

bonds, in such manner that each holder of income bonds shall receive in exchange therefor a due proportion of the new securities.

3. The terms and conditions of such conversion and sub-division of income bonds and issue of second debenture stock or securities and income stock or bonds in lieu thereof, shall be prescribed by the board of directors and be approved at a general special meeting of the holders of income bonds called for that purpose, by three fourths in value of the said income bondholders present or represented by proxy at such meeting.

Terms, &c ,
of conversion
to be decided
by board of
directors and
approved by
holders of
income bonds.

Notice of such approval shall be given in the *London Times* and in the *Quebec Official Gazette* for at least one month; which notice shall briefly set out the nature of the conversion, and call upon the holders of income bonds, within such period as may be fixed by the directors, to surrender their bonds for cancellation and to receive, in exchange therefor, their due proportion of such new securities. After the publication of such notice and the expiration of such period, the powers of the holders of existing income bonds to claim payment of interest or principal according to the present tenor of the said bonds, shall cease and determine.

Notice of
approval to
be published,
and what to
contain.

Effect of pub-
lication of
notice.

4. Sections 6, 7 and 11 of the act 62 Victoria, chapter 74, are repealed.

62 V., c. 74,
ss. 6, 7 and
11, repealed.

5. Nothing in this act contained shall be construed as modifying or impairing the rights of holders of prior lien bonds or of the Quebec Central Debenture stock, issued or to be issued under the provisions of the act 62 Victoria, chapter 74.

Act not to be
held to affect
certain bonds
or stocks
under 62 V.,
c. 74.

6. This act shall come into force on the day of its sanction.

Coming into
force.

CHAP. 61

An Act to amend the act 63 Victoria, chapter 67, respecting the Quebec and Lake St. John Railway Company

[Assented to 28th March, 1901]

WHEREAS The Quebec and Lake St. John Railway Company has, by its petition, represented that it is desirable that the act 63 Victoria, chapter 67, should be amended as hereinafter appears; and

Preamble.

Whereas it is expedient to grant the prayer of the said petition;

Therefore, His Majesty, by and with the advice and consent of the Legislature of Quebec, enacts as follows :

63 V., c. 67, s. 1, replaced.

1. Section 1 of the act 63 Victoria, chapter 67, is repealed and replaced by the following :

Power to issue bonds to certain amount, &c.

Name of bonds. To be first mortgage, &c., on certain property.

Application of proceeds of sale of such bonds.

“ **1.** The company is authorized to issue bonds, secured upon the whole of its railways extending from the city of Quebec to Roberval and Chicoutimi, to an amount of £200,000 sterling, upon which interest not exceeding four per cent. per annum, may be paid by the company, which bonds shall be known and designated as “prior lien bonds” and shall be the first mortgage, charge and privilege upon the whole of the said railways extending from the city of Quebec to Roberval and Chicoutimi aforesaid, and upon the property, moveable and immovable, belonging to the said railway and used in connection therewith, and upon the tolls, revenues, franchise and equipment, save the first mortgage now existing upon the terminal property at Quebec and Hedleyville and amounting to the sum of \$124,057.

The proceeds of sale of the said prior lien bonds shall be applied to the purpose of improving the whole system of the railway, including the terminus at the city of Quebec and the road-bed, track and bridges thereof, and in purchasing rolling stock and paying the said terminal mortgage of \$124,057 and certain other debts now outstanding not exceeding \$75,000 and, subject thereto, may be used for the general purposes of the company.”

Id., s. 2, replaced.

2. Section 2 of the said act is repealed and replaced by the following :

Issue of first mortgage bonds to replace certain other bonds.

Rank of such bonds.]

“ **2.** For the purpose of redeeming and replacing the first mortgage bonds of the said railway company, now issued and secured upon the said first division of the railway, amounting in the whole to £780,000 sterling, which bonds are in default by reason of the non-payment of the interest payable thereon which fell due on the 1st day of July, 1899, and thereafter up to the present time, the said company is authorized to issue first mortgage bonds to an amount of £390,000 sterling, secured upon the said railway from Quebec to Roberval and Chicoutimi, and ranking after the prior lien bonds by this act authorized.

