tweed, Ontario; John L. Wilson, Wilsoncroft, Ontario; Charles Palling, Allandale, Ontario; James Morrow, Silver Springs, Manitoba; Captain John Gaskin, Kingston, Ontario; William Douglass, Eglinton, Ontario; Captain Stephen Wetmore, Burford, Ontario; John Graham, Toronto, Ontario; William Morton, Campbellford, Ontario; Lieutenant John S. Millar, M. P. P., Napanee, Ontario; David Ewing, Cobourg, Ontario; R. L. Alexander, Moose Jaw, Assiniboia; Henry Perkins, Gorrie, Ontario; Lieutenant-Colonel Richard Tyrwhitt, M.P., Bradford, Ontario; Captain William Adamson, Toronto, Ontario; E. A. Mills, Carleton Place, Ontario; Samuel Hughes, Lindsay, Ontario; Frank Somers, Toronto, Ontario; Alexander McKay, M. P., Hamilton, Ontario; F. W. Johnston, Goderich, Ontario; Major A. Carmichael, Spencerville, Ontario; Edward Cochrane, M.P., Brighton, Ontario; James Thompson, St. Mary's, Ontario; Captain A. J. Sinclair, Cannington, Ontario; W. A. McCulla, M. P., Brampton, Ontario; Joseph Peart, Hamilton, Ontario; George McKnight, Maganetawan, Ontario; Alexander McNeill, M. P., Warton, Ontario; Alexander Hamilton, Riverbank, Ontario; W. H. Taylor, Aurora, Ontario; Thomas C. McAvoy, Balsam, Ontario; George Taylor, M. P., Gananoque, Ontario; A. A. Almas, Hagersville, Ontario; W. H. Lowrie, Russell, Ontario; C. N. Skinner, M. P., St. John, New Brunswick; George Symes, Carlton West, Ontario; George Eady, junior, Renfrew, Ontario; Major John Hoey, Rosemont, Ontario; David Creighton, M. P. P., Toronto, Ontario; John Barr, M. D., Shelburne, Ontario; A. S. McColl, St. Thomas, Ontario; Lieutenant-Colonel William Kerns, M.P.P., Burlington, Ontario; J. J. King, Tara, Ontario; John Baird, Georgetown, Ontario; J. McNeilly, Port Dover, Ontario; D. M. Jermyn, Warton, Ontario; George Lucas, Sarnia, Ontario; B. S. Cook, Fordwich, Ontario; Henry Burnett, Brampton, Ontario; John Lenfesty, junior, Strathroy, Ontario; George W. Monk, M. P. P., South March, Ontario; William Graydon, Streetsville, Ontario; John Scarlett, Leadbury, Ontario; James Marshall, Kingston, Ontario; John A. Bull, Carlton West, Ontario; William Little, Mono Road, Ontario;

- Samuel Hagen, Thessalon; James Orr, Emery, Ontario; J. C. Dixon, Essex Centre, Ontario; Thomas Gilroy, Epping, Ontario; William Rowley, Elmvale, Ontario; Charles Fairbairn, Bobcaygeon, Ontario; and Adam Irwin, Dresden, Ontario, members of the Grand Orange Lodge of British America, together with such persons as become members of the said Grand Lodge, are hereby constituted a body corporate, under the name of "The Grand Orange Lodge of British America," hereinafter called the Association, for the following purposes and objects:—
- Corporate name. (a.) To unite fraternally all persons entitled to membership under the constitution and laws of the Association; and the word "laws" shall include general laws and by-laws;
- Objects of the association. (b.) To give all material aid in its power to distressed members and those dependent upon them;
- Fraternal union. (c.) To educate its members socially, morally and intellectually; and to inculcate loyalty to Queen and country;
- Aid to members. (d.) To enable the Association to establish a fund for the relief of sick and distressed members;
- Education, &c. (e.) To enable the Association to establish a benefit fund, from which, on satisfactory evidence of the death of a member, who has complied with all its lawful requirements, a sum not exceeding three thousand dollars shall be paid to the widow, orphans, dependants, or other beneficiary whom the member has designated or to the personal representative or representatives of the member; or from which, upon the completion of expectancy of life of a member as laid down in the said constitution and laws, such sum shall be paid to himself;
- Relief. (f.) To secure for its members such other advantages as are, from time to time, designated by the constitution and laws of the Association.
- Benefit fund.
- Other advantages.

