



CHAPTER 55.

An Act to amend the Vancouver, Northern and
Yukon Railway Company Act, 1899.

[31st August, 1900.]

WHEREAS the Vancouver, Northern and Yukon Railway Com- Preamb
pany, hereinafter called “the Company,” or “the said Com-
pany,” has by its petition prayed that the time limited by the afore-
said Act for depositing with the Provincial Government securities
therein mentioned, and for the commencement and completion of the
said railway as therein set forth, may be extended, and that the
name of the said Company should be changed to the “Vancouver,
Westminster, Northern and Yukon Railway Company,” and that
power be granted to “the said Company” to extend its line of railway
as hereinafter mentioned, and that such other powers might be con-
ferred on “the said Company” as might be necessary to fully com-
plete, execute, carry on and operate the said undertaking :

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
Legislative Assembly of the Province of British Columbia, enacts as
follows:—

1. The non-compliance by the Company with sections 40 and 41
and the other conditions of the said “Vancouver, Northern and Yukon
Railway Company Act, 1899,” shall not be considered as having here-
tofore caused any forfeiture of the charter of the said Company, and
the said Act is hereby revived and declared to be in full force and
effect.

2. Section 2 of the said Act is hereby repealed, and the following Section 2 repealed.
section substituted therefor:— New provision.

Construction, route,
etc.

“2. The Company may lay out, construct, equip, operate and maintain a line of standard or narrow gauge railway with one or more tracks from some point at the City of Vancouver, or some other convenient point on the shore of Burrard Inlet; thence running to some point on the north or south side of the Fraser River at or near the City of New Westminster, also commencing at the first mentioned point aforesaid; thence running in a northerly direction by way of Seymour Creek or the most feasible route to the Squamish Valley; thence by the most feasible route through the Pemberton Meadows to Lillooet; thence northerly to Quesnel; thence north-westerly to Hazelton or some other point on the Skeena River; and thence northerly to the northern boundary of the Province; with powers to build a branch line from or near Hazelton along the valley of the Black River to the northern boundary of the Province; with power to build branch lines from said railway to Fort St. John; with power also to build branch lines east and west from the main line along the north shore of Burrard Inlet to Howe Sound and the west shore of the North Arm of the said Inlet; with power also to build and operate branch lines from time to time to groups of mines and to farming lands from any point on the main line or any of its branches, but no such branch line shall be built to a point more than twenty miles from the main line of railway; with power in operating the railway and its branches to use steam, electricity or other motive power.”

Section 39 repealed.

3. Section 39 of the said Act is hereby repealed.

Section 40 repealed.

4. Section 40 of the said Act is hereby repealed, and the following section substituted therefor:—

New provision.

Deposit to be made
with Minister of
Finance as security
that \$10,000 will be
expended by Com-
pany.

“40. The Company shall, on or before the first day of August, 1901, deposit with the Minister of Finance and Agriculture the sum of five thousand dollars, either in cash or securities approved by said Minister, as security that the Company will expend not less than ten thousand dollars in surveys or construction (or partly in one and partly in the other) of the railway hereby authorised to be built before the first day of August, 1902, and in default of such expenditure the aforesaid deposit of money or securities shall be forfeited to and become the property of the Government, and should such security not be deposited as aforesaid, all the rights and privileges conferred by this Act shall be null and void.”

Section 41 repealed.

5. Section 41 of the said Act is hereby repealed, and the following section substituted therefor:—

Railway divided into
sections.

“41. The said railway shall be divided into five sections, and the first section from Vancouver to the Fraser River shall be completed within three years; the second section from Vancouver to Lillooet shall be completed within five years; the third section from Lillooet to Quesnel

shall be completed within seven years; the fourth section from Quesnel to Omineca shall be completed within nine years; and the fifth section from Omineca to the northern boundary of the Province shall be completed within eleven years from the passing of this amendment Act. Nevertheless failure to complete the said railway, or any section or portion thereof, within the time so limited for the completion of the same, shall not prejudice the rights, powers or privileges of the Company in respect of such part or portion of section, if any, so completed."

6. The name of the "Vancouver, Northern and Yukon Railway Name changed. Company" is hereby changed to and the said Company shall hereafter be known and designated as the "Vancouver, Westminster, Northern and Yukon Railway Company."

7. This Act may be cited as "Vancouver, Northern and Yukon Short title. Railway Act Amendment Act, 1900."

VICTORIA, B. C. :

Printed by RICHARD WOLFENDEN, Printer to the Queen's Most Excellent Majesty.
1900.