Id., s. 3, replaced.

3. Section 3 of the said act is repealed and replaced by the following :

Issue of income bonds to certain amount for certain purposes.

“ **3.** The company is further authorized, for the purpose of redeeming and replacing the balance of the outstanding first mortgage bonds secured upon the first division of the railway aforesaid, together with the unpaid interest there-

on, and to cover the difference in interest between the original and the new securities, to issue bonds secured upon the said railway from Quebec to Roberval and Chicoutimi, and ranking immediately after the first mortgage bonds previously authorized, which bonds shall be known and designated as "income bonds" to an amount of £468,000 sterling, bearing interest at a rate not exceeding six per cent. per annum, such interest payable only to the extent of the surplus net revenues, year by year, of the company, after payment of working expenses and interest in full upon the prior lien bonds and first mortgage bonds respectively, the amount of such interest, not exceeding six per cent. per annum, to be determined, year by year, by the directors of the company after making provision for the existing and contingent floating liabilities of the company, and to that extent, the accruing interest of the prior lien and first mortgage bonds, year by year, shall be a first and second charge and lien, respectively, upon the surplus net revenue; but the interest upon the income bonds shall not be cumulative, and any portion for which no provision shall be made in any one year by the directors out of the surplus net revenue of that year, shall *ipso facto* be and become discharged in so far as the company or its future revenues is or are concerned; but the capital of the income bonds shall be and remain, until paid, a mortgage, charge, lien and privilege upon the railway extending from Quebec to Roberval and Chicoutimi and upon the property, moveable and immovable, and upon the rolling stock, equipment, tolls, revenues and franchise of the company, ranking after the said prior lien bonds and the first mortgage bonds."

Interest thereon and how and when payable.

Capital of income bonds to be mortgage upon certain property.

4. Section 6 of the said act is repealed and replaced by the following :

Id., s. 6, replaced.

"6. The directors may secure the several issues of prior lien, first mortgage and income bonds, authorized by the present act, by means of one or more trust deeds and conveyances of the said railway and of the property, moveable and immovable, and of the tolls, revenues and franchises appertaining thereto."

Bonds may be secured by trust deeds.

5. Section 8 of the said act is repealed and replaced by the following :

Id., s. 8, replaced.

"8. The directors of the company may, in view of the agreement among the bondholders contained in the schedule annexed to this act, issue, upon the whole railway system of the company, for the purpose of replacing the outstanding bonds of the railway issued upon the Chicoutimi branch thereof, an additional amount of first mortgage and income

Issue of further bonds under agreement of bondholders in schedule to act.

bonds respectively, beyond those authorized by the 2nd and 3rd sections of this act to the following amounts, viz: First Mortgage Bonds to an amount of £52,400, and Income Bonds to an amount of £172,400."

Id., s. 9, repealed.

6. Section 9 of the said act is repealed.

Security for the several classes of bonds authorized by 63 V., c. 77, and this act.

7. The several classes of bonds, authorized by the act 63 Victoria, chapter 67, and this act, shall be secured as follows, that is to say, the £200,000 Prior Lien Bonds and the interest thereon shall, subject to the terminal charge referred to in section 1 of the said act 63 Victoria, chapter 67, be the first mortgage, charge and privilege upon the whole system of the company's railways and of the property, moveable and immoveable, belonging to the company, and upon the tolls, revenues and franchises thereof; the first mortgage bonds, not exceeding the sum of £442,400, and the interest thereon, at the rates hereinafter mentioned, shall be a mortgage, charge and privilege upon the same property ranking next after the prior lien bonds and the interest thereon; and the capital of the income bonds, not exceeding the sum of £640,400, shall be a mortgage, charge and privilege upon the same property ranking next after the first mortgage bonds and the interest thereon. The first mortgage bonds shall bear date the 1st January 1900, and shall bear interest as follows, viz: For the first three years after the date of the said bonds, at the rate of three per cent. per annum, for the two years following the three years aforesaid, at the rate of four per cent. per annum, and thereafter, at the rate of five per cent. per annum.

