

C A P. X X V .

An Act to amend the Charter of the Richelieu, Drummond and Arthabaska Counties Railway Company.

[Assented to 24th December, 1870.]

WHEREAS, the Richelieu, Drummond and Arthabaska Counties Railway Company have prayed for amendments of their Charter in the particulars hereinafter set forth, 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:

1. The following clerical errors in said charter of the Richelieu, Drummond and Arthabaska Counties Railway Company are hereby amended, that is to say, by substituting in the English version thereof the words "one other Director" in the place and stead of "one of such Directors" in the nineteenth line of the ninth section of their Act of Incorporation, and the word "immovable" in the place of the word "movable" in the second line of the nineteenth section of said act: and in the French version by substituting the words "à lisses" in the place of the words "de fer" in the nineteenth line of the first section of said act, and the words "un autre Directeur" in the place of "un des dits Directeurs" in the twentieth line of the ninth section of said act. Secs. 1, 9 and 10 of 32 V., c. 53 amended.
2. The election and constitution of the present Board of Directors of the said Company is hereby declared to have been and to be good and valid, notwithstanding that certain municipalities that have subscribed ten thousand dollars and upwards took part therein either by voting on their subscribed stock, or by nominating an additional Director to represent them in such Board previous to the correction of the aforesaid errors. Election of present directors declared valid.
3. The company may, should they find it expedient so to do, continue the branch line which they have contracted to construct to the village of l'Avenir, in the county of Drummond, so as to connect the same with the Grand Trunk Railway in the county of Richmond, passing on such side of the River St. Francis as may be thought most desirable, and, if necessary, acquire and hold the road on the banks of the said River St. Francis known as the Slate Quarry Railway; and may also if they think fit lay out, construct and finish as a part of their main line a wooden or iron railway from the point of their junction with the line of the Grand Trunk Railway at or near the Acton station, passing by Roxton and Waterloo, in the county of Shefford, and Knowlton, in the county of Brome, to connect with the South Eastern Counties Junction Railway. Branch line to village of l'Avenir may be extended: and connection may be made with S. E. Counties Junction Railway.

Sec. 3 of 22
V., c. 86,
amended.

4. Section three of said charter is hereby amended by substituting for the word "fifteen" in said section, the words "twenty-five;" by adding the words "such branches to be held and considered to all intents as a portion of their main line ; but all agreements made or to be made between the company and any municipality touching the employment in whole or in part, upon or for any branch or section of the main line, of any money or debentures subscribed for stock or otherwise granted by such municipality, and all municipal subscription of stock conditional or otherwise, and all municipal by-laws relative thereto shall nevertheless be and remain to all intents valid and binding," after the word "thereof" in the nineteenth line of said section ; and also, by striking out all the words after the word "directors" in the twenty-first line thereof.

Company may
adapt bridges
to passage of
horses, &c., and
take tolls.

5. The company may adapt all or any 'of the bridges constructed for the purposes of their railway, to the passage of horses, vehicles and foot passengers ; and may take, receive and exact such rates of toll upon all horses, animals, vehicles and foot passengers passing on or over such bridge so adapted to the passage thereof, as by the lieutenant-governor in council shall, from time to time, be fixed and allowed, or as is otherwise allowed by this act.

After approval
by railway
committee fol-
lowing tolls
may be levied.

6. So soon as the company shall have constructed railway bridges over the rivers Yamaska and St. Francis respectively, adapted for the passage of horses, vehicles and foot passengers in virtue of the preceding section, and the same have been duly approved by the railway committee, the said company may demand, receive and exact, for their own use and benefit, of and from each person making use of said bridges as a toll for the passing thereof, sums not exceeding the following several rates, that is to say :

For every person on foot.....	\$ 0 02
For every two wheeled vehicle drawn by one horse or ox.....	0 08
For every four wheeled vehicle drawn by one horse or ox.....	0 10
For every four wheeled vehicle drawn by two horses or oxen.....	0 15
For every additional horse or ox.....	0 05
For every horse and rider.....	0 06
For every horse, mule, cow or head of... cattle.....	0 03
For every sheep, calf or pig.....	0 02

Penalty for
passing with-
out paying
toll.

7. Any person who shall pass through the toll gates or over or upon any of the bridges of the company so adapted as aforesaid for the passage of foot passengers and vehicles without paying the toll that the company may be entitled to demand by virtue of this act and against their consent,

or who shall at any time drive faster than a walk on the said bridges, shall incur a penalty not exceeding five dollars currency, or be imprisoned for a period not exceeding ten days in the common gaol of the district within which such offence may have been committed.

