

Justices or certain others may impose penalty on view.

9. Any justice of the peace who shall himself view any contravention of this act, may impose the penalty therefor without other proof, and, for the purposes of this act, all agents for the sale of crown lands, all employees of the department of crown lands, all sworn land surveyors, and all wood-rangers employed by the department of crown lands, shall be *ex officio* justices of the peace.

10. The act of the parliament of this province, thirty-third Victoria, chapter thirty-six, is hereby repealed.

C A P. X X .

An Act to amend the Quebec Railway Act, 1869.

[Assented to 24th December, 1870.]

HER MAJESTY, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

Sec. 14, of Quebec Railway Act, 1869, amended.

1. The Quebec Railway Act, 1869, is hereby amended by adding the following paragraph at the end of section fourteen of the said act :

“ 22. Whenever, by the terms of any special act incorporating any wooden or iron railway company, it is required that a certain proportion of the stock of such company shall have been subscribed before the calling of a meeting of shareholders for the purpose of electing directors, it shall be sufficient that such proportion of stock shall have been subscribed before such election takes place, even though it was not subscribed when such meeting was called, and every election already had under any such special act shall be valid, provided that before it took place, such proportion of stock had been subscribed.”

No mayor, &c., of municipality, holding stock to vote at elections of directors.

2. No mayor, warden or other chief officer, or other person or persons representing any municipality, or corporation of any city having or taking stock in any railway company shall, directly or indirectly, vote on the election or appointment of the directors of any railway company incorporated previous to the passing of this act, or which may hereafter become incorporated.

C A P. X X I .

An Act to provide for the granting of certain lands in aid of the Railway Companies therein mentioned.

[Assented to 24th December, 1870.]

HER MAJESTY, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

1. From and out of the public lands of this province certain lands hereinafter mentioned, forming a superficies of three million two hundred and eight thousand and five hundred acres, are hereby set apart for the purposes of this act, that is to say: all the lands described in the schedule to this act, under the designations of blocks A, B, C and D, and comprised within the four blocks or extents of territory colored in red and marked respectively A, B, C and D, upon a certain lithographed copy of a map of the province of Quebec, drawn at the crown lands department of this province, by Eugène Taché, assistant commissioner of crown lands, and dated Quebec, eighteen hundred and seventy, which lithographed copy is filed in the office of the clerk of the legislative council of this province, to remain of record for all the purposes of this act, and copies of which, in full, or on a reduced scale, certified by the said clerk shall be deemed authentic for all legal purposes.

3,208,500 acres of land set apart for the purposes of this act.

2. The lieutenant-governor in council, may, subject to the provisions of the next following section, grant to the North Shore Railway and Saint Maurice Navigation and Land Company, now to be called the North Shore Railway Company, for building the north shore railway from Quebec to Montreal and the road to the Grandes Piles, and the establishment of a line of steamers on the St. Maurice, as mentioned in the act of the late province of Canada, intituled: "An act to incorporate the St. Maurice Railway and Navigation Company," two millions of acres of land, to be chosen and allotted by the lieutenant-governor in council on the report of the commissioner of crown lands, from within the said blocks A, B, C, and D, in a corresponding proportion, as regards quantity and quality, to those granted under this act for the construction of a railway from Montreal to Aylmer.

200,000 acres of such land on certain conditions may be granted to North Shore Railway Company.

3. The company shall be entitled to such grant on the following conditions only:

Conditions on which grant may be made.

1. The said railways shall have been completed and put in operation to the entire satisfaction of the lieutenant-governor in council, and steam navigation shall have been put into operation on the St. Maurice; but the lieutenant-governor in council, if he thinks proper, may nevertheless, when it is established that the said company is actively engaged in the construction of its works, grant to it, for each twenty-five miles of road completed, a portion of the said lands proportionate in extent to such length of road;

2. The lieutenant-governor in council shall have the appointment of one-third of the directors of the said company, without counting the *ex-officio* directors, or directors representing municipalities, and no city, town or municipality shall be represented in the said company by a greater number of directors than the lieutenant-governor in council.