Interest on first mortgage bonds.

Agreement in Appendix, confirmed.

8. The agreement set forth in the Appendix hereto is hereby confirmed, and shall be binding on all the holders of the existing first mortgage bonds secured on the first division of the company's railway, and the existing first mortgage bonds secured on the Chicoutimi branch railway, and be deemed a consent in writing by each class within the meaning of section 7 of the said act, and an agreement in writing by each class to an amalgamation of their interests under section 8 thereof.

Interpretation to be given thereto.

Application of s. 7 of the said act.

9. The provisions of section 7 of the said act and the powers by such section conferred upon the directors of the said company shall extend and apply *mutatis mutandis* to the Chicoutimi branch, the existing Chicoutimi branch bonds (amounting in nominal value to \$1,020,000), and the deed or deeds of trust and mortgage executed for the purpose of securing such bonds.

10. Section 13 of the said act is repealed and replaced by the following : Id., s. 13, replaced.

“ **13.** Pending the issue of the new bonds herein provided for, Messrs. Frank Ross and Gaspard LeMoine, of the city of Quebec, and William Hanson, of the city of Montreal, shall act as receivers of the main line and of the Chicoutimi branch of the railway, and shall receive all revenues, pay all operating expenses and hand over any surplus to the trustees for the holders of bonds so to be issued, provided that the said receivership shall not last beyond one year from the date of this act.” Interim receivers named.

11. Section 14 of the said act is repealed. Id., s. 14, repealed.

12. The branch to La Tuque on the river St. Maurice, authorized by the act 38 Victoria, chapter 46, may be constructed from any point on the line of the Quebec and Lake St. John Railway north of St. Raymond, or from any point on the Great Northern Railway between the Rivière-à-Pierre Junction and the river St. Maurice. Point from which La Tuque branch may be built.

13. This act shall come into force on the day of its sanction. Coming into force.

APPENDIX

AN AGREEMENT made the 5th day of September, 1900, between the several persons whose names and addresses are set forth in the first schedule hereto (being respectively holders of the first mortgage bonds of the Quebec and Lake St. John Railway Company secured upon the first division of that company's railway by the deed of trust of the 2nd of May, 1889, hereinafter referred to) of the first part ; the several persons whose names and addresses are set forth in the second schedule hereto (being respectively holders of first mortgage bonds of the same company secured upon the Chicoutimi branch of the company's railway by the deed of trust of the 13th of April, 1893, hereinafter referred to) of the second part ; and the said Quebec and Lake St. John Railway Company, being a company incorporated by act of the Legislature of the Province of Quebec, 46 Victoria, chapter 83, (hereinafter called “ the company ”), of the third part.

WHEREAS the company has issued bonds to the nominal amount of £780,000 sterling, carrying interest at 5 per cent.

per annum, hereinafter for convenience sometimes called "First Division Bonds," and secured by a deed of trust dated the 2nd day of May, 1889, and made between the Company of the first part, The Quebec and Lake St. John Railway Lumbering and Trading Company of the second part, Horace Janson Beemer of the third part, and The Railway Share Trust and Agency Company, Limited, of the fourth part, as a first charge on the first division of the railway of the company, being the line from Quebec to Roberval, 190 miles or thereabouts in length, and on the lands, properties, moveable and immoveable, freights, tolls and franchises appertaining to or used with the said first division as in the said deed of trust more particularly appears, subject only to a mortgage upon the terminal property at Quebec and Hedleyville for the sum of \$124,057 ;