Head office. **2.** The head office of the Association shall be in the city of Toronto, or such other place in Canada as is from time to time determined by the Association.

Lodges may be established. **3.** Subject to the constitution and laws of the Association, lodges under the names of Provincial Grand Lodges, County Lodges, District Lodges, and Primary Lodges may from time to time be established under the title designated in the warrant constituting such lodges; and the said lodges, if established within Canada, may themselves be and become bodies corporate under such provisions and conditions and with such powers as the Association by its constitution and laws from time to time determines; provided always, that such powers shall not be in excess of those conferred on the Association by this Act; and each of such lodges shall be so incorporated under the corporate name of "The Loyal Orange Lodge number (*giving the number of the lodge*);" and upon being established and before proceeding to act as such corporation, the Association shall cause to be registered at full length, in the registry office of the city, county or registration division within which such lodge is

established, a declaration stating the fact of such establishment, the date of the instrument effecting it and the corporate name of such lodge.

4. The value of the real property which the Association may hold, shall not exceed the sum of two hundred thousand dollars, and in the case of the Provincial Grand Lodges and County Lodges one hundred thousand dollars, and in the case of District Lodges fifty thousand dollars, and in the case of Primary Lodges ten thousand dollars; and the Association may by laws determine the manner in which such real property shall be held and conveyed, subject always to the laws of the Province in which such real estate is situate; provided always, that no part of the benefit funds shall be used in acquiring any such property.

Limitation as to real property.

5. The property of each lodge only shall be liable for the debts and engagements of such lodge.

Liability of branches.

6. The surplus funds of the Association shall be invested in mortgages which are a first charge on land held in fee simple in Canada, or in deposits with or in registered debentures of loan and investment companies incorporated in Canada, or in debentures of municipal or school corporations in Canada, or in securities of the Dominion of Canada or any of the Provinces thereof, or shall be deposited in a chartered bank in Canada; but the Association shall sell such real estate and property as it acquires by the foreclosure of any mortgage, hypothec or lien, within seven years after it has been so acquired, otherwise it shall revert to the previous owner or to his heirs or assigns.

Investment of surplus funds.

As to real estate.

7. Whenever, under the provisions of the laws of the Association, any lodge, incorporated under the provisions of section three of this Act, becomes dissolved, the property of such lodge shall become vested in the Association, and in the case of real estate shall be sold within three years after the dissolution of such lodge, and the proceeds of all such property shall be applied first in liquidation of the debts and liabilities of such lodge, and the surplus, if any, shall form part of the general funds and assets of the Association.

Provision in case of dissolution of lodge.

8. There shall be printed in legible type, and in red ink, upon every policy hereafter issued by the Association, or by the Provincial Grand Lodges, as well as upon every application therefor, and upon every receipt given for payments in connection therewith, the following words: "The insurance undertaken by the Grand Orange Lodge of British America or by the Provincial Grand Lodges comes under the exception contained in section forty-three of 'The Insurance Act,' applicable to fraternal and benevolent associations, and is not subject to Government inspection."

Certain words to be printed on policies, &c.

Penalty for
contravention.

9. Every officer of the Association and every other person who transacts business on behalf of the Association, and who issues, circulates, or uses, or who causes to be issued, circulated or used any policy of insurance or endowment certificate or application for membership, on which the notice provided for in the next preceding section is not printed, shall, on summary conviction thereof before any two justices of the peace, or any magistrate having the powers of two justices of the peace, incur and be liable to the penalties mentioned in the twenty-second section of "*The Insurance Act*;" and every pecuniary penalty so recovered shall be applied in the manner provided by the said section.

Documents to
be filed.

10. Within three months from the coming into force of this Act, a certified copy of the present constitution and laws of the Association, and of its form of insurance policy or contract shall be deposited in the office of the Secretary of State of Canada and of the Superintendent of Insurance; and copies of any future changes or amendments thereto shall be so deposited within three months from their adoption by the said Association; and in default of compliance with any provision of this section, the Association shall incur a penalty of ten dollars for each day during which such default continues.

