

C H A P. 83

An Act to amend the act intituled "An Act to incorporate the
l'Avenir and Melbourne Railway Company."

[Assented to 21st December, 1912]

WHEREAS the l'Avenir and Melbourne Railway Company Preamble.
and Benjamin E. Reed, farmer, Gordon H. Bogie, farmer,
both of the township of Durham, in the district of Arthabaska;
and Joseph Laferté, trader, of the township of Grantham in said
district, have by their petition prayed for the passing of an act
to amend their charter and to revive the rights conferred by
their charter, the act 8 Edward VII, chapter 108;

Whereas it is expedient to grant their 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 1 of the act 8 Edward VII, chapter 108 is re- 8 Ed. VII, c.
108, s. 1
replaced.
placed by the following:

"**1.** Benjamin E. Reed, farmer, Gordon, H. Bogie, farmer, Persons
incorporated.
both of the township of Durham, in the district of Arthabaska,
and Joseph Laferté, trader, of the township of Grantham in
said district, and all persons, firms or corporations who may
hereafter become shareholders therein, are constituted a corpo-
ration under the name of "the St. Francis Valley Railway Name.
Company."

2. Section 2 of the said act is replaced by the following:

"**2.** The company may lay out, construct and operate Id., s. 2,
replaced.
Gauge and
route of
railway, &c.
railway or tramway of the gauge of four feet eight and one-half
inches from a point at or near the St. Lawrence River in the
parish of St. François du Lac in the county of Yamaska, to the
town of Richmond or village of Melbourne in the district of
St. Francis, by way of Drummondville, l'Avenir and Ulverton,
at a distance within one mile of l'Avenir and Ulverton
villages; and thence to a connection with the Massawippi
Valley Railway, with the right to build bridges wherever
necessary across the river St. Francis, for the purposes of the
railway; and may build branch lines or extensions from any
point on its main line, provided that, except for the purpose of
connecting with other railways, any such branch line or exten-
sion do not exceed a length of twenty-five miles, and, subject
to the provisions of this act, may in connection with such
construction and operation, exercise all the powers granted to
the company by the act 8 Edward VII, chapter 108."

Id., s. 4
replaced.
Capital.

3. Section 4 of the said act is replaced by the following:

“**4.** The capital stock of the company shall be three hundred thousand dollars divided into three thousand shares of one hundred dollars each.

Increase of
capital.

It may be increased from time to time to an amount not exceeding thirty thousand dollars per mile, of main line and branches, upon a vote of the majority in value of the shareholders present in person or represented by proxy at a special general meeting duly called for the purpose.”

Id., s. 9.
replaced.
Annual
shareholders'
meeting.

4. Section 9 of the said act is replaced by the following:

“**9.** The annual general meeting of the shareholders shall take place on the second Tuesday of September, beginning in the year, 1909, at the head office of the company.

The board of directors shall be elected at such meeting.

Election of
first direct-
ors.

The first meeting for the election of directors and for the organization of the company shall be held at the village of L'Avenir, at such time as is specified by the provisional directors.

Calling of
meetings.

Until otherwise prescribed by by-laws of the company such meeting and special meetings shall be convened by means of a notice, sent by registered letter addressed to each shareholder, as set forth in the company's stock book, and forwarded by mail at least eight days before the meeting.”

Id., s. 10
replaced.
Notice of
meeting.

5. Section 10 of the said act is replaced by the following:

“**10.** All notices of general or special meetings of the shareholders of the company shall be in writing, specifying the date, hour, and place and object of the meeting, which notices shall be signed by the secretary or by one of the provisional directors, as the case may be.”

Id., s. 19
replaced.
Municipal
bonuses, &c.

6. Section 19 of the said act is replaced by the following:

“**19.** Any municipality interested in the construction of the said railway branches or extensions may vote bonuses in favor of said company by complying with the law in that respect.”

Beginning
and comple-
tion of
railway.

7. Five miles of the section of the railway between Richmond or Melbourne and St. François du Lac shall be built within three years and the railway shall be completed within seven years from the coming into force of this act. If the said railway is not so commenced by the construction of at least five miles of the section between Richmond or Melbourne and St. François du Lac and ten per cent of the capital stock of the company expended within three years, and is not completed and put in operation within seven years, the power of building

conferred upon the company shall cease and be null and void as respects so much of the said railway as then remains uncommenced or uncompleted, as the case may be, notwithstanding article 6645 of the Revised Statutes 1909.

8. This act shall come in to force on the day of its sanction. Coming into force.

C H A P. 84

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

[Assented to 21st December, 1912]

WHEREAS the Roberval and Saguenay Railway Company Preamble.
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 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 act 1 George V, (2nd session), chapter 84, 1 Geo. V, (1911), c. 84, s. 2, replaced.
is replaced by the following:

“ 2. The company may build and operate by steam or elec- Motive power.
tricity or by both at the same time:

a. A railway following the most advantageous line across Route &c..
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;

b. A branch line starting from the said railway north of the Saguenay river, extending towards the south of 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