

in C. may ordain. If inspection is refused or hindered, or the road is not maintained as required by him, it becomes forfeited to Government after the next payment on account of debentures, &c. In case of amalgamation of the Sherbrooke, Eastern Townships and Kennebec Railway Co. and the St. Francis Valley and Kennebec, or if either of these above builds 15 continuous miles, it or the amalgamated Co. shall draw 1½ p.c. subsidy. The Grand Piles is entitled, if a Co. is organized before 1st July next, to six p. c. on the cost (within above limits) of all built before 1st July, 1873, not being less than 15 continuous miles.

LOCAL AND PRIVATE ACTS.

Cap. 53.—Incorporates the QUEBEC & GOSFORD RAILWAY Co. with power to build a wooden or iron tramway or railway from Quebec along the Valley of the St. Charles to the Commissioners' Bridge, thence in a north-westerly direction to some point in Gosford. It may erect bridges, upon which horses, vehicles and passengers may pass, and impose tolls. Capital \$120,000, in 12,000 shares. Only \$2 per share to be called up at once, and 2 mos. interval to elapse between calls. Mayors or Wardens of municipalities contributing \$10,000 to be *ex off.* directors. Co. may purchase and hold or sell again 14,000 acres of land. It may make an agreement with the Quebec Street R. R. Co. to run over its track or use its plant, or *vice versa*. The directors may not sell any shares under par.

Cap. 54.—Incorporates the LEVIS & KENNEBEC RAILWAY Co. with power to build a wooden railway (with a right hereafter to substitute iron rails for wooden) from Notre Dame Ward in the town of Levis to the most convenient point in Beauce, upon the frontier of Maine. Capital \$500,000, in 50,000 shares. The railway to be begun within 4 years and completed within 8, or the charter lapses.

Cap. 55.—Incorporates the MONTREAL NORTHERN COLONIZATION RAILWAY Co. with power to construct a wooden or iron railway from the Mile End (Montreal), (with a right to run through the city to the harbour at Hochelaga) across the Island of Montreal to Sault au Recoillet, across Messrs. Vinet & Co.'s bridge or L'Isle Lachapelle, across Isle Jesus, via St. Rose or St. Eustache to St. Jerome; with power to go to Ste. Therese or St. Janvier, and to continue northward via St. Sauveur, Ste. Adèle and Ste. Agathe, or through Kilkenny to Rawdon to unite with the Rawdon and Industry Railway. Also with power to build branches through St. Eustache, Ste. Scholastique, Lachute and Grenville, so as to unite with the Carillon and Grenville Railway. It may also be so extended from the district of Terrebonne as to connect with any line built from Ottawa towards Montreal by the Canada Central Railway Co. The Co. may acquire 20 acres for each station ground. The plans for all bridges of over 50 yds. are subject to the approval of the L. G. in C. They are not to be used for other than railway traffic. The Co. may erect a telegraph line which may be used by the public. Capital \$500,000, in 50,000 shares. Manufacturing or other Cos. in Montreal, Hochelaga, Sorel or Terrebonne may take stock by a vote of three-fourths of their shares, and may vote upon their stock by any person named by them. The Co. may agree with the Montreal City Passenger Railway Co. for the use of its track, rolling stock, &c. It may acquire lands along the line and sell them or their produce.

Cap. 56.—Incorporates the RICHELIEU, DRUMMOND & ARTHABASKA COUNTIES RAILWAY Co. with power to construct a wooden railway from any point on the G. T. Railway in Drummond or Bagot or St. Hyacinthe to any point on the Three Rivers and Arthabaska branch, and a further portion to connect the said line with Sorel from Drummondville. Also to continue from the junction with the Three Rivers and Arthabaska to connect with the Levis and Kennebec Railway. Also to construct branches 15 miles long. The Co. has power to substitute iron rails for wooden. Capital \$500,000, in 25,000 shares. Manufacturing or other Cos. along the line may take shares. The Co. has power to acquire and sell, &c., 12,000 acres of land.

Cap. 57.—Incorporates the SHERBROOKE, EASTERN TOWNSHIPS & KENNEBEC RAILWAY Co. to construct a wooden railway (with power to substitute iron rails) from Sherbrooke, via Dudswell and Weedon, to connect with the Levis and Kennebec Railway. Capital \$500,000, in 20,000 shares. The Co. may amalgamate with the St. Francis Valley and Kennebec Railway Co. It or the amalgamated Co. may build branches 25 miles long.

Cap. 58.—Incorporates the ST. FRANCIS VALLEY & KENNEBEC RAILWAY Co. with power to construct an iron or wooden railway of the same gauge as the Massawippi or the G. T. Railway, from the terminus of the former, or some point on the latter near Lennoxville on the south side of the St. Francis, to the De Courtenay Place in Bury, thence to Bishop's Landing, Dudswell, and thence to a point on the Chaudière River to connect with the Levis and Kennebec. Capital \$500,000, in 5,000 shares. It has power to amalgamate with the S., E. T. & K. R. R. Co.

Cap. 59.—Incorporates the MISSISSQUOI JUNCTION RAILWAY Co., with power to build an iron railway from some point on the Stanstead, Shefford & Chambly, or the South Eastern Counties railway through Dunham and St. Armand East to the Province line; also to build a branch from Dunham through Sutton to the Province line, extending from any place in Sutton to the Province line in Potton. Capital \$250,000 in 2,500 shares. Power is granted to enter into agreement with the S. S. & C. R. R. Co., or the S. E. C. J. R. R. Co., for leasing and running road. Mayors may vote like other shareholders upon stock under \$20,000.

Cap. 60.—Amends the SOUTH EASTERN COUNTIES JUNCTION RAILWAY Co.'s charter. The Co. may construct any portion of their road or its branches to any point on the Province line in Potton or Sutton, there to meet any other railways. May build either in wood or iron and