Penalty for
contraven-
tion.

Future legis-
lation to
apply.

11. Nothing herein contained shall be held to exempt the Association from the effect of any legislation hereafter passed by the Parliament of Canada in respect to any insurance powers exercised by friendly societies.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 106.

An Act to confer on the Commissioner of Patents certain powers for the relief of Samuel May.

[Assented to 24th April, 1890.]

WHEREAS Samuel May, manufacturer, having his chief Preamble place of business at Toronto, Ontario, has by petition represented that, on and prior to the twelfth day of July, in the year of Our Lord one thousand eight hundred and eighty-eight, he was the holder of Letters Patent under the Great Seal of the Dominion of Canada, dated the twelfth day of July, one thousand eight hundred and eighty-three, for improvements in pulleys, being adjustable wood, separable belt pulleys, and being Patent number seventeen thousand two hundred and forty-three,—the said Letters Patent having on the day last aforesaid been granted to Wallace Harlow Dodge and George Philion, and having been (after several mesne assignments thereof) duly assigned to the said Samuel May, on the sixth day of March, one thousand eight hundred and eighty-six, and duly recorded; that on or before the expiration of the first five years of the said Letters Patent, which were granted for a term of fifteen years (only the partial fee for the first five years being paid upon the issue thereof) the said Samuel May was entitled, upon application therefor, to a certificate of renewal of the same, as provided by the twenty-second section of “*The Patent Act*,” being chapter sixty-one of the Revised Statutes of Canada; that the solicitor of the said Samuel May, however, inadvertently omitted to make such application, but, so soon as the omission was observed, did make such application on behalf of the said Samuel May, on the eighth day of October following, at which date such application could not be entertained, as the Commissioner of Patents could not then accept the further fee and grant such renewal certificate; and whereas the said Samuel May had, prior to the said twelfth day of July, one thousand eight hundred and eighty-eight, expended the sum of fifty thousand dollars and upwards in the building and equipment of a factory for the manufacture of the said patented article, and has since expended other large sums in like manner; and whereas the said Samuel May has petitioned for an Act authorizing the Commissioner of Patents

to receive his application and the fee for the remainder of the term of fifteen years for which such Letters Patent were conditionally granted, and to grant and issue to him the certificate of payment provided by "*The Patent Act*" and an extension of the term of such Letters Patent in as ample a manner as if application had been duly made within five years from the date of such Letters Patent; 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:—

Commissioner
of Patents
may renew
certain Letters
Patent.

R.S.C., c. 61.

Rights of
third persons
saved.

1. Notwithstanding anything to the contrary contained in the Patent Act of 1872, and amending Acts thereto, or in "*The Patent Act*," being chapter sixty-one of the Revised Statutes of Canada, or in the said Letters Patent, the Commissioner of Patents may receive from the said Samuel May the application and usual fee for a renewal or extension of the said Letters Patent for the remainder of the term of fifteen years from the date thereof, and grant and issue to the said Samuel May the certificate of payment or of renewal provided by "*The Patent Act*," and an extension of the period of the duration of the said Letters Patent to the full term of fifteen years, in as full and ample a manner as if application therefor had been duly made within five years from the date of the issue of such Letters Patent.

2. Any person who has, within the period between the twelfth day of July, one thousand eight hundred and eighty-eight, and the extension or renewal hereunder of the said Letters Patent, acquired by assignment, user, manufacture or otherwise, any interest or right in respect of such improvements or invention, shall continue to enjoy the same as if this Act had not been passed.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 107.

An Act to confer on the Commissioner of Patents certain powers for the relief of George T. Smith.

[Assented to 16th May, 1890.]