And whereas the company has also issued bonds to the nominal amount of \$1,020,000, carrying interest at the rate of 5 per cent. per annum, hereinafter for convenience sometimes called "Chicoutimi Branch Bonds," and secured by a deed of trust dated the 13th day of April, 1893, and made between the Company of the one part, and Charles Pipon Champion and Daniel McGie, of the other part, as a first charge on the Chicoutimi branch of the company's railway from Chambord Junction on the said first division to Chicoutimi, 51 miles or thereabouts in length, and on the lands, properties, moveable and immoveable, freights, tolls and franchises appertaining to or used with the Chicoutimi branch, as in the said deed of trust more particularly appears :

And whereas the interest on both the above classes of bonds has fallen into arrear as from the 1st day of January, 1899 ;

And whereas the nominal amount of the respective holdings in first division bonds and Chicoutimi branch bonds respectively of the several persons, parties of the first and second parts respectively, are set opposite to their names respectively in the said schedule hereto ;

And whereas, by an act of the Legislature of the said Province of Quebec, 63 Victoria, chapter 67, hereinafter called "the special act," the company has been authorized, subject to the consent in writing of the holders of three fourths in value of the first division bonds, to issue bonds secured upon the first division of the said railway to an amount of £170,000 sterling, carrying interest at a rate not exceeding 4 per cent. per annum, to be called "prior lien bonds" and to rank as a first mortgage, charge and privilege upon the whole of the said first division and upon the property, moveable and immoveable, belonging to the railway and used in connection with the said division, and upon the tolls, revenues, franchise and equipment, save existing liens

and rights (if any), and save also the first mortgage now existing upon the terminal property at Quebec and Hedleyville amounting to the sum of \$124,057, to the intent that the proceeds of such issue may be applied in connection with the said first division as in the said act appears. And by the said act it is amongst other things enacted as follows :

“(2) For the purpose of redeeming and replacing the first mortgage bonds of the said railway company now issued and secured upon the said first division of the railway amounting in the whole to £780,000 sterling, which bonds are in default by reason of the non-payment of the interest payable thereon which fell due on the 1st day of July, 1899, and thereafter up to the present time, the said company is authorized to issue first mortgage bonds, to an amount not exceeding £400,000 sterling, secured upon the said first division of the railway from Quebec to Roberval, and ranking after the prior lien bonds, by this act authorized, which bonds may bear interest as follows, viz :—For the first three years after the issue of the said bonds at the rate of 3 per cent. per annum, for the two years following the three years aforesaid at 4 per cent. per annum, and thereafter at the rate of 5 per cent. per annum.

“(3) The company is further authorized, for the purpose of redeeming and replacing the balance, viz : £380,000 of the said £780,000, the outstanding first mortgage bonds secured upon the first division of the railway aforesaid, together with the unpaid interest thereon, and to cover the difference in interest between the original and the new securities, to issue bonds, secured upon the said first division of the railway and ranking immediately after the first mortgage bonds previously authorized, which bonds shall be known and designated as ‘income bonds,’ to an amount not exceeding in the whole £500,000 sterling, bearing interest at a rate not exceeding six per cent. per annum, such interest payable only to the extent of the surplus net revenues year by year of the company, after payment of the working expenses and interest in full upon the prior lien bonds and first mortgage bonds respectively, the amount of such interest, not exceeding six per cent. per annum to be determined year by year by the directors of the company after making provision for the existing and contingent floating liabilities of the company, and to that extent the accruing interest of the prior lien and first mortgage bonds year by year shall be a first and second charge and lien respectively upon the surplus net revenue ; but the interest upon the income bonds shall not be cumulative, and any proportion for which no provision shall be made in any one year by the directors out of the surplus net revenue of that year shall *ipso facto* be and become dis-

charged in so far as the company or its future revenues is or are concerned ; but the capital of the income bonds shall be and remain, until paid, a mortgage, charge, lien and privilege upon the first division of the railway extending from Quebec to Roberval and upon the property, moveable and immoveable, and upon the rolling stock, equipment, tolls, revenues and franchise of the company used in connection with the said division, ranking after the said prior lien bonds and the first mortgage bonds.”

