

dary of the city to opposite the Palais Harbour, or the Co. may extend its railway to such point, and establish a depot there. The Co is authorized to increase its stock to \$2,500,000—all the new shares to be of \$100 each. The term for the completion of the road is prolonged to 1878.

**Cap. 25.**—Extends the charter of the MISSISQUOI JUNCTION RAILWAY Co. to 23rd Dec., 1876.

**Cap. 26.**—Incorporates, as the OTTAWA & GATINEAU RAILWAY Co., the Hon. J. Skead, Hon. M. Cameron, Hon. G. Bryson, A. Wright, M.P., J. M. Currier, M.P., J. A. Grant, M.P., E. B. Eddy, M.P.P., John Poupore, M.P.P., Hon. R. W. Scott, M.P.P., J. L. P. O'Hanly, C.E., E. McGillivray, H. V. Noel, J. T. C. Beaubien, M.D., I. B. Taylor, R. Lyon, W. D. Walker, F. McDougall, P. A. Egleson, jun., J. Goodwin, R. W. Cruice, M. O'Gara, T. McGoey, J. McLaren, A. Pritchard, and others, to build a railway from Hull, on the north side of the Ottawa, along the west side of the Gatineau, to the Desert. Capital \$1,000,000, in shares of \$25, with power of increase. Co. to be organized when \$40,000 is subscribed, and \$4,000 paid in. Co. have a right to issue debentures, not exceeding \$15,000 per mile. Rails may be made of wood for half the length of the road.

**Cap. 27.**—Incorporates, as the POINT LEVIS & INDIAN COVE JUNCTION RAILWAY Co., J. Gilmour, D. Patton, W. Rhodes, G. B. Hall, Hon. T. McGreevy, Hon. J. G. Blanchet, P. A. Shaw, J. Jobin, A. H. Murphy, J. Patton and L. P. Demers, with power to build a railway from the G.T.R., in St. Michel or St. Charles, in Bellechasse, passing through St. Joseph or Levis, to join the G.T.R., or any railway there. Capital, \$500,000, with power of increase. The Co. may be organized when \$5,000 is subscribed, and \$1,000 paid in. Bonds may be issued to the extent of \$15,000 per mile.

**Cap. 28.**—Incorporates, as the WATERLOO & MAGOG RAILWAY Co., R. Merry, E. D. Newton, S. Hoyt, T. L. Hoyt, A. H. Moore, M. W. Copp, N. A. Beach, W. W. Oliver, and G. O. Somers, with power to construct a railway from Waterloo, in Shefford, to the westerly boundary of Magog, thence to the outlet of Memphremagog, and to the town of Sherbrooke, on a junction with the Mississippi Valley Railway. Capital \$1,000,000, in shares of \$100. Co. to be organized when \$50,000 are subscribed, and \$5,000 paid in. Bonds may be issued after \$50,000 have been expended, not to exceed in all \$500,000.

**Cap. 29.**—Incorporates, as the MONTREAL, CHAMBLY & SOREL RAILWAY Co., A. Hibbard, L. A. Senecal, M. P., S. T. Willett, M. Mathieu, C. Gill, M.P.P., D. R. Wood, and F. Geoffrion, M.P., to construct a railway from Sorel, by the way of Chambly, to a point opposite Montreal, and from Chambly, by the way of St. Johns, to the province line, at or near Philipsburg, in Missisquoi. Capital \$2,000,000, in shares of \$100. Co. to be organized when \$50,000 are subscribed, and \$5,000 paid in. Bonds may be issued to the extent of \$17,000 per mile.

**Cap. 30.**—Amends the charter of the RICHELIEU, DRUMMOND & ARTHABASKA RAILWAY Co., giving it the usual exclusive ferry

privileges for two miles above and below its bridges, across the Yamaska, at Yamaska, and the St. Francis, at Drummondville, when completed, so as to permit the passage of horses, vehicles, and foot passengers; and the municipalities of Yamaska and St. Michel shall pay it the amount hitherto given for the ferries.

**Cap. 31.**—Incorporates, as the PHILIPSBURG, FARNHAM & YAMASKA RAILWAY Co. J. W. Eaton, M. R. Meigs, R. McCorkill, N. C. Fisk, P. S. Gendron, E. Roy, G. C. Dessaulles, W. W. Smith, J. S. Brigham, and T. R. Roberts, with power to construct a railway from Missisquoi Bay, on the province line near Philipsburg, thence by the way of Bedford and Farnham, on the east side of the Yamaska rivers, through Rouville, St. Hyacinthe, Bagot, Drummond, Richelieu, Yamaska, and Nicolet, to the St. Lawrence, opposite Three Rivers, and a branch to the city of St. Hyacinthe. Capital \$1,000,000, in shares of \$50, with power of increase. Co. to be organized when \$100,000 is subscribed, and \$10,000 paid in. Bonds may be issued to the amount of \$350,000, (but not to exceed \$15,000 per mile) after one fourth of the capital has been expended.

**Cap. 32.**—Amends the charter of the CITY of MONTREAL:

#### AID TO RAILWAYS, &c.

When a By-law has been passed by a majority of the city council—15 at least being present—granting aid to any railway, 21 polling places shall be opened in Bonsecours market,—one each for the east, centre and west wards, and three each for the remaining wards, at which the qualified voters shall vote "yea" or "nay" for or against said grant, during 10 juridical days. The poll clerks shall add up the votes each day, and furnish a certificate of the numbers to a returning officer, registering such certificate in the poll book. The city clerk is *ex-officio* returning officer, and the Mayor appoints a deputy. The total number of votes during the 10 days are to be certified by the returning officer and returned to the Mayor. The city may aid Railways in establishing lines to connect the east and west ends of the harbour and city, and regulate the traffic thereon.

#### MOUNT ROYAL PARK.

The amended plan of Mount Royal Park filed with the clerk of the Legislative Council on the 12 Dec., 1871, is substituted for that previously filed; and the City Council is authorized to acquire and lay out the park in accordance therewith. Land for the purpose may be expropriated in the usual manner, and the city may raise any further sum than the \$350,000 already authorized, to effect the object, and it may sell portions of lands acquired, or only take such portions from proprietors as they deem expedient. If the proprietor of land expropriated, or the corporation, only complain of the report of the Comrs. as granting too large or too small a sum as indemnity, either may proceed by direct action for the reduction or increase of the amount. The party must proceed within 14 days; the corporation must either abandon the expropriation and indemnify the party for damages, or proceed for a reduction within 3 weeks of the publication of the report. Or the corpora-