

L. G. in C. may add other institutions to the list on the report of the Inspector, and may discontinue on a like report, or restore it, submitting all O. in C. for new grants to the L. A. If there is a residue of appropriation in any year, the grant to the institutions may be raised to the amount heretofore granted, though it exceed the one-fourth of their revenue. Returns are to be made to the Government, and by-laws and regulations submitted for approval.

BENEVOLENT AND PROVIDENT SOCIETIES.

Chap. 34.—Any five or more persons may form a corporate body for a benevolent or provident purpose by signing a declaration such as is required of trade societies before a judge of a Superior Court or County Judge in duplicate—the judge endorsing his certificate that it appears in conformity to the Act; and one of the duplicates may be filed with the Provincial Registrar or Clerk of the Peace. They may hold real estate with \$5,000 each, but must dispose in seven years of such as is not in actual use, investing the proceeds in public or municipal securities or mortgages. The society or branch may apply to a Superior or County Court for a certificate of due incorporation, giving four weeks notice to the Attorney General and in the *Ontario Gazette*, and upon due evidence the court may grant such certificate. They must furnish the Lieutenant Governor with a statement of their real property and estates whenever called upon.

JOINT STOCK COMPANIES.

Chap. 35.—Revises and re-enacts the law for the Incorporation of Joint Stock Companies by Letters Patent.

INSPECTION OF RAILWAYS.

Chap. 36.—The Commissioner of Public Works is substituted for the Board of Railway Commissioners, with respect to railways under the jurisdiction of the Province about to be opened, &c., and the L. G. for the Governor. The returns are to be made to the Provincial Secretary, instead of the three branches of the Legislature.

RAILWAY FUND AND RAILWAY SUBSIDY FUND.

Chap. 37.—Every O. in C. to aid a railway shall be read so that it is optional with the L. G. in C. to pay out of the railway fund or railway subsidy fund, \$2,000 being held equivalent to \$194.00 per annum for twenty years from January, 1872, and so *pro rata* for smaller or larger grants. An O. in C. may be passed declaring a grant lapsed for non-fulfilment of conditions or the impossibility of their fulfilment in time, and on ratification thereof by the Assembly such grant is revoked.

Chap. 38.—Incorporates the BELLEVILLE AND HASTINGS RAILWAY Co. with powers to construct a railway from any point on the Grand Junction Railway between Wallbridge's Mills and the village of Sterling, County of Hastings, to the village of Madoc, or some point near, thence to Seymour's iron mine, township of Madoc, and thence to the Free Grant Districts, and to

make arrangements for running powers over the roads of the Grand Junction Railway Company and the Grand Trunk Railway Company, and for the use of docks, &c., and to own wharves and lands for them on the Bay of Quinte. Railway to be commenced within two years, completed within four years to Madoc, within five years to the Seymour iron mines, and within ten years to the Free Grant Territory, or charter for part not completed is forfeit. Provisional Directors—C. Lloyd, A. F. Wood, Hon. L. Wallbridge, James Brown, M. P., McK. Bowell, M. P., T. Kelso, R. S. Patterson, N. B. Falkiner, S. B. Burdett, Thomas Emo, James Archibald, E. D. O'Flynn, P. Vankleek, E. Mills, Henry Hogan, B. Furniss, S. B. Mower, J. B. Crosby, Robert Duff, W. S. Forsyth, T. Judah, D. Robertson, M. Tait, C. Souththier, R. Kene, G. H. Boulter, M. P. P., and James Urquhart. Capital, \$300,000, with power to increase according to Railway Act, in shares of \$50.

Chap. 39.—Amends the charter of and changes the name of the BOWMANVILLE, LINDSAY, AND BOBCAYGON RAILWAY Co. to that of the "Bowmanville and Georgian Bay Railway Co." Empowers them to construct their line in as direct a route as advisable between Bowmanville and the Georgian Bay, and a branch line to Hinton Falls. Extends the time of commencing to 24th March, 1877, and for completion to 24th March, 1878, and authorizes the increase of issue of bonds to \$12,000 per mile.

Chap. 40.—Authorizes the BROCKVILLE AND OTTAWA RAILWAY Co. to issue 20 years debentures to the amount of \$556,292.16, at 5 per cent interest, payable half yearly.

Chap. 41.—Empowers the CANADA SOUTHERN RAILWAY Co. to become owners of stock in any other company, and confers on said company the powers conferred on Telegraph Companies in the Act respecting Electric Telegraph Companies.

Chap. 42.—Legalizes the power of Attorney granted to G. Laidlaw by the CREDIT VALLEY RAILWAY Co., dated November 5th, 1873, also by-laws passed by the County Councils of Oxford, Waterloo, and Wellington, also the agreement with the Municipal Corporation of the County of Wellington respecting the expenditure of the proceeds of debentures issued by said Corporation, and amends 35 Vic., c. 47, s. 3, also 36 V., c. 80, s. 6 and confirms the increase of capital of \$500,000.

Chap. 43.—Vests all the powers granted to the GRAND JUNCTION RAILWAY Co. under the statutes passed by the Parliament of the late Province of Canada, Dominion of Canada, and the Legislature of the Province of Ontario, in the Grand Junction Railway Company, as now constituted and repeals 16 V., c. 43, and 33 V., c. 58. Directors—T. Kelso, A. Diamond, A. Robertson, D. D. Bogart, J. S. Flouds, E. J. Senkler, G. H. Boulter, James Brown, H. Corby, Hon. B. Read, and McK. Bowell. Capital, \$1,000,000, in shares of \$20.

Chap. 44.—Repeals 35 V., c. 55, ss. 26 and 27, relating to the HAMILTON AND NORTH