

that of the parent or parents living. But if one of the parents is hopelessly insane or divorced and therefore not having custody of the child his or hers is not necessary. If there are no parents the consent of the guardians, if any, must be obtained, or in their default that of the next of kin, or in their default a barrister appointed to act as next friend. If the judge be satisfied of the facts and that the petitioners are capable of bringing up and educating the child properly he shall make a decree permitting the adoption and change of name to that of the petitioners, the natural parents being thereby divested of and the adoptors invested with parental authority over the child and bound to fulfil all parental duties. Appeal lies to the Supreme Court, but no security is required on behalf of the child nor will costs be allowed. Property to which a child becomes entitled because of its birth, passes, if the child die under age or intestate, to his heirs according to his birth, but failing them, to the adopter or his heirs.

PRACTICE IN SUPREME COURT.

Cap. 31—Regulates the practice in the Supreme Court.

DAMAGE FROM MILL REFUSE.

Cap. 22—An action is given against the proprietor of a mill or persons working therein through whose negligence or carelessness mill refuse is sent down a stream so as to injure meadows or improved lands on its banks.

LOCAL AND PRIVATE ACTS.

Cap. 33—Any male resident in the parish of Eldon, county of Restigouche, a British subject, 21 yrs. of age and possessed of freehold estate worth \$100 may vote in the parish of Addington upon complying with the necessary formalities to place his name on the list there.

Cap. 34—Amends the ALBERT RAILWAY Co., enabling them still to construct their main lines and to extend them to some point in the parish of Hopewell on Shepody Bay or River. The number of Directors to be 7 instead of 5.

Cap. 35—Amends the charter of the ST. MARTINS & UPHAM RAILWAY Co., enabling them, if they commence to build the railway within 2 yrs. from the 17th day of May, 1873, to the benefits granted them in their Act—but failing commencement then or completion within 5 years charter to lapse.

Cap. 36—Facilitates the construction of the CHATHAM BRANCH RAILWAY, granting a sum not exceeding \$32,000 to the Co. y. as a bonus for their line from the town of Chatham on the southern side of the Miramichi to the Intercolonial Railway in the parish of Nelson. Gauge not less than 4 ft. 8 in. When \$24,000 stock has been taken the L. G. in C. may authorize the R. G. to subscribe for the Province a like sum. No part of the stock to be sold under par until the expiration of 10 yrs., when it shall be sold, the existing debentures paid off and the surplus paid to the R. G. The L. G. in C. may issue 20 yrs. 6 p. c. debentures and appoint an Engineer, and a proportionate

number of Directors. The directors representing the Co.'s stock shall be 5; but if the county of Northumberland subscribe \$20,000 the Sessions may appoint 2 more.

Cap. 37—Incorporates, as the NEW BRUNSWICK and CANADA RAILROAD Co., F. A. Pike, W. Todd, F. H. Todd, Z. Chipman, J. Bolton, R. Watson, and J. Murchie, who have purchased the enterprise from liquidation of old Co. together with the debenture holders, the stockholders of the St. Stephen branch, lessees and stockholders of the Woodstock Railway Co., and stockholders in the Houlton Branch Railway Co. Capital as follows:—1. Perpetual guaranteed stock \$82,000 stg.; 2. Ordinary stock \$153,000 stg.; 3. B. stock \$221,000 stg. The capital of the branch lines is—1. Debenture stock \$175,000, 2. Preferred stock \$200,000; 3. Ordinary stock \$113,000. Provision is made for the allotment of the stock among the parties interested. The net annual receipts to be divided into 5 pts., 3 of those to be divided as follows:—1. Paying 3 p. c. on the perpetual Guar. Deb. stock for 2 yrs. and 3½ p. c. afterwards—deficiency in 1 year to be made up in others when possible. 2. Dividends on ordinary stock at 4 p. c. 3. Paying additional interest and dividends on these two securities, on the former after 2 yrs. up to 5 p. c. and on the latter to 5½ p. c. but if on the average of the next 4 yrs. the ordinary stockholders receive less than the privileged it shall be made good to them out of any surplus in the next year. 4. Dividends on B stock. The remaining 2-fifths of the revenue are to be distributed as follows— one fourth of the whole to 1. Payment of interest on 1st and 2nd debentures of the St. Stephen branch (or on debenture stock into which it may be converted) not exceeding 6 p. c. 2. Paying interest up to 6 p. c. in 3rd debentures. 3. Paying dividends on ordinary stock. One twelfth of whole to be used—1. In paying interest on mortgage debentures of the Woodstock Railway and the sinking fund, or interest on debenture stock into which they may be converted up to 6 p. c. 2. To payment to lessees of that railway and to stockholders on expiry of lease. One fifteenth of whole to be used in paying—1. Interest on preferred stock issued to debenture holders of Houlton Co. up to 6 p. c. 2. Dividends on ordinary stock. The Co. must run a daily train over all the road—Sundays excepted.

Cap. 38—Enables the Parish of SAINT GEORGE, Charlotte, to aid the Grand Southern Railway. The Sessions may issue 10 years 6 p. c. debentures for sums not over \$200, nor less than \$190, to amount of \$10,000, and make the necessary assessments on the Parish to pay them as they become due. The session to become shareholders of the stock of said Co. for the benefit of the rate payers the Parish of St. George. This Act to come in force when accepted and approved by a majority of rate payers in St. George.

Cap. 39—The NEW BRUNSWICK RAILWAY Co. may receive the subsidy granted under 33 V., c. 41, and the agreement made with the govt. on the 24th January 1872, if they gather the materials for the bridge across the St. John, at Woodstock, before 1st July, 1874, and complete it in 1877. They must commence the railway from the opposite bank at once and put it in running order before 31st December, 1873, to the