

(a form is provided), and no transfer is complete till one is filed and registered in the company's office. Stock is personal estate. No share can be transferred unless calls are paid up, and nothing less than a full share can be transferred. If a share is transmitted by inheritance, will, insolvency, or otherwise, a declaration must be filed by the party acquiring, together with copies of necessary documents. The company is not bound to see to the execution of trusts. A receipt from the party in whose name the shares stand is sufficient. The funds of the Co. are not to be used in the purchase of its own stock or that of any other Co. Shareholders are liable to the creditors of the Co. to the full amount of their unpaid stock, but not until an execution against the Co. has been returned unsatisfied. Municipalities empowered by Provincial laws may take stock, and the Mayor, Reeve or Warden, when over \$20,000 is taken, is *ex officio* a director. The names and places of abode of all shareholders must be entered in a book. By-laws, &c., are to be signed by the chairman, and printed copies posted up in the places where tolls are gathered, and those relating to the safety of passengers affixed to each car. They must be submitted to the Governor for approval. Every servant of the Co. employed about a passenger station must wear a badge upon his hat or cap, indicating his office. Trains must be started and run at regular hours, and must furnish accommodation for all such passengers or goods as are offered within a reasonable time before. These must be transported to and left at such places as are demanded on payment of legal toll. The Co. is liable in damages for neglect or refusal. Checks must be affixed to every parcel of baggage having a handle or loop, and a duplicate given to the passenger, under a penalty of \$8 and the forfeiture of the fare, which must be refunded. A passenger producing a check may be witness as to the value of baggage lost. Baggage and freight cars are not to be put in rear of passenger cars. The officer or agent doing this is guilty of misdemeanor. Every locomotive must have a 30 lbs. bell and a steam whistle. The bell must be rung or whistle sounded at least eighty rods before a crossing, and continued until the engine has crossed. For neglect the driver incurs a penalty of \$8, and the Co. is liable for all damages, half recoverable from the driver. A conductor or driver drunk on the train is guilty of a misdemeanor. Passengers refusing to pay fare may be put out at any station or dwelling house. They have no claim for damages for injuries received while on platforms, in violation of printed regulations posted up. No person is entitled to carry or to demand of the Co. to carry aquafortis, oil of vitrol, gunpowder, nitro glycerine, or other dangerous goods. If they are taken or sent without notice to the Co. the party forfeits \$20. The Co. may cause suspected packages to be opened. Actions must be brought within 6 mos. for damages against the Co. Fines are recoverable before a J. P. When not otherwise provided they go to the Co. Any contravention of the Act for which no penalty is provided is a misdemeanor. The mails, troops, arms and ammunition and stores for their use, and police on duty, are always to be carried by the Co. on demand, employing all its resources for that purpose. The remuneration to be fixed by the G. in C. The G. in C. may demand the exclusive use of its telegraph wires and apparatus, and may construct a telegraph line along the railway; further enactments respecting mails and troops not to be an infringement of Co.'s rights under this or special Act. Co. must advertise for tenders for works of construction for at least 4 weeks, but is not bound to accept any tender sent in. The construction must be commenced and 10 p. c. of capital paid in within 3 yrs. of the passing of the special Act, and the railway completed within 10 yrs., or the charter lapses. After the opening an annual account shall be submitted to Parliament, setting forth the moneys received and spent, and business done. Further provision may be made in this respect by Parliament without infringement of charter rights. Parliament may dissolve any Co.

The second part of the Act provides that the Governor shall name 4 members of the Privy Council to be a Railway Committee. No railway, or part of it, shall be opened till 1 month's notice has been given to the Committee of the intention, nor until after 10 days' notice that it will be ready for inspection. Neglect of these notices, or opening and running the road without leave of this Committee, is punishable by a fine of \$200 per day during which the railway is run. On receipt of the notices the committee appoint one or more engineers to inspect the road, and if they report it unfit and dangerous to run, the committee may order the Co. to postpone the opening till the necessary work is done. But the order must be accompanied by the report of the inspecting engineer. If informed that any portion of the line or rolling stock is unsafe, the committee may order an inspection, and if found unsafe condemn it and order, with approval of the G. in C., the repairs or alteration or substitution necessary. In case of danger the inspecting engineer may at once forbid the running of the trains so as to incur such danger, delivering to the proper officer of the Co. a notice in writing of his reasons. He reports his action to the committee, who may confirm or disallow his order. An engineer authorized to inspect may enter upon the line and premises of the Co. The officers of the company must answer all interrogatories put by him, and convey him over the line. Telegraph operators must obey his orders, under a penalty of \$40. The G. in C. may order permanent bridges to be erected in place of moveable or swing bridges, within a fixed time. Thereafter the Co. forfeits \$200 per diem for using the moveable. Whenever the public safety requires it, the committee, with the sanction of the G. in C., may order a line to be carried over or under a highway, instead of crossing it at a level. Whenever a level crossing is out of repair, the chief officer of the municipality may notify the Co. to repair it. If it fails to do so, notice is given to the committee, who send an engineer to report, and the parties are bound by his report. The Co. failing to make the repairs, the municipality may do so and recover the cost from the Co. The committee or inspecting engineer may limit the trains and speed on any portion of railway until necessary repairs or alterations are made. If the Co. exceed the limit, it forfeits \$2,000. It must give the committee notice of any accident attended with grave personal injury or serious damage to the line, under a penalty of \$200. Nothing done under this Act diminishes the liability of the Co. for any damage from neglect, misfeasance, &c. The Co. must notify its officers of the orders of the committee or engineer. The Co. must, in January and July each year, furnish to the committee a report, under oath, of the causes, nature, and particulars of all accidents occurring in the 6 months, together with a copy of existing rules and regulations. For neglect to make such returns the Co. incurs a penalty of \$100. They are privileged communications, not to be used as evidence. The committee have the same rights as the former commissioners had respecting railways in the former Province of Canada, and may continue the proceedings of the commissioners. Inspections are in all cases to be performed under this Act. The directors of one Co. may agree with another respecting traffic arrangements or working the railways, for a period not exceeding 21 yrs., subject to ratification by two-thirds of the shareholders voting. But all Co.'s must furnish every reasonable facility to any other intersecting them, and grant preference or advantage to none. They must also grant equal facilities on equal terms and conditions to all incorporated express companies. Any officer of a Co. refusing to convey passengers or goods brought to it by another such railway Co., or in any way contravening the above enactment, incurs a penalty of \$50, recoverable before a J. P. by the Co. or party aggrieved. The Quarter Sessions in N. S., N. B. and Ontario, and any judge of the Q. B. or S. C., or Clerk of the