“ (7) The power hereby granted to the company to issue prior lien first mortgage and income bonds shall not be exercised unless and until the holders of three fourths in value of the outstanding issue of first mortgage bonds shall consent thereto in writing, and, as soon as such consent shall have been obtained, the directors of the company, may by resolution, declare the present bonds of the company, amounting to £780,000 sterling, including all unpaid interest thereupon, whether accrued or to accrue, and the deed of trust and mortgage dated 2nd May, 1889, between the railway company and the Railway Share Trust and Agency Company to be cancelled and revoked, and thereupon such deed and the said bonds and each thereof shall be absolutely null and void, except as evidence of the amount of first mortgage and income bonds to which the holders of such first cancelled bonds are entitled, and the company shall, on demand and surrender of the cancelled bonds, deliver to each holder of mortgage bonds the proportion of the total issue of first mortgage and income bonds respectively to which he is entitled, provided always that the directors of the company shall not pass the resolution authorized by the present section until they shall be prepared to immediately issue and deliver the said first mortgage and income bonds respectively, and to secure the same by a deed or deeds of trust and mortgage as provided by the 6th section of the present act, in such manner that the substituted first mortgage and income bonds shall immediately replace the said cancelled bonds respectively, and the holders of the said first mortgage and income bonds respectively, if and when issued, shall be subrogated in all the rights, privileges, mortgages, liens and rank of the holders of the now existing issue of first mortgage bonds, saving and except the prior lien charge and privilege of the holders of the prior bonds as provided by the present act.”

“ (8) The directors of the company, may,—provided the holders of three fourths in value of the first mortgage bonds of the company secured on the first division of the road from Quebec to Roberval, of the one part, and three fourths in value of the holders of bonds of the railway secured upon

the Chicoutimi branch of the railway extending from Chambord Junction to Chicoutimi, of the other part, agree in writing to an amalgamation of their interest in the said railway—issue upon the whole railway system of the company for the purpose of replacing the outstanding bonds of the railway issued upon both divisions thereof, an additional amount of first mortgage and income bonds respectively beyond those authorized by the second and third sections of this act in the following proportions, to wit: Additional first mortgage bonds to the amount which shall bear the same proportion to the 51 miles of railway of which the Chicoutimi branch consists, as the £400,000 of first mortgage bonds bears to the length of railway mileage in the first division of the railway from Quebec to Roberval, and additional income bonds to an amount which shall bear the same proportion to the said 51 miles of railway in the Chicoutimi branch as the £500,000 of income bonds bear to the mileage of the first section of the railway.”

“(9) In the event of the amalgamation of interest among the holders of bonds authorized by the eighth section of this act taking place, the whole of the first mortgage and income bonds may rank *pari passu* upon the whole system of railway of the company, and the prior lien bonds issued under the first section of this act shall in such case be a first privilege upon the whole railway system.”

“(10) It shall be lawful for the holders of Chicoutimi branch bonds amounting to three fourths in value of the total issue thereof to agree to accept bonds less in amount than authorized by the eighth section of this act.”

“(11) Any agreement authorized by the eighth and tenth sections of this act which shall be assented to by the holders of three fourths in value of the Chicoutimi branch bonds, shall be binding upon the whole of the holders of such Chicoutimi, bonds and the powers conferred upon the directors by the seventh section of this act shall apply *mutatis mutandis* to the Chicoutimi branch, the Chicoutimi branch bonds and the deed or deeds of trust and mortgage executed for the purpose of securing such bonds.”

“(12) In the event of an agreement being reached between the bondholders of the main line and those of the Chicoutimi branch, the directors may appropriate such portions of the proceeds of the prior lien bonds reserved for improvements on the main line for improvements and additional equipment on the Chicoutimi branch as they may consider necessary.”