WHEREAS the George T. Smith Middlings Purifier Company of Canada, Limited, and one George T. Smith, have by their petition represented that the said George T. Smith, the patentee under a certain patent issued by the Patent Office, numbered twenty thousand nine hundred and thirty-five, for the invention therein described, did apply for the renewal of the said patent for the further term of five years from the twenty-second day of January, one thousand eight hundred and ninety; and whereas, owing to circumstances unknown to the said patentee, there was a deficiency in the sum enclosed for such renewal, and the said patentee was not aware until after such date that the full sum of twenty dollars had not been received by the Commissioner of Patents; and whereas it has been made to appear that the expiration of the patent was due to fraud on the part of persons who were not under the control of the patentee or his agents; and whereas the said petitioners have prayed that the Commissioner of Patents be empowered to receive the said sum and to extend the said patent, as if the proper amount had been duly paid pursuant to the twenty-second section of "*The Patent Act*," 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:—

1. Notwithstanding anything to the contrary contained in the "*Patent Act of 1872*" and amending Acts thereto, or in "*The Patent Act*," being chapter sixty-one of the Revised Statutes of Canada, or in the said patent, the Commissioner of Patents may receive from George T. Smith the sum of twenty dollars for the extension of the term of the patent numbered twenty thousand nine hundred and thirty-five, and may grant and issue a certificate of such payment, and attach the same to the said patent with the same effect as if the said payment had been made and a certificate of extension had been

Extension of a certain patent authorized.

duly issued on or before the twenty-second day of January, one thousand eight hundred and ninety, pursuant to the twenty-second section of "*The Patent Act.*"

Rights of
third persons
saved.

2. Any person who has, within the period between the twenty-second day of January, one thousand eight hundred and ninety, and the extension or renewal hereunder of the said patent, acquired by assignment, user, manufacture or otherwise, any interest or right in respect of the invention covered by the said patent, shall continue to enjoy the same as if this Act had not been passed.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 108.

An Act for the relief of Hugh Forbes Keefer.

[Assented to 16th May, 1890.]

WHEREAS Hugh Forbes Keefer, of the city of Vancouver, Preamble. in the Province of British Columbia, contractor, has, by his petition, humbly set forth that he duly married Rebecca Ann Keefer (formerly Rebecca Ann Tisdall, spinster) on the second day of March, in the year of our Lord one thousand eight hundred and seventy-one, at the Village of Thorold, in the County of Welland and Province of Ontario, according to the rites and ceremonies of the Church of England; that the said marriage was by license; that after the solemnization of the said marriage the said Hugh Forbes Keefer and Rebecca Ann Keefer lived together and cohabited together at Thorold aforesaid, until about the year eighteen hundred and eighty-three; that there was issue of the said marriage two children, to wit: Nita Radcliffe Keefer and Harry McMicken Keefer; that, in or about the year eighteen hundred and eighty-three, the said Rebecca Ann Keefer deserted her said husband and has not since resided with the said Hugh Forbes Keefer; that after she deserted her said husband as aforesaid he discovered, as the fact was, that the said Rebecca Ann Keefer had been leading an irregular life, and had committed adultery in or about the year eighteen hundred and eighty-three and on divers occasions subsequent to the said last mentioned year; that ever since she committed the said adultery he has lived separate and apart from her and has not cohabited with her, and that he has not in any way condoned the said adultery, and that no collusion nor connivance exists between him and her to obtain a dissolution of the said marriage;

And whereas the said Hugh Forbes Keefer has humbly prayed that the said marriage may be dissolved, and be declared henceforth null and void to all intents and purposes whatsoever, so as to enable him to marry again, and that such further relief may be afforded him as is deemed meet;

And whereas the said Hugh Forbes Keefer has proved the allegations of his said petition and has established the adultery above mentioned, and it is expedient that the prayer of his said petition should be granted;

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

Marriage dissolved.

1. The said marriage between the said Hugh Forbes Keefer and the said Rebecca Ann Keefer, his wife, is hereby dissolved and shall henceforth be null and void to all intents and purposes whatsoever.

He may marry again.

2. The said Hugh Forbes Keefer may, at any time hereafter, marry any other woman whom he might lawfully have married in case the said marriage had not been solemnized.

Rights in such case.

3. In the event of the said Hugh Forbes Keefer hereafter marrying, he and the woman whom he so marries and the issue, if any, of any such marriage shall have and possess the same rights in every respect as if his said marriage with the said Rebecca Ann Keefer had never been solemnized.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.



53 VICTORIA.

CHAP. 109.

An Act for the relief of Christiana Filman Glover.

[Assented to 16th May, 1890.]

