

JOINT STOCK COMPANIES.

Cap. 41—Amends the 8th subs. of s. 2, 31 V. c. 25, by doing away with the limitation of the operations of fishing cos. to the waters of the Province or Gulf of St. Lawrence.

Cap. 42—Amends 31 V. c. 24, in the same manner.

FALLEN WOMEN.

Cap. 43—Amends C. S. C. c. 71 s. 1, by providing for the formation of associations and collection of subscriptions for the rescue and reformation of fallen women.

RIMOUSKI.

Cap. 44—Divides Rimouski into two municipalities; No. 1 to extend from the western extremity to the line dividing Metis from MacNider, with Rimouski village as *chef lieu*; No. 2 the remainder, with St. Jerome de Matane as *chef lieu*.

Cap. 45—Divides it also into two registration divisions after proclamation by the L. G., the river Metis forming the boundary.

CHATEAUGUAY AND NAPIERVILLE.

Cap. 46—Lots Nos. 18 to 25 inclusive in the first range of Williamstown, in the Parish of St. Jean Chrysostome, are annexed to the Parish of St. Patrice de Sherrington and county of Napieriville for all civil and political purposes.

JOLIETTE AND BERTHIER.

Cap. 47—The parishes of St. Felix de Valois and St. Jean de Matha are separated from Brandon, in Berthier, and annexed to Joliette, for all purposes.

PERCE.

Cap. 48—Amends 31 V. c. 30 s. 1, and declares the municipality of Cape Cove, in Percé, to contain all that portion of the township not included in the municipality of Percé.

BURIAL GROUNDS.

Cap. 49—Provides that any parish, mission, congregation or society of christians, not a parish recognised by the law of the Province, may acquire, under the C. S. L. C., c. 19, and hold lands for burial grounds, subject to trusts for other parties, and such trusts either heretofore or hereafter created are declared binding. Whenever desirable, on any public ground, after 2 m.s. notice in the *Official Gazette*, and a district newspaper, the L. G. may authorize the exchange of such land for other, and the removal and re-interment of the bodies buried in the first.

BATISCAN BRIDGE.

Cap. 50—Authorizes the L. G. in C. to declare the Batiscan Bridge a local work, upon request of the Council of St. Francois Xavier de Batiscan; or a county work, at the request of the county council of Champlain, or of several local municipal councils within the district of Three Rivers, and provide by what contributions it is to be maintained. No provincial moneys granted towards the rebuilding or repairing of the bridge shall be paid over till provision is made by such municipality, or municipalities, for the completion of the work to the satisfaction of the public works department and under its supervision. After so repaired or rebuilt, it may be constituted a toll bridge.

RAILWAYS.

Cap. 51—Is an act respecting railways, with provisions similar to those in the former Province of Canada Act, and the present Dominion Act.—(See *Year Book*, 1869.) The provision compelling railway cos. to grant equal facilities to all express cos. is omitted. It is provided that all agreements for amalgamation between railway cos. shall be subject to the approval of the L. G. in C. Right is given to all railway cos. to construct telegraph lines along their roads, which may be used by the public, under by-laws of the co. Railways under this act are to include wooden railways as well as iron, or those of wood and iron combined, of a length exceeding 10 miles. But the L. G. in C. may make other provisions for the inspection, supervision and control of wooden railways, which shall in all acts be held to mean those with wooden rails only. Such O. in C., or regulations, will come into force when proclaimed.

COLONIZATION RAILWAYS.

Cap. 52—Provincial aid is granted to the following projected wooden railways for colonization purposes, viz:—The Quebec and Gosford, Levis and Kennebec, Montreal Northern Colonization, and the Richelieu, Drummond and Arthabaska Counties. It is to consist of 3 p. c. on the cost up to \$5000 per mile, excluding exceptional bridges; and is payable yearly on the 1st September, for 20 years after the first on all lengths of road exceeding 15 miles on the 1st July, 1872, completed and at the time of payment in actual working order and *bona fide* continuously worked. For bridges across streams more than 50 yards in width, and costing, according to plans approved by the L. G. in C. over \$5000, 3 p. c. will be allowed upon the actual cost. For the payment, conditional debentures, certificates or scrip may be issued. Whenever half the line, not less than 15 miles continuously, is completed and in *bona fide* operation, the subsidy may be converted *pro tanto*; when the whole is so completed being at least 50 continuous miles, the whole subsidy may be so converted, less, in either case, any outstanding conditional debenture or scrip. The main line alone, or a length equal to its fair equivalent, may be dealt with as the whole for this purpose, irrespective of branches. The total amount of the subsidy for the twenty or remaining number of years is to be capitalized at 6 p. c., and debentures for the amount, bearing 6 p. c. interest, issued payable in 20 to 30 years, to third holders *bona fide*, irrespective of the maintenance of such roads, or, on that condition, to the Co. itself. A sinking fund is to be invested for their redemption, equal to the difference between the original subsidy and the interest on the capitalized debentures. Thereafter the roads become subject to such inspection as the L. G.