Former grants
Ac., revoked.

4. All grants of land made to the said Company or to the St. Maurice Railway and Navigation Company by different acts passed by the parliament of the late province of Canada, and the assurance of aid given by the colonization railway aid act of 1869 for the construction of a wooden railway between Three Rivers and the Grandes Piles, are hereby revoked and repealed.

10,000 acres
per mile may
be granted on
certain con-
ditions to
Montreal
Northern
Colonization
Railway Com-
pany.

5. The lieutenant-governor in council may, subject to the provisions of the next following section, grant to the Montreal Northern Colonization Railway Company for building a railway from Montreal to Aylmer upon the North Shore of the Ottawa, ten thousand acres of land for every mile of such railway, to be chosen and allotted by the lieutenant-governor in council, on the report of the Commissioner of Crown Lands, from within the said blocks A, B, C, and D in a corresponding proportion, as regards quantity and quality to those granted, under this act for the construction of the North Shore Railway as aforesaid.

Conditions on
which grant
may be made.

6. The said Montreal Northern Colonization Railway Company shall be entitled to the said grant on the following conditions only:

1. The railway from Montreal to Aylmer shall have been completed and in operation; but according as the company shall have completed twenty-five miles of the railway, the lieutenant-governor in council may, if he think proper, grant to it a proportionate quantity of the said lands at the reduced rate of five thousand acres for each mile completed within the section extending from Montreal to Grenville, and at a proportionately increased rate for every mile completed within the section between Grenville and Aylmer:

2. The said railway shall connect with the said North Shore Railway from Quebec to Montreal at such point as shall be determined by the lieutenant-governor in council;

3. The lieutenant-governor in council shall have the appointment of one-third of the directors, of the company without counting the *ex-officio* directors or directors representing municipalities, and no city, town or municipality shall be represented in the company by a greater number of directors than the lieutenant-governor in council.

Q., 32 V., c.,
52, not to ap-
ply to a certain
portion of said
railway.

7. The Colonization Railway Aid Act of 1869 shall no longer apply to such portion of the said Montreal Northern Colonization Railway as shall form part of the route from Montreal to Aylmer.

10,000 acres
per mile may
be granted to
Quebec and
New Brun-
swick Railway
Company, from
certain town-
ships.

8. The lieutenant-governor in council may, subject to the provisions of the next following section, grant to the Quebec and New Brunswick Railway Company ten thousand acres of land for every mile of its railway built between the frontier of this province and River du Loup, or Kamouraska, or any intermediate point between those two places, to be chosen and allotted by the lieutenant-governor

in council on the report of the commissioner of crown lands, from within the townships of Packington, Bottsford and Robinson, and the territory adjoining the boundary-line between this Province and New Brunswick to the east of the said railway.

9. All tracts of lands actually held under license for the cutting of timber, comprised within the boundaries of blocks B. C. D., described in the schedule to this act, as here-
Certain timber limits not to be comprised in lands granted.
 inbefore mentioned, shall be excepted therefrom, and a superficies corresponding to the deficiency created by such limits now in existence shall be set apart for the purposes of the said grant out of the unoccupied lands of the Crown in the nearest neighborhood to the said blocks B. C. D.

10. The said last mentioned company shall not be entitled to the said grant unless the said last mentioned railway shall have been completed and in operation as far as River du Loup or Kamouraska, or any intermediate point between those two places; but according as the company shall have completed twenty-five miles of railway, the lieutenant-governor in council may, if he think proper, grant to it a proportionate quantity of the said land.
Conditions previous to making of the grant.

11. Any grant made to the said Quebec and New Brunswick railway company shall be made upon the condition that one-half of the lands so granted shall be conceded by the company to settlers who shall occupy and clear the same, the whole in conformity with such conditions and at such prices as shall be fixed by the lieutenant-governor in council, upon the report of the commissioner of crown lands; but such price shall not be less than one dollar for each acre.
Further condition.

