

from Fredericton to Hartt's Mills, to connect with "Western Extension,"—equal to 5 p. c., but not to exceed 25 p. c. per an.

**Cap. 29**—The town of PORTLAND shall continue to pay the same proportion of county rates as before receiving its town charter, till otherwise agreed between the Sessions and town council.

**Cap. 30**—Proof of the contract made by the NEW BRUNSWICK RAILWAY Co. with Her Majesty to construct lines from St. Mary's to Edmundston, with a connection with Woodstock, may be made by producing a copy certified by the Provincial Secretary. Debentures may be issued for \$3,500,000, but not to exceed \$20,000 per mile.

**Cap. 31**—Certificates of the mortgage debentures of the FREDERICTON RAILWAY Co. are to be registered with the Registrar for York,—all authorized to be issued at one time to rank alike without priority, except over those subsequently authorized.

**Cap. 32**—The SCHOOL TRUSTEES OF WOODSTOCK are authorized to acquire the property in that town known as "The College" from C. G. Glass for \$3,800, and issue 6 p. c. 25-yrs. debentures to raise money to pay for the same.

**Cap. 33**—Incorporates, as the NORTHERN & WESTERN RAILWAY Co. of NEW BRUNSWICK, Sir Hugh Allan, Sir A. T. Galt, Hons. J. H. Pope, P. Mitchell and G. L. Hatheway, Messrs. A. Gibson, T. Temple, J. Pickard, J. C. Gough, T. F. Gillespie, Hons. W. Muirhead and S. L. Tilley, Messrs. M. Adams, F. C. Furpee, S. C. King, A. Morrison, Hons. E. B. Chandler, R. Young, E. Beveridge and W. H. Todd, and Messrs. J. Domville, J. Mitchell, R. R. Call, R. Hoskin, W. Swim, H. Freeze, J. McLaggan, and J. Miller, to build a railway from Chatham, Northumberland, through that county and York to Fredericton, with such branches as they think proper. Capital \$2,000,000, one half in debentures and one half in shares of \$100—the debentures not to exceed \$10,000 per mile. The Co. to be organized when \$20,000 are subscribed and paid in. The survey to be made in 4 yrs. work begun in 5 and completed in 8 yrs.

**Cap. 34**—Erects that part of the Parish of GRAND FALLS on the east side of the St. John into a separate parish to be called DRUMMOND, on and after 1st Sept. 1872.

**Cap. 35**—Amends the charter of the WOODSTOCK PLEASURE GROUNDS ASSOCIATION authorising it to borrow money on the security of its property and issue 10 yrs. 6 p. c. debentures to the amount of \$5,000; and to declare shares forfeited for non-payment of calls, and sell them.

**Cap. 36**—Authorizes the erection, across the road from the highway to the LIGHT HOUSE ON CAPE ENRAGE in HARVEY, Albert, of three gates for the protection of the property traversed. No tolls are to be exacted; but any person breaking them down or leaving them open is guilty of an offence and subject to fine or imprisonment.

**Cap. 37**—The Comrs. of HIGHWAYS for the UPPER ROAD DISTRICT, Woodstock, have as ample powers as the Comrs. for the parish.

**Cap. 38**—New 6 p. c. 30 yrs. debentures may be issued by the corporation of ST. JOHN to replace or to be sold in order to pay off the loan raised under the Act 21 V. An assessment is to be levied on the eastern side of the Harbour not exceeding \$5,000 per an. to pay interest on the city debt.

**Cap. 39**—Incorporates C. E. Hill and F. H. Lerry as the POKIOK STEAM DRIVING Co., for the purpose of clearing the Big and Little Pokiok rivers and their tributaries, and building dams and sluices in order to facilitate the driving of logs and timber. They may charge tolls for the use of their works, not exceeding 10 cts. per 1,000 ft. of timber passed through or over the dams, and 20 cents through the sluices.

#### TRUSTEES OF CHURCH OF SCOTLAND CHURCHES.

**Cap. 40**—The election of Trustees may be extended till 9 p. m. of the days fixed by 14 V., c. 9.

**Cap. 41**—Makes further provision for the SEWERAGE OF PORTLAND. When the construction of a sewer is determined upon by the Council, 3 appraisers are appointed and sworn, to decide how much of the cost is to be borne by the neighbouring proprietors and which of them, and how much by the town corporation. Public notice of their decision is given in the newspapers, and any person aggrieved may appeal, within 20 days, to the Town Council, who may modify the decision of the appraisers, and then (or in case of no appeal, at once) confirm the award. No appeal to any court is allowed, and certiorari is taken away. The Town Council may borrow \$10,000, on 6 p. c. debentures, for the purpose of paying the town's share of the expense, and raise, by assessment, the interest and not less than \$300 annually, to be invested as a sinking fund.

**Cap. 42**—Continues the charter of the COURTNEY BAY BRIDGE Co. till 1st May, 1877. The capital shall be \$10,000, with power to double it, in shares of \$20.

**Cap. 43**—The MOOSE PATH DRIVING PARK ASSOCIATION may borrow \$2,000, and mortgage their property for it.

**Cap. 44**—Continues the Acts forming the charter of the SOUTH WEST BOOM Co. till 1st May, 1882.

**Cap. 45**—Incorporates, as the ST. STEPHEN STEAM POWER Co., C. P. Lovejoy, E. S. Smith, E. Malloch and others, for the purpose of erecting steam mills. Capital \$20,000, with power to double it, in shares of \$100.

**Cap. 46**—Incorporates, as the HAMPTON HOTEL Co., G. Barnes, R. J. Lemont, Geo. Flewelling, Guildford Flewelling, T. G. Barnes, Hon. J. H. Crawford, A. McN. Travis, J. Flewelling and H. J. Fowler. Capital \$100,000, in shares of \$20. Co. to be organized when 50 shares are subscribed. It may borrow \$4,000.

**Cap. 47**—Authorizes the TRUSTEES OF ST. ANDREW'S CHURCH, CHATHAM, to sell or otherwise dispose of their manse and manse lands in that town, and reinvest the proceeds in a manse and lot nearer the Church.