

of using the said bridge for the purposes of the railway, and the advantage and benefit of the company hereby incorporated.

17. It shall and may be lawful for the said company to take and appropriate, for the use of the said railway, but not to alienate, any wild lands of the Crown along the line of the said railway which may be necessary for the said railway, with the consent of the lieutenant governor in council, and also so much of the land covered with the waters of any river, stream, lake or canal, as may be necessary for the works of the said railway; provided that if the said railway shall cross any navigable river or canal, it shall not be lawful for the said company to obstruct the navigation of such river or the use of such canal.

### SCHEDULE A.

#### FORM OF DEED OF SALE.

Know all men by these presents, that I, A. B., of do hereby, in consideration of paid to me by the Waterloo and Magog Railway Company, the receipt whereof is hereby acknowledged, grant, bargain, sell and convey unto the said Waterloo and Magog Railway Company, their successors and assigns, all that tract, or parcel of land, (describe the land,) the same having been selected and laid out by the said company for the purposes of their railway, to have and to hold the said land and premises unto the said company, their successors and assigns forever.

Witness my hand and seal, this day  
of , one thousand eight hundred and  
seventy

Signed, sealed and delivered  
in presence of

A. B.

(L. S.)

### CAP. XXIX.

An Act to incorporate the Montreal, Chambly and Sorel Railway Company.

[Assented to 23rd December, 1871.]

WHEREAS the persons hereinafter named and others, have petitioned for incorporation as a company, to

Preamble,

construct the railway hereinafter described, and the construction of such railway would be of great benefit to the commerce and for the general advantage of the Province of Quebec, and it is expedient to grant their prayer; Therefore, Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows:

Incorporation  
and corporate  
name.

**1.** Ashley Hibbard, Louis Adelard Senécal, M. P. Samuel T. Willett, Michel Mathieu, Charles Gill, M.P.P., David Russ Wood, and Félix Geoffrion, M.P., esquires, with all such other persons and corporations as shall become shareholders in the company hereby incorporated, shall be and are hereby constituted a body corporate and politic by the name of the: "Montreal, Chambly and Sorel Railway Company."

Line of the  
railway.

**2.** The said company and their agents and servants, may lay out, construct and finish a double or single track of iron or steel railway, of such width and gauge as the company may see fit, from the town of Sorel, in the district of Richelieu, by the way of Chambly to the city of Montreal, or some point or points opposite or nearly opposite thereto, and from Chambly to the province line at or within half-a-mile of the village of Philipsburg, in the county of Missisquoi, passing through the town of St. Johns, or to join any other road in the same direction, and with the right of constructing such railway on either or partly on both sides of the river Richelieu, as the company may see fit, and building a bridge across the same.

Capital stock  
and shares,  
and how to be  
applied.

**3.** The capital stock of the said company shall not exceed two million dollars, divided into twenty thousand shares of one hundred dollars each, which amount shall be raised by the persons hereinbefore named, and such other persons and corporations as may become shareholders in the said company, and the money so raised shall be applied, in the first place, to the payment of all fees, expenses and disbursements for procuring the passage of this act, and for making the surveys, plans and estimates connected with the railway, and all the rest and remainder of such money shall be applied towards making, completing and maintaining the said railway, and other purposes of this act.

Board of di-  
rectors consti-  
tuted; their  
powers.

**4.** The said Ashley Hibbard, Louis Adelard Senécal, M. P., Samuel T. Willett, Michel Mathieu, Charles Gill, M.P.P., David Russ Wood and Félix Geoffrion, M.P., esquires, shall be and are hereby constituted a board of directors of the said company, and shall hold office as such until other directors shall be appointed under the provisions of this act by the shareholders, with power to open stock

books and procure subscriptions for the undertaking, to make calls upon the subscribers, to cause surveys and plans to be made and executed, to call a general meeting of shareholders for the election of other directors as herein-after provided, and generally to do all such other acts as such board under the railway act may lawfully do.

