



## CHAPTER 74.

An Act respecting the Portland Canal Short Line Railway, and to change its Name to the Canadian North-eastern Railway Company.

[1st March, 1911.]

**W**HEREAS a petition has been presented by the Portland Canal Short Line Railway Company for an Act to amend its Act of Incorporation, being 9 Edward VII., chapter 59, and known as the "Portland Canal Short Line Railway Company Act" of the Statutes of the Province of British Columbia, by changing the name of the Company from the Portland Canal Short Line Railway Company to the Canadian North-eastern Railway Company, and by granting to the Company power to build from the end of its present authorised line to the eastern boundary of the Province at Peace River or Pine River Pass, with a branch from the said authorised line down the valley of the Naas River to the Pacific Coast; also a line from its authorised line at or near Stewart Lake to connect with the Grand Trunk Pacific Railway, and a line from its authorised line to the northern boundary of the Province; and to increase its capitalisation from one million dollars to three million dollars:

And whereas it is expedient to grant the prayer of the petition:

Therefore, His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:—

1. Section 1 of the "Portland Canal Short Line Railway Company Act" is hereby amended by striking out the name "Portland Canal Short Line Railway Company" in the fourth and fifth lines of said section, and substituting therefor this name, "Canadian North-eastern Railway Company."

2. Section 3 of the said Act is hereby amended by adding thereto the following subsection:—

Extension of line of railway.

"The Company may also construct, lay out, and operate lines of railway between the following points:—

"(a.) A line of railway from the end of the Company's present authorised line along Bear River; thence in a generally easterly direction to the eastern boundary of the Province at the Peace River or the Pine River Pass, with a branch from such line or extension down the valley of the Naas River to the Pacific Coast:

"(b.) A line of railway from the Company's authorised line at or near Stewart Lake to a junction with the Grand Trunk Pacific Railway:

"(c.) A line of railway from the Company's authorised line to the northern boundary of the Province."

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 Section 4 of the said Act is hereby repealed, and the following section substituted therefor:—

Increase of capital stock.

"The capital stock of the Company shall be three million dollars, divided into thirty thousand shares of one hundred dollars each, and may be called up by the directors from time to time as they deem necessary."

4. The said Act is hereby amended by striking out section 18, and inserting in lieu thereof the following section, to be known as section 18:—

Wharves, docks, steamers, etc.

"18. The Company may purchase, build, own, charter, use, hold, equip, maintain, and operate, or sell and dispose of, hotels, steam ships, sailing-vessels, and other vessels, boats, and crafts, and carry on business as carriers of freight and passengers for hire, and own and operate docks and wharves, and carry on business as dock masters and wharfingers."

Time for completion.

5. Notwithstanding anything in the "British Columbia Railway Act" contained, the time for the completion of the lines of railway which the Company is authorised to construct is hereby fixed at five years from the date of the passage of this Act.

Short title.

6. This Act may be cited as the "Portland Canal Short Line Act Amendment Act, 1911."

VICTORIA, B. C.

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