And whereas the mileage of the first division of the said railway is, for the purposes of these presents, taken at 190 miles and the mileage of the Chicoutimi branch is by the special act fixed at 51 miles ;

And whereas, upon the basis of £400,000 in first mortgage bonds and £500,000 in income bonds being issuable by the company in conformity with the special act for the purpose of redeeming and replacing the first division bonds, the amount of additional bonds which would on the above-mentioned mileage be issuable for the purpose of redeeming and replacing the Chicoutimi branch bonds pursuant to section 8 of the special act in the event of an amalgamation as contemplated by that section taking place, is £107,368 first mortgage bonds and £134,211 income bonds ;

And whereas, in exercise of the powers conferred by the special act, the company proposes to issue, for the purpose of redeeming and replacing the first division bonds, £390,000 first mortgage 20 year bonds bearing interest, as from 1st January, 1900, at the rates specified in the special act and £468,000 income bonds being in the proportion of £50 first mortgage bonds and £60 income bonds for every £100 first division bond, including unpaid interest to 31st December 1899, and compensation for difference in interest between the original and new securities ;

And whereas the parties hereto of the first and second parts are satisfied that it is to the interest of all parties that such amalgamation as is contemplated by section 8 of the special act should be carried into effect ;

And whereas, with a view to carrying such amalgamation into effect, the parties hereto of the second part are willing, subject to the obtaining of the necessary legislative sanction, that the Chicoutimi branch bonds should be redeemed or replaced by the issue to the holders thereof of £52,400 first mortgage twenty year bonds bearing interest, as from 1st January 1900, at the rate specified in the special act, and £172,386 income bonds being in the proportion of £25 first mortgage bonds and £82 5s. income bonds for every £100 in sterling value of Chicoutimi branch bonds, taking \$4.86 66-100 as being the equivalent of £1 sterling, including unpaid interest to 31st December 1899, and compensation for difference in interest between the original and new securities, and they are also willing that, in the event of failure to obtain such legislative sanction, the said Chicoutimi branch bonds should be redeemed or replaced by the issue to the holders thereof of £71,487 of the said first mortgage bonds and £134,211 of the said income bonds, which last mentioned issue is already within the powers of the company as conferred by section 8 of the special act ;

And whereas, in view of such amalgamation, it is expedient that the amount of prior lien bonds authorized by section 1 of the special act should be increased from £170,000 to £200,000 ;

NOW THESE PRESENTS WITNESS that the said several persons, parties hereto of the first part, do hereby as a class agree with the said several persons parties hereto of the second part, and with the company, and as individuals with each other, and the said several persons parties hereto of the second part do hereby as a class agree with the said several persons parties hereto of the first part, and with the company, and as individuals with each other, and the company doth hereby agree with the said several persons, parties hereto of the first and second parts, both as classes and individually, as follows, that is to say :

1. The several persons, parties hereto of the first part, do hereby in any event accept the provisions of the special act so far as concerns the creation of prior lien bonds and the redeeming and replacing of the first division bonds in the manner and upon the terms herein mentioned, and do hereby also, subject to the obtaining of legislative sanction, assent to the proposed increase of prior lien bonds from £170,000 to £200,000 and to the other terms and provisions herein-after contained, so far as the holders of the first division bonds are affected thereby.

2. The company will, as soon as reasonably may be, present to the Legislature of the said Province of Quebec a bill seeking to amend the special act by increasing from £170,000 to £200,000 the amount of prior lien bonds thereby authorized, and also by a provision to the effect that, in lieu of the additional first mortgage bonds and income bonds, which would otherwise be issuable pursuant to section 8 of the special act for the purpose of redeeming and replacing the Chicoutimi branch bonds, the company may be authorized to issue additional first mortgage bonds to the fixed nominal amount of £52,400 and additional income bonds to the fixed nominal amount of £172,386, and apply the same to the purpose of redeeming and replacing the Chicoutimi branch bonds, and the company will use its best endeavours to secure the passing of the said bill.

