

Right of way  
of company's  
vehicles.

“ **12.** The vehicles of the company shall have the right to use the tracks of the company as against all persons and animals and all other vehicles and conveyances whatsoever; and all persons and animals and all other vehicles and conveyances, using or passing on the said tracks, shall turn out of the said tracks and permit the vehicles of the company to pass, and shall, in no case and under no pretence whatever, obstruct or hinder the passage on and the free use of the said tracks by the vehicles of the said company.”

Coming into  
force.

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

## CHAP. 74

### An Act to amend the act incorporating The Little Nation River Railway Company

[Assented to 4th June, 1910]

Preamble.

**W**HEREAS, The Little Nation River Railway Company has, by its petition, represented that it has become necessary to amend the act 7 Edward VII, chapter 86, to change or prolong the northern part of its line and branches and to extend the delay within which the works should be begun and completed;

Whereas it is expedient to grant the said prayer;

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

7 Ed. VII, c.  
86, s. 3, re-  
placed.

Capital  
stock.

**1.** Section 3 of the act 7 Edward VII, chapter 86 is replaced by the following :

“ **3.** The capital stock of the company shall be four hundred thousand dollars (\$400,000) divided into shares of ten dollars each. Such capital may be increased from time to time in accordance with paragraph 27 of article 6474 of the Revised Statutes 1909.

Calls.

No calls on account of such capital shall exceed ten per cent of the subscribed shares.”

Id., s. 7 re-  
placed.

**2.** Section 7 of the act 7 Edward VII, chapter 86 is replaced by the following :

Line of rail-  
way.

“ **7.** The company may lay out construct and operate a railway from a point between Thurso and Montebello on the left bank of the river Ottawa and thence to the village of

Cheneville and beyond, towards the north, to a point on lake Nomingue near the line of the Canadian Pacific railway, the whole in the county of Ottawa or its neighborhood.

But the company may also direct its line from the village <sup>Id.</sup> of Cheneville to a point in the township of Arundel in the county of Argenteuil connecting with the line of the Canadian Northern, Quebec, railway now in operation, and towards the north crossing the township of Kiamika, and the following townships situated in the river du Lievre basin as far as a point connecting with the Grand Trunk Pacific railway, and the company may select the one or the other of these places for their terminus.

In the basin of the Lievre river the line shall not be constructed more than a mile away from the present Catholic <sup>Basin of</sup> churches in the townships of Kiamika. Campbell and Pope. <sup>Lievre river.</sup>

**3.** Section 25 of the act 7 Edward VII, chapter 86, is re- <sup>Id., s. 25 re-</sup>pealed. <sup>pealed.</sup>

**4.** The company shall commence its works within three <sup>Beginning</sup> years from the coming into force of this act. A length of at <sup>and comple-</sup> least eight miles must be in operation within five years ; a <sup>tion of works,</sup> length of at least twenty miles must be in operation within seven years ; and the remainder of the lines must be in operation within twelve years from the coming into force of this act, in default whereof the company shall retain its rights only for such portion of the line it has in operation and shall forfeit the same for the portion not constructed within said delays.

**5.** All the rights and privileges conferred by the act 7 <sup>Certain</sup> Edward VII, chapter 86 are continued and renewed. <sup>rights con-</sup> <sup>tinued, &c.</sup>

**6.** This act shall come into force on the day of its sanction. <sup>Coming into</sup> <sup>force.</sup>

## CHAP. 75

An Act to incorporate the Long Sault and Abitibi Railway Company

[Assented to 4th June, 1910]

**W**HEREAS Thomas George Brigham, George Edward Mulligan, David Bernard Mulligan, William Earl Hayes, <sup>Preamble.</sup> junior, of the city of Ottawa, and John Aylen, of the town of North Bay, in the Province of Ontario, have, by their petition, represented that the building of a railway as hereinafter