5. In the event of the resignation or death of one or more of the provisional directors, such director or directors shall be replaced by the other provisional directors, or a majority of them, and the director or directors so appointed shall be held to be provisional directors, as if his or their names had been inserted in the first and fourth sections of this act. Vacancies among provisional directors may be filled.

6. The said directors are hereby empowered to take all necessary steps for opening the stock books for the subscription of parties desirous of becoming shareholders in the said company, and all parties subscribing to the capital stock of the said company shall be considered proprietors and partners in the same. Subscriptions for stock.

7. When and so soon as one-tenth part of the said capital stock (which capital stock shall not be less than five hundred thousand dollars) shall have been subscribed as aforesaid, and one-tenth of the amount so subscribed paid in, the said directors, or a majority of them, may call a meeting of shareholders at such time and place as they may think proper, giving at least two weeks' notice in one or more newspapers published in the town of Sorel and in the city of Montreal, at which meeting, and at the annual general meeting, in the following sections mentioned, the shareholders present, either in person or by proxy, shall elect five directors in the manner and qualified as herein-after provided, which said directors shall constitute a board of directors, and shall hold office until the second Wednesday in the month of January, in the year following their election, and the said directors may employ any of their number as paid officers of the company. When first general meeting shall be held.

8. On the said second Wednesday in January, and on the second Wednesday in each year thereafter, at the principal office of the said company, there shall be holden a general meeting of the shareholders of the said company, at which meeting the said shareholders shall elect a like number of directors for the ensuing year, in manner and qualified as hereinafter provided, and public notice of such annual general meeting and election shall be published one month before the day of election in one or more newspapers published in the city of Montreal and the town of Sorel, and the elections shall be by ballot. Annual election of directors by ballot.

Quorum of  
directors and  
qualifications.

**9.** Four directors shall form a quorum for the transaction of business, provided however that no person shall be elected a director unless he shall be the holder and owner of at least ten shares of the stock of the said company, and shall have paid up all calls on the said stock.

One vote for  
each share.

**10.** In the election of directors under this act, and in the transaction of all business at general shareholders' meetings, each shareholder shall be entitled to as many votes as he holds shares upon which the calls have been paid up.

Calls on  
shares.

**11.** The directors may, at any time, call upon the shareholders, for instalments upon each share which they, or any of them, may hold in the capital stock of the said company, no such instalments shall exceed ten per cent, and one month's notice thereof shall be given in such manner as the directors may appoint.

Forms of deeds  
of lands to the  
company and  
registration  
thereof.

**12.** All deeds and conveyances of lands to the said company for the purposes of this act, in so far as circumstances will admit, may be in the form given in schedule A, to this act subjoined, or in any other form to the like effect, and for the purpose of due enregistration of the same, all the registrars in their respective counties are required to be furnished by, and at the expense of the said company, with a book with copies of the forms given in the said schedule A, one to be printed on each page, leaving the necessary blanks to suit the circumstances of each separate conveyance, and shall, upon the production and proof of due execution of any such conveyance, enter the same without any memorial, in the said book, and shall minute the enregistration or entry on the deed, and the registrar shall charge and receive, from the said company for all fees, on every such enregistration, fifty cents, and no more, and such enregistration shall be deemed to be valid in law, any statute or provision of law to the contrary notwithstanding.

Bonds for rais-  
ing money  
by loan, bear-  
ing hypothec.

**13.** The directors of the said company shall have the power to issue their bonds or debentures, signed by the president and vice-president of the said company, and countersigned by the secretary and treasurer, or the secretary-treasurer, as the case may be, and under the seal of the said company, for the purpose of raising money for prosecuting the undertaking, and such bonds shall be and be considered to be privileged claims upon the property and rolling stock of the said company, and shall bear hypothec upon the said railway, lands, buildings, bridges, or any, either, or all of them, as may be expressed by the said bonds or debentures; and the said

bonds or debentures shall form a first charge on the tolls and income of the company, or any portion of them, or on all, as may be expressed by the said bonds or debentures; provided that the amount of such bonds or debentures shall not exceed seventeen thousand dollars per mile, to be issued in proportion to the length of railway (bridges included) under contract, or to be constructed under and by virtue of this act, but no such bond or debentures shall be for a less sum than one hundred dollars.