3. The interest of the holders of the first division bonds and Chicoutimi branch bonds, respectively, in the railways and undertaking of the company shall be amalgamated on the footing that the first division bonds shall be redeemed and replaced by the issue to the holders thereof of £390,000 new first mortgage bonds and £468,000 income bonds, respectively, and that such first mortgage bonds and income bonds, respectively, shall rank (subject to the prior lien bonds authorized or to be authorized as aforesaid) according to the priority determined by the special act upon the whole system of the railway of the company, and that the Chicoutimi branch bonds shall be redeemed and replaced by the issue

to the holders thereof of £52,400 like first mortgage bonds and £172,386 like income bonds, respectively, if the said proposed bill shall pass into law ; but if the said bill shall not so pass, then by the issue to such holders, under the powers already vested in the company by section 8 of the special act, of £71,487 first mortgage bonds and £134,211 income bonds.

4. The first mortgage bonds and income bonds, to be allotted as aforesaid to the holders of the first division bonds and Chicoutimi branch bonds, respectively, shall be allotted to them in rateable proportions according to the nominal amount of their respective holdings, and the company shall allot the same accordingly against delivery of the existing bonds, when and so soon as the said bill shall have passed into law or shall have been rejected, as the case may be, and the said holders, respectively, will accept such allotment in redemption and replacement of their existing bonds accordingly, and will duly surrender their existing bonds to the company for cancellation.

5. When and so soon as these presents shall have been signed by the holders of three fourths in value of the first division bonds and the holders of three fourths in value of the Chicoutimi bonds, it shall be lawful for the company, notwithstanding that the said bill shall not have passed into law, to create and issue the prior lien bonds to the nominal amount of £170,000 authorized by the special act, and to charge the same as a first privilege upon the whole railway system of the company, but subject to a provision that the amount may be increased from £170,000 to £200,000 should the Legislature think fit to authorize such increase.

IN WITNESS WHEREOF, the several persons, parties hereto of the first and second parts, have respectively set their hands, and the company hath caused its common seal to be hereunto affixed, and its president hath hereunto set his hand, the day and year first above written.

FRANK ROSS,
President

[L.S.] Quebec & Lake St. John Railway Company.

THE FIRST SCHEDULE ABOVE REFERRED TO

NAME.	ADDRESS.	Holding in First Division Bonds.	SIGNATURE.
Charles Augustin Hanson.....	4, Bank Buildings, London, E.C. The London Bondholders' Committee.	£ 359,400	Chas. A. Hanson. Arthur W. Ballance. Ed. A. Coates. Samuel Gardner. Arthur S. Jecks.
Arthur William Ballance.....			
Edward Feetham Coates.....			
Samuel Gardner.....			
Arthur Statham Jecks.....			
Frank Ross.....			
Estate, W. Withall.....		9,600	Execut. { T. A. Piddington. F. Billingsley. W. J. Mann. Thomas McDougall. T. A. Piddington. F. Billingsley. W. J. Mann.
Quebec Bank.....		5,500	
Estate W. Withall.....		1,500	
Estate Simon Peters.....		1,200	
Daniel McGie.....		400	
John Theodore Ross.....		5,200	Frank Ross. Ross & Co., per Frank Ross. Ross & Co., (in Liqn.).
Frank Ross.....		146,400	
Frank Ross.....		16,000	
Ross & Co., in Liquidation.....		54,500	

THE SECOND SCHEDULE ABOVE REFERRED TO

NAME.	ADDRESS.	Holding in Chicoutimi Branch Bonds.	SIGNATURE.
Edwin Hanson } Trustees	Canada Life Building, Montreal, Canada.	\$440,000	Edwin Hanson. Samuel Finley.
Samuel Finley }			
Frank Ross.....	\$120,000	Frank Ross.
Quebec and Lake St. John Lumbering and Trading Co.	\$120,000	Frank Ross, <i>President.</i>
Ross & Co., in Liq.....	\$90,000	Ross & Co., <i>in Liq.</i>
Quebec and Lake St. John Railway Company.....	\$105,000	Quebec and Lake St. John Railway Company, <i>per Frank Ross. Presd.</i>