12. The delay mentioned in the second section of the colonization railway aid act of 1869, is hereby extended to the first day of July, one thousand eight hundred and seventy-five.
Delay of sec. 2, of 32 V., c. 52, extended.

13. The said colonization railway aid act of 1869, and the extension of delay mentioned in the preceding section, shall apply to the railway of the St. Francis and Megantic international railway company, incorporated by an act of the parliament of Canada, as fully and effectually as if the said railway had been originally included and named in the colonization railway aid act of 1869, but only for the length thereof which commences where the said railway leaves the line of the Grand Trunk Railway; and the said last mentioned act shall no longer apply to the St. Francis Valley and Kennebec railway.
Said act to apply to St. Francis and Megantic International Railway Company.

14. The aid provided for in favor of the Richelieu, Drummond and Arthabaska Counties Railway Company by the colonization railway aid act of 1869, shall likewise apply and extend to any of the lines of railway mentioned in the act of the present session, intituled: "An Act to amend the charter of the Richelieu, Drummond and Artha-
Extension of the aid granted to Richelieu Drummond and Arthabaska Railway Company.

baska Counties Railway Company," provided no such aid shall be paid or payable upon any greater length of road than shall be completed, nor be extended in any case to more than one hundred and fifty miles.

Iron rails may be substituted for wooden without prejudicing aid.

15. Iron rails may be laid instead of wooden rails on any of the railways mentioned in the said colonization railway aid act of 1869, without affecting the right of obtaining the aid thereby assured for the construction of such railway.

Lands may be reserved for roadway and stations of railways.

16. The lieutenant-governor in council may reserve for himself and also for any railway company to whom he may grant the same, the right of taking, without compensation, upon any lands granted under this act, as much land as may be deemed necessary for the road-way and stations of any railway that may pass over the lands so granted.

Railways to be commenced before 1st May, 1873.

17. In case any one of the above named companies shall not have *bonâ fide* commenced to build its railway within two years from the first day of May next, it shall forfeit all claim to lands under this act.

Sec. 11 and 15, of Canada, 33 V., c. 56, confirmed.

18. Sections eleven and fifteen of the act incorporating the Quebec and New Brunswick Railway Company, that is to say, the act of the parliament of Canada, thirty-third Victoria, chapter fifty-six, including the schedule connected with the said section fifteen, are hereby, in so far as they relate to matters and subjects within the jurisdiction and control of the legislature of this province confirmed and enacted as fully and effectually as if the provisions thereof were herein enacted at full length and shall have effect

2130 Civil Code

notwithstanding article 2130 of the Civil Code.

SCHEDULE.

BLOCK A.

The territory included in this designation being situate in the county of Pontiac, at the western extremity of this province, and being traversed by the principal branch of the Ottawa river, and by that of the river called the Abitibi, is bounded as follows, that is to say :

Beginning at the point of intersection of the meridian of the mouth of the river Blanche, on lake Temiscamingue, with the rear line of the Indian reserve, situate between such last mentioned river and lake des Quinze, at the point A, as set forth on the map hereinabove mentioned ; thence prolonging such meridian line for a distance of 31 miles or thereabouts to the height of land separating the waters of the St. Lawrence from those of Hudson's Bay to B ; thence following a line running north, 71o east, astronomically a distance of 64 miles, to C ; thence in a true southerly direc-

tion, a distance of 60 miles to D, thence, following a western course, astronomically, a distance of 23 miles or thereabouts, to the intersection of the most southerly bay of lake Missizowaja, at the point E; thence skirting the eastern and northern shore of the said lake, and that of lake des Quinze, until opposite the point at which it discharges itself, by means of the river of the same name, at the place designated by the letter F; thence pursuing a course usually north, to G, to the stake planted by the Surveyor, Charles Bouchette, in 1854, to mark the north-east angle of the Indian reserve aforesaid; thence following the northern boundary of the said reserve, to its intersection with the meridian of the mouth of the river Blanche, to the point of departure at A, a distance of $15\frac{1}{2}$ miles or thereabouts.

