

given for 2 months instead of one. Before commencing operations under this act it must be accepted by the shareholders at a general meeting.

Cap. 42—Provides that the GORE BANK may be amalgamated with the CANADIAN BANK OF COMMERCE, shares in the latter being assigned to shareholders in former to amount of \$445,104, bearing dividend from 1st January, 1870. Bank of Commerce to pay dividend for previous half year on that amount at rate of 7 p.c. per an. \$2,000,000 increase of capital authorized, to be subscribed before end of next session, unless meantime the bank has been authorized to continue its business, and accepted the general banking law. Then the time extended to 1st June, 1874.

Cap. 43—Directors of MERCHANTS' BANK OF HALIFAX are authorized to call up the capital stock, giving 30 days' notice in 2 newspapers of each call.

Cap. 44—Amends QUEBEC HARBOUR ACTS, and provides that on or about the 1st January and 1st July each year, the commissioners shall estimate whether they have on hand moneys to meet any and what portion of accrued interests on their bonds, and for what number of half-yearly periods; and having declared that, the coupons or debt for interest accrued for other periods cannot be compensated or set-off against debts due to them by the Commissioners nor can the principal be so set-off until the interest is paid or declared payable.

Cap. 45—Authorizes the township corporation of COLLINGWOOD to establish a harbour at the mouth of BEAVER RIVER, to be called THORNBURY; to build wharves, etc., and collect tolls.

Cap. 46—Authorizes the town of BELLEVILLE to impose and collect Harbour Dues, etc.

Cap. 47—Incorporates the Hon. John Young, Hon. James SRead, Samuel W. Foster, Frank Smith, and Victor Hudon a company to build THE CAUGHNAWAGA SHIP CANAL from Lake St. Louis in the St. Lawrence to Lake Champlain, or the Richelieu, with power to use and enlarge the Chambly Canal with consent of the Government, and Government may assume the whole work. The locks, etc., not to be of less size than the Beauharnois Canal; Capital \$3,000,000 with power of increase to \$4,000,000, in shares of \$100. \$800,000 to be subscribed before breaking ground, and \$80,000 paid up. Map, etc., to be deposited and stock subscribed within 2 years. Canal completed within 5 years, or charter is forfeited. The president and a majority of the directors to be British subjects, resident in Canada.

Cap. 48—Incorporates the ONTARIO AND ERIE SHIP CANAL CO., from the waters of Niagara River, at or near Fort George, in Niagara, thence to Thorold, and thence to the waters of Lake Erie at or near Port Colborne, or the Niagara, at or near Chippewa; locks, etc., to be of the size of the Cornwall canal. It may by consent of Government, enter the Welland canal, instead of being constructed to Lake Erie, or the Upper Niagara. Capital \$8,000,000, in shares of \$100, with power to borrow to the extent of unpaid capital. Work to be commenced within 2 years, and finished within five. Provisional Directors: Hon. W. Dickson, Messrs. H. Paffard, S. S. J. Brown, Wm. Kirby, Angus Smith, John Brown, J. M. Richards, F. J. King, J. S. Mc Murray, S. H. McCrae, Robert F. Sage, Donald Robertson, Cheney A. Mos, A. G. P. Dodge, D. B. Chambers, Hon. J. B. Robinson, Messrs. Alex. Kirkland, Duncan Milloy, Edward O'Neill, S. H. Follett, Angus Morrison, M.P., Thomas Walton, Daniel C. Gunn, Henry Rolis, James F. Macklem, John C. Kirkpatrick, James Lawson, and George B. Gregg. A majority of the elected directors to be British subjects, resident in Canada.

Cap. 49—Ratifies an agreement between the GRAND TRUNK RAILWAY CO. AND BUFFALO AND LAKE HURON RAILWAY CO., saving the rights of the town of Brantford, and of judgment or other creditors; the former purchasing the undertaking of the latter, paying £30,000 sterling in full of all claims up to 30th June, 1868, and thereafter a sum rising from £42,500 per an. to £70,000 per an. The former company is also authorized to enter into an agreement with the International Bridge Co. to pay rental for the Bridge to be built across the Niagara River, at Buffalo, not exceeding £20,000 sterling per an.

Cap. 50—Amends the GREAT WESTERN RAILWAY CO. charter, providing a different method of electing Directors, their qualification, and retirement; that votes shall only be given on shares registered when the transfer books are closed. Proxies to be given in 48 hours before meeting. Power is also given to alter the gauge of railway. In case of doubt respecting rights to shares or debentures or dividends, the Court of Chancery of Ontario may be applied to and its decision shall bind the Directors. All transfers are hereafter to be registered at the Canada office. A duplicate seal, marked Seal A., may be kept in England and its use there is permitted. A third auditor is to be appointed in Canada.

Cap. 51—Incorporates as the DETROIT RIVER TUNNEL CO., the Hon. William McMaster, Senator; James F. Joy, of the City of Detroit, in the State of Michigan, Esquire; Henry P. Baldwin, of the same place, Esquire, and present Governor of the said State of Michigan; Christian H. Buhl, of the said City of Detroit, Esquire. President of the second National Bank, City of Detroit; Donald McInnes, of the City of Hamilton, in the Province of Ontario, Esquire; Nathaniel Thayer, of the City of Boston, in the State of Massachusetts; Esquire; the Hon. John Carling, of the City of London, Ontario; Joseph Price, of the aforesaid City of Hamilton, Esquire; Hugh Allan, of the City of Montreal, in the Province of Quebec, Esquire; George Stephen, of the same place, Esquire; Frank Smith, of the City of Toronto, in the Province of Ontario, Esquire; Lewis Moffatt, of the same place, Esquire; William B. Wesson, of the said City of Detroit, Esquire; François Caron and John O'Connor, both of the Town of Windsor, Esquires; and Morris K. Jesup, of the City of New York.