

P. Garneau, J. H. Grant, A. Caron, J. L. Gibb, T. Laird, J. W. Henry, N. Germain, A. Tourangeau, M. P., S. B. Foote, and others. Capital \$1,000,000, (in shares of \$100). To commence operations when \$500,000 is subscribed and \$100,000 paid in. Act to remain in force to 1881.

Cap. 74—Incorporates as the **IMPERIAL BANK** in the city of Toronto, J. Morrison, B. Carrier, N. S. Williams, A. Oliver, M. P. P., W. T. Mason, A. M. Smith, J. J. Vickers, J. C. Davidson, J. Fiske, P. Hughes, W. J. Macdonell, and others. Capital \$1,000,000 (in shares of \$100). To commence business as in preceding charters. Act to remain in force until 1st July, 1881.

Cap. 75—Incorporates as the **VICTORIA BANK OF CANADA**, H. A. Nelson, A. Bunting, J. C. Watson, Wm. Clendenning, J. Elliott, J. Donnelly, Wm. H. Kingston, M. D., J. C. Hutton, T. A. Evans, and others. Capital \$1,000,000, with power to increase to \$2,000,000, (in shares of \$100). Head Office in the city of Montreal. To commence business as in preceding charters. Act to remain in force until 1st July, 1881.

Cap. 76—Incorporates as the **PICTOU BANK**, J. Crerar, J. T. Ives, Wm. Gordon, A. J. Patterson, R. Doull, J. McCole, B. McNeil, J. A. Dawson, B. McKenzie, J. R. Noonan. Capital \$500,000 (in shares of \$100). Head Office in Pictou, Nova Scotia. To commence business as above. Act to remain in force until July 1st, 1881.

Cap. 77—Incorporates, as **LA BANQUE DE ST. HYACINTHE**, P. Bachand, M. P. P., F. P. Cadieux, Hon. M. Laframboise, Hon. W. H. Chaffers, G. C. Dessaulles, L. Marchand, J. Barsalou, R. St. Jacques, F. Cadoret, G. Cheval, L. Delorme, M. P., Rémy Raymond, E. B. Dufort, Victor Côté, P. E. Roy, C. St. Jacques, J. Françoire, and others. Capital \$500,000 (in shares of \$100). To commence business on \$100,000 paid up. Head Office in the city of St. Hyacinthe. Act to remain in force until July 1st, 1881.

Cap. 78—Incorporates as the **CENTRAL BANK OF CANADA**, A. M. Foster, Hon. Charles Wilson, T. M. Taylor, Benj. Lyman, S. H. May, J. Baylis, E. T. Taylor and others. Capital \$1,000,000, (in shares of \$200). To commence business on \$500,000 subscribed and \$100,000 paid up. Head office in the City of Montreal. Act to remain in force until July 1st, 1881.

RAILWAYS.

Cap. 79—Changes the name of the **SUPERIOR BANK OF CANADA** to that of the **FEDERAL BANK OF CANADA**. Time limited by the 35 V., c. 59 s. 7 for obtaining Treasury Board Certificate, is extended for the further period of 12 mos.

Cap. 80—Amends the general Acts respecting Railways, giving the Cos. power to enter upon any lands adjacent to their railways and erect snow fences thereon after 1st Nov. in any year, removing them on or before 1st April and paying any actual damages. They may construct branch lines to connect any town, village, manufactory or mine with the main line not exceeding 6 miles in length; but they must first deposit a map and plan in the Registry Office

and give notice in a county paper for 6 weeks of intention to apply to the G. in C. for leave, and must obtain such leave. The authority under such O. in C. only exists for 2 years unless line is built.

Cap. 81—Amends the Act to enable certain Railway Cos. to provide the necessary accommodation for the increased traffic over their Railways and the Railway Act, 1868, compelling every Railway Co. where telegraph lines are in operation to cause to be written on a blackboard what trains are over due, and when trains will be in, and to renew notice from time to time, under a penalty not exceeding \$5.

Cap. 83—Empowers the **MONTREAL NORTHERN COLONIZATION RAILWAY CO.** to construct a railway bridge across the Ottawa and extend its line from Deep River to a point of intersection with the proposed Canadian Pacific Railway, and to Sault Ste. Marie, the Georgian Bay and Lake Superior, or to unite its line with any line of railway extending to the said points.

Cap. 83—Enables the **GREAT WESTERN RAILWAY CO.** to agree for the loan of its credit by direct guarantee or traffic contract with the Canada and Detroit River Bridge Co., the Queenston Suspension Bridge Co., the Lewiston Bridge Co., or any other bridge co., having bridges or power to build bridges over the Niagara River, to hold shares and avail itself of all the rights and powers given to said co's. The borrowing powers of the co., yet unused to the extent of \$7,127,328, may be exercised by the issue of perpetual debenture stock and terminable bonds or both, and it may further issue instead of unissued stock and share capital \$2,960,439 in such debenture stock.

Cap. 84—Enables the **BUFFALO & LAKE HURON RAILWAY** to make arrangements respecting the Bond Debt. The old mortgages, bonds and debentures are declared void, except for interest accruing to 1st Sept., 1873, and in lieu thereof 1st. and 2nd. bond debts are created, the former not to exceed £305,000 stg. at 6 p. c., the second to equal all the other bond debt, &c., and bear 5 p. c. interest, the two not exceeding £763,758 stg. The first to be charged on the property, &c., next after the charges imposed on the G. T. R. Co., and the rent charge of £42,5000, and the 2nd. after the 1st. Redemption of any part may be made after public notice—on the 1st March and 1st September in any year.

Cap. 85—Empowers the **ST. FRANCIS & MEGANTIC INTERNATIONAL RAILWAY CO.** to construct a branch to connect the railway, the Co. are now authorized to build, with the Boston, Concord and Montreal Railroad, or any extension thereof, or any other railway extending from some point in the United States to the boundary line of Canada, and to issue bonds for any amt. required for building said branches, not exceeding \$25,000 per mile. Contracts for reciprocal use of railway stations, &c., and for running arrangements with the G. T. R. Co., the Passumpsic River R.R. Co., or Massachusetts R.R. Co. may be entered into.

Cap. 86—Amends the charter of the **ERIE AND NIAGARA RAILWAY CO.** empowering them to construct and open one or more branch lines in the Counties of Lincoln and