The said block A, comprising an extent of territory of 1,827,400 acres in superficies.

BLOCK B.

The territory so designated, including the island of Lake Edward, and watered by the river Batiscan and by the river known as the Pierre river, being situate partly in the county of Portneuf and partly in the county of Quebec, is bounded as follows, that is to say:

Beginning at the letter A on the said plan to the point of intersection of the line of survey drawn during the summer of 1870, by the Surveyor Ignace Dery, with the north bank of the river Pierre, from thence following such said line, so already established, for a course north 45° west, astronomically, to the river Batiscan, a distance of 10 miles and 35 chains, and pursuing in the same direction a distance of about 9 miles to the line of survey drawn by the Surveyors Eugène Casgrain and H. Legendre, in 1869, to the point B, from thence at a right angle following the said line of survey a distance of about 3 miles to D, to its junction with the south-western branch of the river Batiscan, known as the river Jeanotte, and ascending the left bank of the said river and following the windings thereof to its source in Lake Edward, and skirting the south shore of such lake to its eastern extremity, and ascending to its source (at the place marked D,) the little river which discharges itself at such place. From this point, the said block to be bounded towards the north by a line running true east about 2 miles to the point E, situate at 6 miles at right angles to the general course of the river Métabetchouan, then at the said distance following parallel thereto, in a south and south-westerly direction, the course and windings of the said river to lake *aux Rognons*, and thence, by prolonging, at the said distance of six miles, a parallel line to the survey of the continuation of the Gosford road, fixed

by the Surveyor E. Casgrain, to the point of meeting the river Pierre, at the point F, and descending the course of the said river, to its intersection with the line of survey of Mr. Déry, at the point of departure already mentioned.

The said Block B, comprising 319,440 acres.

BLOCK C.

Situate in the county of Montcalm, bounded as follows, that is to say :

Beginning at a distance of 10 miles from the north-western angle of the Township of Doncaster on the division line between the counties of Argenteuil and Montcalm, at the north-western angle of the proposed Township of Archambault, at the point A on the said map, following the said line, and, in continuation, the line dividing the districts of Montreal and Ottawa, to its meeting with the principal branch of the *Rivière Rouge*, a distance of about 26 miles in B; thence ascending the course of the said principal branch to a point of intersection with the line between the counties of Montcalm and Joliette, in C; thence, following such line on a course, astronomically south, 45°. east, for a distance of $34\frac{1}{2}$ miles to the north-east angle of the proposed Township of Lussier, to about ten miles from the north-east angle of that of Chilton, in D; thence following the rear line of the said proposed townships of Lussier and Archambault, a distance of 20 miles, to the point of departure in A.

The said Block C, comprising an area of 371,200 acres in superficies.

BLOCK D.

This extent of territory, situated on the eastern bank of the river St. Maurice, partly in the county of Champlain and partly in that of Chicoutimi, is bounded as follows, that is to say : Beginning at the mouth of the *Grand Rivière Pierriche*, on the St. Maurice, about 10 chains from the 64th mile post planted by Surveyor Bignell in 1848, at the time of his survey of the said last mentioned river, at the point A. on the said map; thence, following the meridian of the mouth of the said *Grand Rivière Pierriche*, a distance of 37 miles to B, from such place, at right angles with the said meridian, on a course west astronomically, a distance of nearly 37 miles to the point of meeting the river St. Maurice, in C. Thence descending the left bank of the said river and following all its windings in a direction usually south and south-east, to the point of departure at the mouth of the said *Grand Rivière Pierriche*, at the place marked A, and already described.

The said block D, comprising an area of 685,466 acres in superficies.