

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

**1.** Section 6 of the act 1 George V (2nd session), chapter 81, is replaced by the following: 1 Geo. V (2d session), c. 81, s. 6, replaced.

“**6.** The first meeting of the shareholders for the purpose of electing directors and for the organization of the company shall be held in the city of Montreal at a date to be fixed by the provisional directors.” First shareholders' meeting.

**2.** Section 12 of the act 1 George V, (2nd session), chapter 81, is replaced by the following: Id., s. 12, replaced.

“**12.** The company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches, whereof the motive power shall be steam, electricity or other motive power, from a point in or near the city of Montreal, and extending in a north northwesterly direction to a point on James Bay, passing through the counties or any of the counties of Jacques Cartier, Laval, Terrebonne, Two Mountains, Argenteuil, Montcalm, L'Assomption, Joliette Ottawa and Pontiac, and thence in a northwesterly direction through and in the territory of Abitibi to James Bay.” Motive power and route of railway.

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

## C H A P . 8 7

An Act respecting The North Eastern Railway Company and to change its name to that of the “North Railway Company.”

[Assented to 3rd April, 1912.]

**W**HEREAS, The North Eastern Railway Company, incorporated by the act 6 Edward VII, chapter 64, has, by its petition represented that it is necessary that the charter and acts amending the same be amended, and

Whereas it is expedient to grant the prayer to that effect, contained in the said petition:

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**1.** Section 2 of the act 9 Edward VII, chapter 102 is repealed. 9 Ed. VII, c. 102, s. 2, repealed.

**2.** The company shall commence the construction of its Beginning

and comple- railway within two years, and complete it within seven years,  
tion of road. from the sanction of this act, and if the said railway is not so  
commenced and completed and put in operation within the  
said delays respectively, the power to build conferred upon  
the company shall lapse and become null and void.

Option as to where construction to begin. **3.** The company may, at its option, commence and complete the construction and operation of its railway at either end or on one of the branches the construction whereof is hereby authorized, or at several places at once.

Increase of capital. **4.** The company may increase its capital stock by the issue of new shares for the purposes of its undertaking to the amount of twenty thousand dollars per mile of part or the whole of the road, the construction whereof is authorized by its charter subject to the requirements of paragraph 27 of article 6474 of the Revised Statutes, 1909.

6 Ed. VII, c. 64, s. 1. replaced. **5.** Section 1 of the act 6 Edward VII, chapter 64, is replaced by the following:

Persons in-  
corporated.

" **1.** John C. Heintz and Philip Harnischfeger, manufacturers, of the city of New York; J. T. Marchand and Jean B. Lapointe, of the city of Montreal and R. Chevrier, M.D., of the city of Ottawa, together with such persons as may become shareholders in the company, are incorporated under the name of the "North Railway Company" hereinafter called the "company".

Name.

Route of  
railway.

**6.** In addition to the powers conferred upon it by its charter, the company may build a line of railway from the city of Montreal by the most practicable route having regard to the topography of the country to be traversed and the necessity of gradients favorable to the economical operation of a railway of the first class, to a point of connection on the line of the National Transcontinental Railway, and from such point towards the northwest by the most practical route to the harbor on James Bay, in the Province of Quebec.

Consent of city of Montreal in certain case.

**7.** The company shall not exercise any of the powers conferred upon it as above, on or under any portion or part of the streets, highways, lanes and public squares of the city of Montreal before having obtained the consent of the city council of the said city, by by-law adopted to that effect by the said council and on the terms and conditions agreed upon between the council and the company.

Jurisdiction of Que. Pub. Utilities Commission.

In the event of the city council of the city of Montreal refusing or omitting to thus give its consent, or in the event of the company and the city council not agreeing upon the

terms and conditions respecting the exercise of those powers, the Quebec Public Utilities' Commission shall have jurisdiction to authorize or refuse such exercise in whole or in part, or to prescribe the terms and conditions thereof, or both, subject however to the right of appeal provided by law from the decisions of the said commission.

**8.** Section 13 of the act 6 Edward VII chapter 64, is replaced Id., s. 13, replaced. by the following:

“ **13.** The company may, from time to time, issue securities, Issue of bonds, &c. bonds or debentures for the purpose of acquiring by purchase, construction or otherwise, of locomotives, cars and rolling stock of every kind, vessels, hotels, terminals, parks and other properties required in connection with the undertaking of the company and secure them by mortgage on the property so acquired.

The company may for the purposes connected with the building of its roads, issue bonds or debentures to an amount Limits of bonding power, &c. of forty thousand dollars per mile of railway and hypothecate all its railway lines as security therefor.”

**9.** Section 14 of the act 6 Edward VII, chapter 64, is replaced Id., s. 14, replaced. by the following:

“ **14.** The company may acquire, construct and maintain Acquisition, &c., of docks, &c. docks, dock-yards, wharves, piers, warehouses and elevators at any point on or in connection with its railway, and at all termini thereof on navigable waters for the convenience and accommodation of vessels, and may acquire, own, hold, charter, work and run steam and other vessels for cargo and passengers upon any navigable waters to and with which said railway, branches and extensions may reach and connect.”

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

## C H A P . 8 8

An Act to incorporate the Argenteuil Railway Company.

[Assented to 3rd April, 1912.]

**W**HEREAS Cyrille Laurin, broker; J. Gardner Thompson, Preamble. manager; Joseph A. Laurin, broker; Charles Wilson, lumber merchant and James Cooper, secretary, all of the city and district of Montreal, have presented a petition praying that they and such persons and corporations as may hereafter become shareholders in the company be constituted a corpor-