

Young, J. W. Thompson, P. Turley, G. H. Gordon, D. R. Murphy, L. Cruikshanks, C. Armstrong, Alex. Miller and H. W. Day. Work to be begun within 2 years and completed to the point in the Township of Marmora or Belmont, within 5 years, and to its junction with the Pacific within 10 years. Capital \$80,000 with powers to increase as provided by the Railway Act, (in shares of \$100).

Cap. 77—Incorporates YORKVILLE LOOP LINE RAILWAY Co., with powers to construct a railway from the Carleton Station of the G. T. Railway, in the Township of York, to some point on the same railway near the line dividing the Townships of York and Scarboro', to connect with other railways; also, to construct stations, sidings, and all accessories. Provisional Directors: Frank Turner, H. C. Barwick, A. Hoskin, Wm. Patrick, Wm. R. Bartlett, Ed. Wragge and Jas. Thorburn; Chairman, Frank Turner. Work to be begun within 3 years and completed within 5 years. Capital \$500,000, with power to increase as provided by the Railway Act (in shares of \$50).

Cap. 78—Amends the Acts relating to the TORONTO, GREY AND BRUCE RAILWAY Co., extending the time of completion of railway to 1878, and giving permission to the Co. to fix any place in the Counties of Huron and Bruce as a terminus; and to extend the line to Southampton and Kincardine, or the waters of Lake Huron, as the Co. might deem fit.

Cap. 79—Extends the time of the building of the TORONTO AND NIPISSING RAILWAY to 1878.

Cap. 80—Enables the CREDIT VALLEY RAILWAY Co. to extend their railway from Galt to any point at or near Woodstock or St. Thomas, passing through the Village of Ayr, and to issue bonds to any amount not exceeding \$12,000 per mile.

Cap. 81—Enables the STREETSVILLE & PORT CREDIT JUNCTION RAILWAY Co. to extend their railway to any point on the line of the Wellington, Grey and Bruce Railway in the County of Wellington and to Lake Huron; also, to any point on the Toronto, Grey and Bruce Railway. James Tilt and John Lamb take the places of Wm. Barber and Jas. Gooderham in the Co. and Board. The Co. may organise on \$20,000 subscribed and \$5,000 paid in. This need not be done till February, 1875, nor the road completed till February, 1877. Further facilities are granted for obtaining municipal aid. Capital stock may be increased and bonds issued as provided by the Railway Act.

Cap. 82—The WELLINGTON, GREY AND BRUCE Railway Bonds issued for the line to Kincardine are to rank with those issued for Southampton. The Great Western Railway Co. may act as agent for payment of coupons and bonds in London, though made payable at Bank of Montreal. Further facilities are granted for obtaining municipal aid.

Cap. 83—The same Co. may build its branch to Owen Sound without connecting it with Durham.

Cap. 84—Amends the Act incorporating the HAMILTON and NORTH WESTERN Rail-

way Co., enabling them to extend their line to the shores of Lake Huron, in the Town of Collingwood—making further arrangement respecting municipal aid, and extending the time for commencing the work to March, 1875.

Cap. 85—Amends the Act incorporating the HAMILTON and LAKE ERIE RAILWAY Co., confirming certain agreements for granting running powers to other companies, and extending the time to 999 years—enabling them to issue terminable bonds or perpetual debenture stock bearing 7 per ct. in lieu of the borrowing powers in said Act.

Cap. 86—Enables the CANADA SOUTHERN RAILWAY Co. to build branches from the main line in Enniskillen to Petrolia and to Oil Springs, from a point on its line, in Welland, to any point on the Niagara river, or to the Erie and Niagara Railway, to be commenced in 2 years and finished in 4. The time for construction of main line is extended for 2 years further. Various By-laws passed in its favor are confirmed.

Cap. 87—Consolidates the Acts relating to the STRATFORD and HURON RAILWAY Co., empowering it to build a railway from the Town of Stratford, County of Perth, to the Town of Southampton, County of Bruce, or to any point between Kincardine and Southampton, on Lake Huron. Provisional Directors—P. R. Jarvis, T. M. Daly, D. H. Lizars, J. Kyle, J. Redford, Wm. Buckingham, J. Corcoran, P. Watson, G. Horne, Wm. Gordon J. Idington, J. A. McCulloch, A. Willamson, J. P. Woods, A. E. Davis, E. Winstanley, J. Foster, R. Jones, J. Sills, J. Kastner, Wm. Baumbach, S. Whaley, V. Kertcher, J. Leckie,—work to be begun within 2 years, and completed within 4 yrs.—Capital, \$50,000, with power to increase as provided by the Railway Act, (in shares of \$50.)

Cap. 88—Amends the Charter of the PORT DOVER and LAKE HURON RAILWAY Co., confirms the election of Directors and extends the powers conferred on said company. They may issue bonds to the extent of \$9,000 per mile.

Cap. 89—Amends the LONDON, HURON and BRUCE RAILWAY Co., extends the powers of said railway and declares valid the By-laws of the several Municipalities passed to aid by bonus the railway. Work to be begun within 3 yrs. and completed within 5 yrs. from 6th March, 1872.

Cap. 90—Extends the time for the completion of the MIDLAND RAILWAY of Canada, to December, 1875, and authorizes the issue of second mortgage bonds with consent of 1/3rds of shareholders.

Cap. 91—Amends the Charter of the SIMCOE and PORT RYERSE TRAM or RAILROAD and HARBOUR Co., enables them to increase the issue of stock to \$50,000 and bonds to an additional amount of \$40,000 per mile. Municipalities may exempt from taxation the Co.'s property, &c. The name of the Co. is changed to "The Port Ryerse Railway and Harbor Co." and all powers granted by Act of Incorporation which may have lapsed are revived.

Cap. 92—Amends the Charter of the NORFOLK RAILWAY Co—authorizing them to