

Esquire, with power to construct a tunnel under the Detroit river for Railway purposes, from Windsor in Canada, to Detroit in Michigan, and to work lines through it and levy tolls on the trains of other railways running through, all railways terminating at either place having the right to do this. Capital stock \$3,000,000, in shares of \$100. The above named are Provisional directors and have the right to reject the subscriptions of those whom they deem it necessary for the scheme to exclude; and, if too much stock is subscribed, to apportion it as they choose. Company to be organized when \$1,000,000 is subscribed and 10 p. c. paid in. The company may amalgamate with any company organized in Michigan for a like purpose. \$100,000 must be paid in and work commenced in 2 years, the tunnel must be completed in 6 years.

Cap. 52—Extends the charter of the CANADA CENTRAL RAILWAY COMPANY.—The time for the deposit of plans etc., being prolonged to 1st September, 1872, and for completion of the road to 1st September, 1875, and to the end of the next Session of Parliament. But the portion between Hawkesbury and Vaudreuil may be constructed during that period by the Vaudreuil Co. This extension of time is not to affect the land grant under the previous charter. The portion between Sand Point and Pembroke must pass within a half mile of the limits of the town of Renfrew, and be commenced within one year after the County subscribes \$180,000 stock. Power is given to amalgamate with the Northern Colonization Railway Co., under the name of "The Ottawa Valley Railway Co." Provision may be made by By-Law that bondholders should have the right of voting in place of shareholders upon non-payment of the interest or principal of the bonds. Gauge may be reduced to 4 ft. 8½ in. The bonds do not require registration. This act does not apply to the Brockville and Ottawa Co.

Cap. 53—Revives the charter of THE GRAND JUNCTION RAILWAY CO., incorporating certain persons with power to construct that road. Hon. Billa Flint, William Hamilton Ponton, Alexander Robertson, Thomas Kelso, Abraham Diamond and Thomas Holden, of the Town of Belleville; George H. Boulter, of the Village of Sterling; John Carnegie, and W. H. Scott, of the Town of Peterborough; Robert Cockburn, of Campbellford; James S. Fowlds, of the Village of Hastings; James Dinwoodie, of the Township of Seymour; James Miller, of the Township of Otonabee; and Robert D. Rogers, of the Village of Ashburnham, are to be provisional directors. They have power to alter the gauge of the line. Capital stock, \$1,000,000. Company to be organized when one tenth of the stock is subscribed; the road to be begun within two years and completed between Belleville and Peterborough in six. The Co. has right of extension to Georgian Bay.

Cap. 54—Incorporates the ST. FRANCIS AND MEGANTIC INTERNATIONAL RAILWAY CO.—John Henry Pope, M.P., the Hon. John Sewall Sanborn, the Hon. Sir Alexander Tilloch Galt, James Ross, M.P.P., Charles Brooks, Richard William Heneker, Thomas S. Morey, Benjamin Pemroy, Cyrus A. Bailey, Lemuel Pope, Colin Noble and Luis Miller Esquires, to be provisional directors. Co. to have power to construct a Railway from Sherbrooke to the U. S. boundary line at a point near Lake Megantic, there to connect with a railway in Maine which will connect with the European and North American Railway (or a branch) forming a continued railway from the G. T. R. to St. John N. B. Capital stock \$1,000,000 in shares of \$50.—Co to be organized as soon as one tenth of the Capital is subscribed. Annual meeting to be held in Sherbrooke on the first Monday in Sept. in each year. Bonds may be issued after 10 p. c. of the capital has been expended on the road, but are never to exceed \$500,000.

Cap. 55—Incorporates the MONTREAL AND CHAMPLAIN JUNCTION RAILWAY CO., to construct a railway from a point on the Caughnawaga portion of the Montreal and Champlain Railway at the Village of St. Remi, or between it and St. Isidor Station, to some point on the St. Lambert line between St. John's and St. Lambert. The Hon. C. Dunkin, the Hon. James Ferrier, C. J. Brydges, S. W. Foster, Julius Scriver, M.P. Esquires, to be provisional directors. Capital, \$250,000, in \$100 shares. Company to be organized so soon as 10 p. c. of capital is subscribed. Annual meeting on the 1st Monday of Sept., in Montreal. Bonds may be issued after expenditure of 10 p. c. of capital, but not to exceed \$125,000.

Cap. 56—Incorporates the QUEBEC AND NEW BRUNSWICK RAILWAY CO., with power to construct a railway from a point between Kamouraska and Rivière du Loup, to connect at Edmonton or Little Falls, N. B., with a railway to be constructed under a N. B. charter. Provisional Directors—The Hon. R. D. Wilnot, the Hon. C. Connell, M.P., John Pickard, M.P., the Hon. T. McGreevy, M.P., A. Gibson, John L. Chipman, T. Workman M.P., N. Casault, M.P., and Hon. G. C. Ketchum. Capital stock, \$1,200,000, in shares of \$100. Annual meeting on the 1st Tuesday in May. Co. may issue debentures not to exceed \$15,000 per mile. The Co. may purchase other lines.

Cap. 57—Permits THE SYNOD OF THE CHURCH OF ENGLAND IN NOVA SCOTIA to unite with the Provincial Synod of Canada, but grants no spiritual jurisdiction over clergymen not accepting it.

Cap. 58—Amends the charter of the SUN INSURANCE CO., Montreal. Provisional Directors—Geo. Stephen, Geo. Winks, T. Gordon H. Mulholland, G. H. Frothingham, A. W. Ogilvie, A. F. Gault, Jas. Hutton, and M. H. Gault. Stock of Co. to be \$1,000,000, with power to increase by \$1,000,000 at a time, to \$4,000,000. The time for deposit under 31 V., c. 48, is extended to March 1st, 1871. The life and accident insurance business is to form one department under the title "The Life Branch," and to be entirely separate in its capital, revenue and liabilities, from the general branch business, etc., which includes the fire: the failure of one does not involve the insolvency of the other. The original capital stock of \$1,000,000, is, at first, solely applicable to the business of the Life Branch. This may be increased to \$2,000,000. The Co. may be organized by election of directors when 5000 shares are taken, and \$50,000 paid up. The capital of the general branch to be the same, with the same right of increase, and business to be commenced upon same subscription. The directors and officers