WHEREAS Christiana' Filman Glover, of the Village of Preamble.
Burlington, in the County of Halton and Province of Ontario, has, by her petition, humbly set forth, that on the fourth day of April, in the year of our Lord one thousand eight hundred and seventy-four, she was lawfully married to Christopher Columbus Glover, then of the City of London, in the County of Middlesex, Contractor; that such marriage was by license and was duly solemnized at the City of Hamilton, in the County of Wentworth and Province of Ontario, according to the rites and ceremonies of the Methodist Church; that after the solemnization of the said marriage she and the said Christopher Columbus Glover lived together and cohabited together at the said city of Hamilton; that there has been issue of the said marriage, one child, to wit: Harry William Glover; that, soon after the said marriage, the said Christopher Columbus Glover deserted his said wife and has not since resided with her; that after the said Christopher Columbus Glover deserted her as aforesaid, she discovered as the fact was, that the said Christopher Columbus Glover was living in open adultery with a certain person; that since the said Christopher Columbus Glover deserted her as aforesaid she has not cohabited with him and that she has not in any way condoned the adultery committed by him, and that no collusion nor connivance exists between her and him to obtain a dissolution of the said marriage; and whereas the said Christiana Filman Glover has humbly prayed that the said marriage may be dissolved and be declared henceforth null and void to all intents and purposes whatsoever, so as to enable her to marry again, and that she may have such further relief afforded her as is deemed meet;

And whereas the said Christiana Filman Glover has proved the allegations in her said petition and has established the adultery above mentioned, and it is expedient that the prayer of her said petition should be granted;

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

Marriage dissolved.

1. The marriage between the said Christopher Columbus Glover and the said Christiana Filman Glover, his wife, is hereby dissolved and shall be henceforth null and void to all intents and purposes whatsoever.

She may marry again.

2. The said Christiana Filman Glover may, at any time hereafter, contract matrimony with any other man whom she might lawfully marry, in case the said marriage with the said Christopher Columbus Glover had not been solemnized.

Rights in such case.

3. In the event of the said Christiana Filman Glover hereafter marrying, she and the man whom she so marries and the issue, if any, of any such marriage shall have and possess the same rights in every respect as if her said marriage with the said Christopher Columbus Glover had not been solemnized.

OTTAWA : Printed by BROWN CHAMBERLIN, Law Printer to the Queen's Most Excellent Majesty.

TABLE OF CONTENTS.

ACTS OF CANADA.

FOURTH SESSION, SIXTH PARLIAMENT, 53 VICTORIA, 1890.

LOCAL AND PRIVATE ACTS.

(The figures denote the numbers at the bottom of the pages.)

CHAP.	PAGE.
39. An Act respecting the Board of Trade of the City of Toronto.....	3
40. An Act to authorize the Toronto Savings Bank Charitable Trust to invest certain Funds.....	9
41. An Act to incorporate the York County Bank	11
42. An Act respecting the People's Bank of New Brunswick.....	12
43. An Act respecting the St. Stephen's Bank.....	13
44. An Act respecting the Summerside Bank.....	15
45. An Act respecting the Confederation Life Association.....	16
46. An Act to incorporate the Home Life Association of Canada.....	19
47. An Act to amend the Canadian Pacific Railway Act, 1881, and for other purposes.....	22
48. An Act respecting the Grand Trunk Railway Company of Canada.....	24
49. An Act respecting the Grand Trunk Railway Company of Canada	27
50. An Act respecting the Brantford, Waterloo and Lake Erie Railway Company	29
51. An Act respecting the Goderich and Canadian Pacific Junction Railway Company, and to change the name of the Company to "The Goderich and Wingham Railway Company.".....	31
52. An Act respecting the Central Ontario Railway.....	31
53. An Act to amend the Act to incorporate the Victoria and Sault Ste. Marie Junction Railway Company.....	35

TABLE OF CONTENTS.

(The figures denote the numbers at the bottom of the pages.)

