

remain in force. valuation rolls, assessment rolls, ordinances, decisions, contracts, debentures, bonds, accounts of dues, rights and other matters or things done by the corporation of the town of Baie St. Paul shall remain in force in and for the village of Baie St. Paul until the same are repealed, replaced or amended by the corporation.

Continuing in office. **6.** The mayor and councillors of the town of Baie St. Paul shall remain in office and act as mayor and councillors of the village of Baie St. Paul until their successors are chosen at the general elections; the presentation of candidates for such general elections shall be on the second Wednesday of the month of January in the year 1923, and the said general elections and future elections shall take place in accordance with the provisions of the Municipal Code.

Idem. **7.** The municipal officers of the town of Baie St. Paul shall continue to perform their respective duties throughout the whole village as municipal officers of the village of Baie St. Paul until they are replaced in accordance with the provisions of the Municipal Code.

Succeeds to rights and obligations. **8.** The corporation of the village of Baie St. Paul shall succeed to all the rights and obligations of the corporation of the town of Baie St. Paul.

Mun. Code to govern. **9.** The municipality of the village of Baie St. Paul shall be governed by the Municipal Code of the Province of Quebec.

Coming into force. **10.** This act shall come into force on the day of its sanction

C H A P. 121

An Act to amend the charter of the Roberval and Saguenay Railway Company

[Assented to, 8th of March, 1922]

Preamble. **W**HEREAS the Roberval and Saguenay Railway Company has by its petition represented that it is necessary to make certain amendments to its charter, the act 1 George V, (2nd Session), chapter 84, as amended by the acts 3 George V, chapter 84; 4 George V, chapter 104; 6

George V, chapter 74, and 10 George V, chapter 111, and it is expedient to grant its prayer;

Therefore, His Majesty, with the advice and consent of the Legislative Council and of the Legislative Assembly of Quebec, enacts as follows:

1. Section 2 of the charter of the Roberval and Saguenay Railway Company, as replaced by section 1 of the act 3 George V, chapter 84, is again replaced by the following: ^{1 Geo. V, (2nd session), c. 84, s.2, replaced.}

"2. The company may build and operate by steam or electricity or by both at the same time: ^{Motive power.}

a. A railway following the most advantageous line across the surveyed townships and vacant lands of the Crown in the counties of Lake St. John and Chicoutimi, from a point on the Quebec and Lake St. John Railway, at or near Roberval, in the county of Lake St. John, running around Lake St. John on the northwest as far as the Péribonka river; and thence extending in a southeasterly direction and crossing the Saguenay river to join the lines of the Quebec and Lake St. John and the Ha! Ha! Bay railway companies, at or near their junction; ^{Route, etc.}

b. A branch line starting from the said railway north of the Saguenay river, extending towards the south as far as the Quebec and Lake St. John Railway at or near St. Bruno;

c. All sidings and branches provided for and authorized by paragraph 22 of article 6474 of the Revised Statutes, 1909, for a length of twenty miles;

d. All sidings and branches deemed useful for the conveyance of passengers, freight, merchandise, timber and other products of the forest, for a length of twenty miles, enabling the company to connect both the railway described in this act and the railways of other companies which it may acquire or lease, with a timber limit, a lumbering establishment or a place whence timber, freight and merchandise is distributed, or with booms, or with any point on a river used or which may be used for floating timber and also for the conveyance of freight and merchandise by navigation, the whole in accordance with the provisions of paragraph 22 of article 6474 of the Revised Statutes, 1909;

e. A branch connecting a point on its railway, in the county of Chicoutimi, with the railway of the Quebec and Saguenay Railway Company, at or near La Malbaie, in the county of Charlevoix, passing by the most advantageous places."

2. Notwithstanding any law to the contrary, the Rober- ^{Dates of}

beginning val and Saguenay Railway Company shall begin the works
and comple- of construction already authorized and those hereby
tion of con- authorized before the 24th of March, 1925, and finish
struction authorized. the same before the 24th of March, 1928.

Coming into **3.** This act shall come into force on the day of its
force. sanction.

CHAP. 122

An Act respecting the bridge connecting Ile Bizard with
the Island of Montreal.

[Assented to, 8th of March, 1922]

Preamble. **W**HEREAS the municipality of the parish of St. Raphael de l'Ile Bizard has, by its petition represented, that by the act 53 Victoria, chapter 111, sanctioned on the 2nd April 1890, the municipal council of the parish St. Raphael de l'Ile Bizard was authorized to build an iron bridge, connecting the territory of such municipality with that of the municipality of the village of Ste. Geneviève, county of Jacques-Cartier; that the Government of this Province having offered to build and to have built by its own officers and with its own money the said bridge, upon the corporation of Ile Bizard contributing three thousand one hundred and fifty dollars, the said corporation did not avail itself of the above act and allowed the Government to build the bridge; that the act 56 Victoria, chapter 22, amended by the act 57 Victoria, chapter 21, intituled "An Act respecting the maintenance of bridges constructed wholly or in part by the Government", applies to the bridge in question; that the said bridge is built of wood and metal and was always a free bridge, being exempt from tolls; that the cost of maintenance of the said bridge is too heavy to be borne by the corporation of the municipality of St. Raphael de l'Ile Bizard alone; that such bridge is not used alone for local traffic, but also for that of the adjoining counties, especially of Laval, Two Mountains, Jacques-Cartier and the towns on the island of Montreal and the public generally; that doubts have arisen as to whether such bridge is at the charge of the corporation of the municipality of St. Raphael de l'Ile Bizard alone or at the charge of the corporation of the municipality of the county of Jacques-Cartier, in the territory whereof are the municipalities of St. Raphael de l'Ile Bizard and the village of Ste. Geneviève; that it is in the public interest to