8. Any municipality which shall have authorized or shall hereafter authorize by any by-law duly sanctioned by the lieutenant-governor, the issue of debentures for the purpose of raising money to aid the said company under the provisions of chapter twenty-five of the consolidated statutes for Lower Canada may, provided the same be not already issued, if the lender consent or require it, deposit in the hands of such lender or his assigns the annual sums which shall have been agreed upon to form the sinking fund, instead of investing the same in the manner provided by said last mentioned act; in which case, such municipality shall not be responsible for the redemption of such debentures at the expiration of the stipulated delay, but the same shall be held to be fully paid and satisfied by the payment of the annual amount of interest and sinking fund specified in such by-law, and this notwithstanding that other provision had been made therein for the payment of such debentures; provided that such changes are made in the form of such debentures and the coupons thereto attached so as to express upon the face of them such manner of payment, before the issuing thereof; and in all cases where such debentures have already been issued in the manner and form contemplated by said chapter twenty-five, the holders thereof may at any time, with the consent of the municipal council that issued the same, exchange such debentures for a like value of other debentures whereby it is stipulated that the sinking fund may be paid to such holder as aforesaid; and in such case, the municipality so exchanging, shall be relieved from redeeming the same at the expiration of the stipulated delay, and shall merely be bound to pay over to the holder of said debentures the annual amount of interest and sinking fund; any thing to the contrary in the by-law notwithstanding.

Municipalities who have issued debentures in aid of the company may pay over the annual sums forming the sinking fund instead of investing them.

Debentures already issued may be exchanged for others to conform with this section.

Responsibility of municipality in such case.

9. In the event of any county municipality passing a by-law to aid the construction of the said railway after any of the local municipalities within the limits of such county have already contributed for a like purpose, it shall be lawful to declare in such by-law, that such local aid be considered, held and taken, to the extent of the relative proportion of each of the said local municipalities that may have subscribed a part of the amount voted by such by-law; and in such case the aid to be given and debentures to be issued by such counties shall only be for the balance, after deduction of the said local aids, and an amount proportionate to such local aids shall be deducted from the portion

If county municipality grant aid, any aid already granted by a local municipality in such county may be taken as a proportionate part of the county aid.

of the tax to be levied under the by-law for which each such local municipality respectively would be liable if such local aid had not been made ; but it shall be lawful for the said local municipalities to exchange their debentures for a like amount of county debentures to be issued for that purpose in excess of the above mentioned balance, or for the holders thereof to exchange the same in like manner, and from such time no deduction shall be made from the portion of the tax of such local municipalities, and in the case of such exchange the said local municipalities may obtain the cancellation and remission of their Debentures by transferring their stock in the said company for a like amount to such county municipality.

This act to form part of 32 V., c. 53.

10. Subject always to the provisions of any act of this session in respect of provincial subsidy, this act shall be construed and applied to all intents as forming part of the act passed in the thirty-second year of Her Majesty's reign, intituled : "An Act to incorporate the Richelieu, Drummond and Arthabaska Counties Railway Company," hereby amended ; and the expression, "the charter of the Richelieu, Drummond and Arthabaska Counties Railway Company" shall constitute a sufficient citation as well of this act as of the said act hereby amended.

C A P . X X V I .

An Act to incorporate the Missisquoi and Black Rivers Valley Railway Company.

[Assented to 24th December, 1870.]

Preamble.

WHEREAS, certain persons hereinafter mentioned, have petitioned the legislature for an act of incorporation to construct an iron or wooden railroad from Potton, a township in the county of Brome, through the counties and part of the counties of Brome, Shefford and Richmond, to or near Durham station or Richmond station on the Grand Trunk Railway line ; and whereas it is expedient to grant the prayer of the said petition ; Therefore, Her Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

Certain persons incorporated.

1. The honorable Lucius S. Huntington, honorable James Ferrier, Ralph Merry, William Hoste Webbe, M. P., John H. Graham, L.L.D., J. Picard, M.P.P., Michel A. Bessette, M.P.P., John W. Taylor, L. A. Perkins, James Manson, John McManus, Benjamin M. Martin, William L. Davidson, H. W. McGowan, Warren A. Lay, Charles Tessier, Wilder Bartlett, Léon Bombadier, Isidore Frégeau,