CHAP.	PAGE.
54. An Act respecting the St. Catharines and Niagara Central Railway Company.....	36
55. An Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.....	37
56. An Act to incorporate the Tilsonburg, Lake Erie and Pacific Railway Company	39
57. An Act respecting the Ontario Pacific Railway Company.....	41
58. An Act to change the name of the Vaudreuil and Prescott Railway Company to "The Montreal and Ottawa Railway Company.".....	43
59. An Act respecting the Erie and Huron Railway Company	44
60. An Act to incorporate the Mount Forest, Markdale and Meaford Railway Company.....	46
61. An Act to incorporate the Owen Sound and Lake Huron Railway Company	48
62. An Act respecting the Napanee, Tamworth and Quebec Railway Company, and to change the name of the Company to "The Kingston, Napanee and Western Railway Company.".....	51
63. An Act respecting the Grand Trunk, Georgian Bay and Lake Erie Railway Company.....	53
64. An Act to incorporate the Sault Ste. Marie and Hudson's Bay Railway Company.....	54
65. An Act to amend the Act to incorporate the Belleville and Lake Nipissing Railway Company.....	57
66. An Act to incorporate the Ottawa, Morrisburg and New York Railway Company.....	58
67. An Act to confirm an agreement between the Montreal and Western Railway Company and the Canadian Pacific Railway Company	68
68. An Act respecting the Pontiac Pacific Junction Railway Company	78
69. An Act to facilitate the purchase by the Pontiac Pacific Junction Railway Company from the Canadian Pacific Railway Company of the Branch Line of Railway between Hull and Aylmer.....	80

TABLE OF CONTENTS.

iii

(The figures denote the numbers at the bottom of the pages.)

CHAP.	PAGE.
70. An Act to incorporate the North Canadian Atlantic Railway and Steamship Company.....	82
71. An Act respecting the New Brunswick Railway Company.....	88
72. An Act respecting the Hereford Railway Company.....	93
73. An Act respecting the Hereford Railway Company and the Maine Central Railway Company.....	95
74. An Act respecting the Northern and Western Railway Company of New Brunswick, and to change the name of the Company to "The Canada Eastern Railway Company".....	96
75. An Act to incorporate the Moncton and Prince Edward Island Railway and Ferry Company.....	99
76. An Act respecting the Port Arthur, Duluth and Western Railway Company.....	102
77. An Act to amend the Act incorporating the Manitoba and South Eastern Railway Company.....	104
78. An Act respecting the Manitoba and North-Western Railway Company of Canada.....	105
79. An Act to amend the Act to incorporate the Lake Manitoba Railway and Canal Company.....	107
80. An Act respecting the Winnipeg and Hudson Bay Railway Company.....	108
81. An Act respecting the Great North-West Central Railway Company.....	109
82. An Act to confirm an Agreement between the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company and the Canadian Pacific Railway Company.....	110
83. An Act respecting the Wood Mountain and Qu'Appelle Railway Company.....	124
84. An Act to incorporate the Calgary and Edmonton Railway Company.....	125
85. An Act to amend the Act to incorporate the Alberta Railway and Coal Company.....	127
86. An Act to incorporate the Brandon and South-Western Railway Company.....	129
87. An Act respecting the Columbia and Kootenay Railway and Navigation Company.....	132

(The figures denote the numbers at the bottom of the pages.)

CHAP.	PAGE.
88. An Act to amend the Act to incorporate the Saskatchewan Railway and Mining Company.....	134
89. An Act respecting the North-Western Coal and Navigation Company (Limited).....	135
90. An Act to amend the Act to incorporate the River Detroit Winter Railway Bridge Company, and to change the name of the Company to the River Detroit Railway Bridge Company.....	136
91. An Act relating to the Canada Southern Bridge Company.....	138
92. An Act to incorporate the Interprovincial Bridge Company.....	139
93. An Act to incorporate the Montreal Bridge Company.....	143
94. An Act to incorporate the Shore Line Railway Bridge Company..	147
95. An Act respecting the Calgary Water Power Company, Limited...	150
96. An Act to grant certain powers to the Chambly Manufacturing Company	152
97. An Act to incorporate the Rainy River Boom Company.....	154
98. An Act to incorporate the Canada Cable Company	160
99. An Act to amend the Act to incorporate the Dominion Mineral Company	165
100. An Act to incorporate the Dominion Safe Deposit Warehousing and Loan Company (Limited).....	166
101. An Act to amend the Act to incorporate the Imperial Trusts Company of Canada.....	170
102. An Act to incorporate the National Construction Company	173
103. An Act to incorporate "Belding, Paul and Company, Limited"...	178
104. An Act respecting H. H. Vivian and Company, Limited.....	180
105. An Act to incorporate the Grand Orange Lodge of British America	182
106. An Act to confer on the Commissioner of Patents certain powers for the relief of Samuel May.....	187
107. An Act to confer on the Commissioner of Patents certain powers for the relief of George T. Smith.....	189
108. An Act for the relief of Hugh Forbes Keefer.....	191
109. An Act for the relief of Christiana Filman Glover.....	193

