trictions as in preceding Acts. W. Pryor, B. H. Collins and P. C. Hill, Provisional Directors. May commence business on $100,000 paid in.

Cap. 55—Incorporates the BANK OF ACADIA. Capital $500,000. Chief place of business at Liverpool, N. S. Same powers, &c. Provisional Directors, S. C. Tupper, J. Snow, T. R. Patillo, J. Sponagle, J. Tupper, T. Rees, and W. Collins.

Cap. 56—Incorporates the BANK OF SAINT JOHN, N. B. Capital $500,000, with power of increase to $2,000,000. Chief place of business Saint John (N. B.) Same powers, &c. Provisional Directors, A. L. Palmer, S. Jones, J. W. Nicholson, T. P. Jones, and W. H. Tuck.

Cap. 57—In order to close up the affairs of the CENTRAL BANK OF NEW BRUNSWICK the Directors may give notice by advertisement calling on all holders of notes to present them for redemption. Unless they do so within 1 yr. thereafter they are forfeited. The remaining assets, the Directors will then distribute among the shareholders, reserving an amount to meet other claims not prescribed by statute of limitations.

Cap. 58—Incorporates the MARITIME BANK OF THE DOMINION OF CANADA. Capital $1,000,000 with power to increase to $2,000,000. Chief Office at Saint John, (N. B.) Same powers, &c. as in preceding charters. Provisional Directors J. Domville, Z. Ring, J. W. Cudlip, J. Nevins, A. J. Smith, J. V. Troop & C. H. Fairweather.

Cap. 59—Incorporates the SUPERIOR BANK OF CANADA. Capital $1,000,000. Powers, &c. the same. Chief Office at Toronto. Provisional Directors A. Crooks, J. Shedden, S. Nordheimer, J. Michie, A. H. Sibley, G. A. Kirkpatrick, A. M. Clark, W. Hessin, N. Rooney, R. F. McEwen, S. Mandlebaum, T. Dick, R. J. N. Chipman, C. J. Blomfield, C. Jones, and Geo. Wilson.

Cap. 60—Incorporates the BANK OF MANITOBA. Capital $500,000. Same powers. Chief Offices at Montreal and Fort Garry. Provisional Directors D. A. Smith, J. McKay, R. Tait, G. Stephen, Sir A. T. Galt, J. McTavish, and A. McDermott.

Cap. 61—Continues the charter of the TORONTO SAVINGS BANK till 1882. Its moneys are hereafter to be invested in securities of the Dominion, or of the Provinces or Municipal debentures only; but loans may be made with other securities as collateral, but not on real estate. All previous loans to be called in and invested as above as soon as practicable.

Cap. 62—Legalizes an agreement between the GRAND TRUNK RAILWAY Co. and the TOWN OF GALT, and gives power to extend the line to WATERLOO and agree with the Village Corporation respecting terms. The town of Galt is to acquire the right of way and form the road-bed from Doon to Galt and the Co. to lay the iron and run trains.

Cap. 63—Confirms an agreement between the G. T. R. Co. and the INTERNATIONAL BRIDGE Co., for a lease of their bridge by the latter to the former Co. for 999 years at £20,000 stg. per an. rent,—with a right on the part of the G. T. R. Co. to buy at any time.

Cap. 64—Authorizes the G. T. R. Co. to create a 3rd mortgage on its MONTREAL & CHAMPLAIN lines to enable it to pay off the balance of the purchase money; and to consolidate all the charges on these lines and issue one set of 7 p. c. bonds in place of them.

Cap. 65.—Authorizes the GREAT WESTERN RAILWAY Co. to pledge its credit (subject to incumbrances already created) to secure connections with the International Bridge or Detroit River tunnel, and hold stock in those quarters, or any to which those enterprises are transferred—the consent of two-thirds of the shareholders being obtained. The time for completing its line from Glencoe to Fort Erie is extended 12 months.

Cap. 66.—Legalises and confirms the lease to the NORTHERN RAILWAY CO. OF CANADA of the lines of the NORTHERN EXTENSION RAILWAY CO.—(*i.e.*, the Toronto, Simcoe & Muskoka Junction Railway, and the North Grey Railway)—for 25 years, the latter Company using all exertion to complete them forthwith, and the former paying as rent 35 p. c. of the gross receipts for the first 5 years, 40 p. c. for the next 5, and 45 p. c. during the remainder of the term.

Cap. 67.—Amends the charter of the ST. LAWRENCE AND OTTAWA RAILWAY CO., granting it the right to build an extension to Portage du Fort, and thence to Pembroke, with power to bridge the Ottawa; and further, from Pembroke to Lake Nipissing or French river, or Georgian Bay, and thence to Sault Ste. Marie, or some point on Lake Superior. The Company may also build a branch to Aylmer, Que. Power is given to increase the capital, $2,000,000, making it altogether $3,500,000—of which $789,909 20 becomes preference stock. Other Railway Companies may connect their lines with the bridges of the St. L. & O., and use them upon terms to be settled. The Pembroke extension to be begun in three years, and finished in seven, and the North Western, begun in five years, and finished in ten.

Cap. 68.—Authorizes the CANADA CENTRAL RAILWAY Co. to run its line to any point south of Pembroke, not more than seven miles therefrom, which may be found most advantageous, unless meantime a bonus be granted by that town; also, to construct a branch from any point between Carleton Place and Ottawa, to Arnprior; also, to extend their line to or near Sault Ste. Marie. They may join with any other Company in building or working their lines.

Cap. 69.—Authorizes the OTTAWA, VAUDREUIL & MONTREAL RAILWAY Co. to build a branch from some point below L'Orignal to connect with a line from Montreal to and through Grenville at any place in Argenteuil or Two Mountains, and for that purpose to construct a railway bridge across the Ottawa, the plans to be approved by the G. in C.

Cap. 70.—Authorizes the ST. FRANCIS & MEGANTIC INTERNATIONAL RAILWAY Co. to increase their capital to $2,000,000, and issue bonds to the amount of $1,000,000; also