14. It shall be lawful for the said company to enter into an agreement with the Grand Trunk Railway Company of Canada, and with the Richelieu, Drummond and Arthabaska Counties' Railway Company, or with any other railway company, in the province of Quebec, for leasing the railway, or any part thereof, or the use thereof, at any time or times, to such other company, or for leasing or hiring to or from the said Grand Trunk Railway Company of Canada, or such other company, any railway or part thereof, or the use thereof, or for leasing to or hiring from such company or companies, any bridge, locomotives or movable property, or the use thereof, and generally to make any agreement or agreements with any such other company touching the use by one or the other or by both companies, of the railway or movable property of either or both, or any part thereof, or touching any service to be rendered by the one company to the other, and the compensation therefor, and such agreement shall be valid and binding, and shall be enforced by courts of law according to the terms and tenor thereof; or such other railway company may agree to loan its credit to, and become the owner of the whole or a part of the stock of the railway company hereby incorporated, in like manner and with like rights as individuals; provided the said leases, agreements and arrangements have been first respectively sanctioned by the majority of votes at a special general meeting of the shareholders, called for the purpose of considering the same respectively, on due notice given, as provided by the Railway Act of 1869.

15. The said company shall commence their works and complete the grading of ten miles of the said railway between St. John's and Sorel within one year from the passing of this act, and shall prosecute their said works, so that the said railway shall be completed and put in running order between St. John's, Chambly, Sorel, Montreal and Philipsburg, or within half-a-mile of the said village, within four years from the date of the passing of this act—the whole under pain of loss and deprivation of all the rights conferred upon them by this act.

Agreement  
with other  
companies.

Certain provi-  
sions of the  
municipal code  
to apply to cer-  
tain towns.

Works to be commenced within one year and certain portion of railway to be in operation within four years.

16. The provisions of the municipal code of the province of Quebec, relative to the subscription, aid or bonus to be granted by municipalities to railway companies shall apply and be extended for the purposes of this act, to the towns of St. John's, Sorel, St. Ours and Iberville,—the first article of the said code to the contrary notwithstanding.

## SCHEDULE A.

### FORM OF DEED OF SALE.

Know all men by these presents, that I, A. B., of  
do hereby, in consideration of                      paid to  
me by the Montreal, Chambly and Sorel Railway Com-  
pany, the receipt whereof is hereby acknowledged, grant,  
bargain, sell and convey unto the said Montreal, Chambly  
and Sorel Railway Company, their successors and assigns,  
all that tract or parcel of land (*describe the land*) the same  
having been selected and laid out by the said company for  
the purposes of their railway, to have and to hold the said  
land and premises unto the said company, their successors  
and assigns for ever.

Witness my hand and seal, this                      day of  
one thousand eight hundred and

Signed, sealed and delivered }  
in presence of                      A. B. (L.S.)

## C A P. X X X.

An Act further to amend the Charter of the Richelieu,  
Drummond and Arthabaska Counties' Railway Com-  
pany.

[Assented to 23rd December, 1871.]

Preamble.

WHEREAS the Richelieu, Drummond and Arthabaska  
Counties' Railway Company have, under the provi-  
sions of their charter for the convenience of the general  
public, constructed a bridge over the river Yamaska,  
adapted to the passage of horses, vehicles and foot passen-  
gers, and are now constructing a similar bridge across the  
river St. Francis, at Drummondville; and whereas the  
construction of such bridges entails a heavy extra outlay  
on the part of the company, and it is only right and just  
that the said company should have the exclusive right  
usually accorded to the proprietors of such bridges, of