INDEX

TO

ACTS OF CANADA,

FOURTH SESSION, SIXTH PARLIAMENT, 53 VICTORIA, 1890.

LOCAL AND PRIVATE ACTS.

(The figures denote the numbers at the bottom of the pages.)

	PAGE.
ALBERTA Railway and Coal Co., Act amended.....	127
BANKS. <i>See</i> People's—St. Stephen's—Summerside—Toronto Savings—York County.	
Belding, Paul and Co. incorporated.....	178
Belleville and Lake Nipissing Railway Co., Act amended.....	57
Board of Trade, Toronto, Act respecting.....	3
Brandon and South-Western Railway Co. incorporated.....	129
Brantford, Waterloo and Lake Erie Railway Co., Act respecting.....	29
CALGARY and Edmonton Railway Co. incorporated.....	125
Calgary Water Power Co., Act respecting.....	150
Canada Cable Co. incorporated.....	160
Canada Eastern Railway Co., name of Company changed to.....	96
Canada Southern Bridge Co., Act relating to.....	138
Canadian Pacific Railway Act, 1889, amended.....	22
Canadian Pacific and Montreal and Western Railway Companies, agreement between.....	63
Canadian Pacific and Pontiac Pacific Railway Companies, Act respecting.....	80
Canadian Pacific Railway Co. and Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co., agreement between.....	110
Central Ontario Railway, Act respecting.....	33
Chambly Manufacturing Co., power granted to.....	152
Columbia and Kootenay Railway and Navigation Co., Act respecting...	132
Confederation Life Association, Act respecting.....	16
DIVORCE. <i>See</i> Glover—Keefer.	
Dominion Mineral Co., Act amended.....	165
Dominion Safe Deposit, Warehousing and Loan Co. incorporated.....	166

(The figures denote the numbers at the bottom of the pages.)

	PAGE.
ERIE and Huron Railway Co., Act respecting.....	44
GLOVER, Christiana Filman, Act for relief of.....	193
Goderich and Canadian Pacific Junction Railway Co., Act respecting, and to change name.....	31
Goderich and Wingham Railway Co., name of Company changed to...	31
Grand Orange Lodge of British America incorporated.....	182
Grand Trunk Railway Act, 1890	24
Grand Trunk Railway Co. of Canada, Act respecting	27
Grand Trunk, Georgian Bay and Lake Erie Railway Co., Act re- specting.....	53
Great North-West Central Railway Co., Act respecting.....	109
HEREFORD Railway Co., Act respecting.....	93
Hereford Railway and Maine Central Railway Companies, Act re- specting	95
Home Life Association of Canada incorporated.....	19
IMPERIAL Trusts Co. of Canada, Act amended.....	170
Insurance Companies. <i>See</i> Confederation Life—Home Life.	
Interprovincial Bridge Co. incorporated.....	139
KEEFER, Hugh Forbes, Act for relief of.....	191
Kingston, Napanee and Western Railway Co., name of Company changed to.....	51
LAKE Manitoba Railway and Canal Co., Act amended.....	107
Lindsay, Bobcaygeon and Pontypool Railway Co. incorporated.....	37
Loan Companies. <i>See</i> Dominion Safe Deposit—Imperial Trusts.	
MANITOBA and North-Western Railway Co. of Canada, Act re- specting	105
Manitoba and South-Eastern Railway Co., Act amended.....	104
May, Samuel, Act for relief of.....	187
Moncton and Prince Edward Island Railway and Ferry Co. incorporated	99
Montreal Bridge Co. incorporated.....	143
Montreal and Ottawa Railway Co., name of Company changed to.....	43
Montreal and Western and Canadian Pacific Railway Companies, agree- ment between.....	63
Mount Forrest, Markdale and Meaford Railway Co. incorporated.....	46
NAPANEE, Tamworth and Quebec Railway Co., Act respecting, and to change name.....	51
National Construction Co. incorporated.....	173
New Brunswick Railway Co., Act respecting.....	88
North Canadian Atlantic Railway and Steamship Co. incorporated.....	82
North-Western Coal and Navigation Co., Act respecting.....	135
Northern and Western Railway Co. of New Brunswick, Act respect- ing, and to change name.....	96

