

Whitby Township (No. 360) for \$15,000, of Reach (No. 448) for \$40,000, and of Sengog (No. 149) for \$2,000 are confirmed. Three trustees to hold all debentures to be named in the usual manner.

Cap. 40—Amends the charter of the PETERBOROUGH & HALIBURTON R.R. Co., providing for the election of one of the trustees to hold debentures by the heads of all the municipal corporations making grants, the debentures to be lodged in a chartered bank having an office in Peterborough, and provides in the usual manner for the execution of the trust. Confirms a by-law of D'Asart, Guilford, Dudley, Harburn, Harcourt and Burton passed on 19th August, 1869, and all similar by-laws hereafter passed to aid the road. Peterborough may grant aid to the extent of \$25,000. Municipalities may aid by the grant of the proceeds of a special rate. Portions of Municipalities may grant aid.

Cap. 41—Amends the charter of the TORONTO, GREY & BRUCE RAILWAY Co. The bonuses of municipalities between Toronto and Mt. Forest or Arthur, or the line between Arthur and Luther, on the line from the G. T. R. to Mt. Forest or Arthur, or a point on the Garafraxa Road between them, or on the town line between Arthur and Luther. From such point west or north-west the road may be built by sections, and any municipality on that portion of the line may grant its bonus to be expended on such section as it chooses by resolution. Portions of Municipalities are permitted to subscribe. County municipalities may put their debentures in exchange for those of the townships subscribing.

Cap. 42—Amends the charter of the TORONTO & NIPISSING RAILWAY Co. The time for the commencement of the road is extended to the 13rd January, 1870. The railway may be built in sections, viz.: 1. From Toronto to Uxbridge, or some point in Reach to be determined; 2. From such point to the Portage or Victoria Road in Eldon; 3. Thence to Cobrook. The bonuses of Scarborough, Markham, Uxbridge, Whitechurch, Scott and Reach are to be expended on the first; those of municipalities north or north east on such section as is determined by resolution of the municipality. The branch from Lindsay may go from Reach instead of Brock, and if the municipalities of Brock, Eldon, Bexley, Laxton, Digby, Longford and Somerville have not handed over their debentures to trustees before 1 Feb., 1870, the Co. may construct the main line *via* Lindsay and Fenelon Falls. \$20,000 of the Toronto bonus may be spent between Toronto and the junction in Scarborough, \$50,000 on the first section from that point, and \$30,000 on the road thence to Lindsay; but if the municipalities on the Lindsay line do not offer sufficient inducements to the directors to build it, then on the original main line. If Brock and the other townships above named do not hand over their debentures, the residue of the Toronto bonuses may be spent between Toronto and Lindsay. If they are handed over, then on the 2nd section. The time for the completion of the road is extended to 2 yrs. from the passing of this Act—same power is given to the majority of the freeholders of a portion of a municipality, as in the two preceding Acts.

Cap. 43—Authorizes the County Council of OXFORD, to make regulations respecting the Co. FAIR GROUND IN WOODSTOCK—permitting its use for fairs, games, drills, assemblages, &c.,—and charging fees therefor, and permitting societies, &c., to charge fees for entrance, (or for forbidding its use) and using the money derived therefrom, in improving and ornamenting said ground. But subject to such regulations, the people may use the ground in accordance with the letters patent.

Cap. 44—Amends the charter of the PORT CREDIT HARBOR Co. Stock is increased to \$700,000, in shares of \$50—present shareholders having the right for six months to take up the new stock, paying 5 p. c. thereon. Power is given to issue debentures to the amount of paid up capital. The real estate and property may be pledged to the extent of \$20,000—the amount of the original stock—which shall always be the first lien on the property of the company. Subscription books may be opened to the public 6 mos. after the passing of this Act. The directors to be five in number. Power is given to enlarge the limits, and extend the works upon the harbour.

Cap. 45—Incorporates the INLAND WATER TRANSPORTATION Co.—J. H. Perry, W. S. Sexton, D. Brown, S. McLennan, J. B. Knowlson, G. Crandall, N. McDougall, S. C. Wood, W. S. Trounce, M. Thwaite, N. W. Brown, J. Wright and E. Major, to be provisional directors, with power to build, purchase, lease, and navigate vessels conveying goods, passengers, &c., to sell and mortgage their vessels or other property, and enter into contracts with persons or corporate bodies, for the transaction of such business. Capital \$50,000, in \$5 shares. Co. to be organized when \$10,000 is subscribed, and 10 p. c. is paid in. There are to be nine directors, holding at least 10 shares each. Lindsay to be the chief place of business. Municipalities may aid the Co. by gifts, guarantees or loans. Vessels now owned by individual shareholders, may be taken as part of stock. Debentures may be issued for one-half of the paid up capital stock, and loans made upon them at not more than 10 p. c. interest.

Cap. 46—Incorporates the MISSISSIPPI NAVIGATION Co., J. H. Dickson, A. Code, I. Craigie, R. Bell and R. Crampton, to be first directors, for the purpose of rendering the River Mississippi, in the County of Lanark, above Carlton Place, navigable. Before commencing works, a map and plan thereof is to be deposited with the C. P. W., and a statement of crown lands needed with the C. C. L. Powers for acquiring lands are granted similar to those given under the public works and railway acts. Capital stock \$100,000, in shares of \$50. Co. to be organized when \$20,000 is subscribed, and 20 p. c. paid up. There are to be five directors, holding 16 shares each. Joint stock companies general clauses consolidation act applies to this.