



CHAPTER 77.

An Act to amend the “Pacific Northern and Omineca Railway Act, 1900.” 1900, c. 50.

[21st June, 1902.]

WHEREAS a petition has been presented by the Pacific Northern and Omineca Railway Company for an Act to amend its Act of Incorporation, being 64 Victoria, Chapter 50, and known as the Pacific Northern and Omineca Railway Act, 1900, of the Statutes of the Province of British Columbia, by granting to the Company power to build a branch line from any point at or near Hazelton on the main line of the railway by the most feasible and practicable route, following the general direction of Bulkley River to a point at or near its junction with the Telqua River in Cassiar District, and to amend section 11 of the said Act by increasing the bonding powers of the said Company:

And whereas it is expedient to grant the prayer of the said 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 10 of the said Act is hereby amended by adding thereto the following sub-section:—

“(12.) To build a branch line from any point at or near Hazelton on the main line of the railway by the most feasible and practicable route, following the general direction of Bulkley River to a point at or near its junction with the Telqua River in Cassiar District aforesaid.”

Branch line from Hazelton to junction of Bulkley and Telqua Rivers.

Re-enacts s. 11.

2. Section 11 of the said Act is hereby repealed and the following section enacted in lieu thereof:—

Bonds.

“ 11. The Company may issue bonds, debentures or other securities to the extent of thirty-five thousand dollars per mile of the railway and branches, and such bonds, debentures or other securities may be issued only in proportion to the length of railway constructed or under contract to be constructed: Provided, however, that no such bonds, debentures, or other securities shall be issued unless the Directors have been authorised so to do by a resolution passed by a two-thirds majority at any general or special meeting for that purpose, among others, called, at which meeting shareholders representing at least two-thirds in value of the subscribed stock of the company are present or are represented by proxy.”

When Act shall
come into force.

3. This Act shall not come into force or effect until such time as the Company shall give security to the satisfaction of the Lieutenant-Governor in Council—

- (1.) That the Lieutenant-Governor in Council shall have the right, from time to time, to fix the maximum rates for freight and passenger traffic, so long as the railway is not under the exclusive jurisdiction of the Dominion of Canada, and that the Company shall not charge higher rates than those so fixed.
- (2.) That in the event of the railway being brought under the exclusive jurisdiction of the Dominion of Canada, the tariff of rates so fixed by the Lieutenant-Governor in Council shall be forthwith submitted to the Dominion body having authority in that behalf, and such tariff, as approved, or as amended by such body, shall be carried out by the Company as a contract and obligation of said Company.

Labour.

4. Notwithstanding anything contained in the said Act, the Company shall not have the right to purchase, lease or use any lands belonging to the Province until it has entered into a contract with the Lieutenant-Governor in Council with respect to the employment of labour in the construction and operation of the railway.

Short title.

5. This Act may be cited as the “Pacific Northern and Omineca Railway Act Amendment Act, 1902.”

VICTORIA, B. C.:

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