(The figures denote the numbers at the bottom of the pages.)

	PAGE.
ONTARIO Pacific Railway Co., Act respecting.....	41
Orange Lodge of British America, Grand, incorporated.....	188
Ottawa, Morrisburg and New York Railway Co. incorporated.....	52
Owen Sound and Lake Huron Railway Co. incorporated.....	48
PEOPLE'S Bank of New Brunswick, Act respecting.....	12
Pontiac Pacific Junction Railway Co., Act respecting.....	78
Pontiac Pacific Junction and Canadian Pacific Railway Companies, Act respecting.....	80
Port Arthur, Duluth and Western Railway Co., Act respecting.....	102
QU'APPELLE, Long Lake and Saskatchewan Railroad and Steam- boat Co. and Canadian Pacific Railway Co., agreement between..	110
RAILWAYS. <i>See</i> Alberta—Belleville and Lake Nipissing—Bran- don and South-Western—Brantford, Waterloo and Lake Erie— Calgary and Edmonton—Canada Eastern—Canadian Pacific— Central Ontario—Columbia and Kootenay—Erie and Huron— Goderich and C. P. R. Junction—Goderich and Wingham —Grand Trunk—Grand Trunk, Georgian Bay and Lake Erie— Great North-West Central—Hereford—Kingston, Napanee and Western—Lake Manitoba—Lindsay, Bobcaygeon and Ponty- pool—Manitoba and North-Western—Manitoba and South- Eastern—Moncton and P. E. I.—Montreal and Ottawa—Mon- treal and Western—Mount Forest, Markdale and Meaford— Napanee, Tamworth and Quebec—New Brunswick—North Canadian Atlantic—Northern and Western of New Brunswick —Ontario Pacific—Ottawa, Morrisburg and New York—Owen Sound and Lake Huron—Pontiac Pacific—Port Arthur, Duluth and Western—Qu'Appelle, Long Lake and Saskatchewan—St. Catharines and Niagara Central—Saskatchewan—Sault Ste. Marie and Hudson's Bay—Tilsonburg, Lake Erie and Pacific— Vaudreuil and Prescott—Victoria and Sault Ste. Marie—Winni- peg and Hudson Bay—Wood Mountain and Qu'Appelle.	
Rainy River Boom Co. incorporated.....	154
River Detroit Railway Bridge Co., name of Company changed to.....	136
River Detroit Winter Railway Bridge Co., Act amended and name changed.....	136
ST. CATHARINES and Niagara Central Railway Co., Act respecting..	36
St. Stephen's Bank, Act respecting.....	13
Saskatchewan Railway and Mining Co., Act amended.....	134
Sault Ste. Marie and Hudson's Bay Railway Co. incorporated.....	54
Shore Line Railway Bridge Co. incorporated.....	147
Smith, George T., Act for relief of.....	189
Summerside Bank, Act respecting.....	15

(The figures denote the numbers at the bottom of the pages.)

	PAGE.
TILSONBURG, Lake Erie and Pacific Railway Co. incorporated.....	39
Toronto Board of Trade, Act respecting	3
Toronto Savings Bank Charitable Trust, power granted to	9
VAUDREUIL and Prescott Railway Co., name changed.....	43
Victoria and Sault Ste. Marie Railway Co., Act amended	35
Vivian, H. H., and Co., Act respecting.....	180
WINNIPEG and Hudson Bay Railway Co., Act respecting....	108
Wood Mountain and Qu'Appelle Railway Co., Act respecting.....	124
YORK County Bank incorporated.....	11