

quantity of land for that portion of its line between Aylmer and Deep River. Such land to be taken in Argenteuil, Ottawa and Pontiac. The work to be begun within 5 years, other conditions as in above.

Whenever a continuous half of the PHILLIPSBURG, FARNHAM and YAMASKA, the WATERLOO and MAGOG, the MISSISQUOI and BLACK RIVER or QUEBEC and FRONTIER Railways or 25 miles continuous length is completed the proper proportion of the subsidy grants under 32 V., c. 52, may be paid over, either in money or debentures, the provisions of that Act applying—But the work on each must be commenced within 2 years. The M. N. Colonization Railway Co. are granted delay till 1st May, 1874 to commence work. The St. François and Megantic International Railway Co. till 1st January, 1874, to accept the land grant under 35 V., c. 23, instead of subsidy.

Cap. 43—Incorporates, as the BAY OF CHALEURS RAILWAY Co., P. Robitaille, M. P., R. H. Montgomery, W. McPherson, G. Fallu, B. McGle, O. Day, A. Poirier, L. J. Riopel, L. Robitaille, M. D., J. Robertson, W. Robertson, F. S. Cyr, L. Lucier, F. Giroux, J. Rousseau, M. Adams, and D. Fraser, with power to build a railway from a point on the Intercolonial railway near the Métapédia river, to New Carlisle and the bay of Paspébiac, with a right of extension to Gaspé Basin. Capital \$3,000,000 in shares of \$50, with power of increase. Company to be organized when \$300,000 are subscribed and \$30,000 paid in. Working arrangements may be made with the Intercolonial. Work to be commenced in 5 years and completed to Paspébiac in 10 years.

Cap. 44—Incorporates, as the LAURENTIAN RAILWAY Co., J. H. Pangman, Hon. L. Archambeault, L. A. Jetté, M. P., F. Dugas, M. P. P., J. A. Chapleau, M. P. P., P. S. Murphy, O. Pelletier, M. P. P., J. B. Deslongchamps and C. Guillemot, with power to build a railway from Hochelaga, on the island of Montreal to St. Lin, *via* St. Henri de Mascouche, with power of extension by way of the river Ouareau to the lake of that name, or if they see fit to run from St. Henri de Mascouche to effect a junction with the North Shore Railway, at Lachenaie or elsewhere, on the one side and with the Montreal Northern Colonization on the other. Capital \$500,000 in shares of \$10, with right of increase to \$1,000,000. Company to be organized when \$100,000 is subscribed. Right to make running arrangements and amalgamate with other companies is granted.

Cap. 45—Amends the charter of the LEVIS & KENNEBEC RAILWAY Co., increasing its capital to \$3,000,000. 3 directors are a quorum and one may be appointed a Managing Director and paid. Bonds of \$500 each may be issued to the extent of \$3,000,000. Power to acquire ballast grounds &c., is granted.

Cap. 46—Amends the charter of the MONTREAL, CHAMBLAY and SOREL RAILWAY Co. Three Directors form a quorum. Either the President or Vice-President signs debentures; both need not.

Cap. 47—Amends the charter of the SHERBROOKE, EASTERN TOWNSHIPS and KENNEBEC RAILWAY Co., increasing its capital to \$1,500,000, in shares of \$25. Bonds of \$100 or over may be issued to the extent

of \$20,000 per mile. A right is given to amalgamate with any railway.

Cap. 48—Amends the charter of the PHILLIPSBURG, FARNHAM and YAMASKA RAILWAY Co. A branch line may be built from a point between Farnham and Yamaska to connect with Montreal, after the main line is built. The amount of bonds to be issued is not to exceed the amount of capital. Further facilities for procuring municipal aid are granted.

Cap. 49—Confirms the by-law granting \$1,000,000 aid to the MONTREAL NORTHERN COLONIZATION RAILWAY Co., passed by the City Council of Montreal on the 3rd April, 1872, and subsequently ratified by the municipal electors. Also that passed by the Parish of St. Andrews on the 19th June, 1872, for \$25,000, and subsequently ratified, with power to amend the by-law so as to grant but \$20,000, and the railway to pass at a distance not greater than 2 miles. Also the by-law of the County of Ottawa for \$200,000, passed 12th June; the Village of St. Thérèse de Blainville for \$12,000, passed 2nd April, 1872, and one by the Parish of that name on the same day for \$12,000; one passed by the Parish of St. Jerome on the 8th July for \$10,000; and one of the Parish of that name on the 24th July for \$15,000.

Cap. 50—Amends the charter of the SOUTH EASTERN COUNTIES RAILWAY Co. Declares the branch to St. Cesaire to be duly authorized. Bonds may be issued to the extent of \$20,000 per mile; but a new issue under this authority must rank as second mortgage unless the former issue is called in and cancelled. The capital may be increased to \$15,000 per mile for any extension built, but stock to that extent must be subscribed, and 10 per cent. paid up before any such extension is commenced. The name is changed to the South Eastern Railway Co. Power of amalgamation with the Richelieu, Drummond and Arthabaska Railway is granted.

Cap. 51—Confirms an agreement for amalgamation between the RICHELIEU, DRUMMOND and ARTHABASKA RAILWAY Co., and the SOUTH EASTERN COUNTIES RAILWAY Co. (to be known hereafter as the SOUTH EASTERN RAILWAY Co.), entered into 3rd February, 1871, and 12th November, 1872. The accounts of the line north of the Grand Trunk Railway are to be kept separate from that part of it south, and debentures may be issued on the security of either section separately or both together. Bonds to the extent of \$750,000 may be issued for the northern section on condition of the withdrawal of those now out. The branch line may be built *via* Roxton Falls instead of Roxton.

Cap. 52—Incorporates NICOLET as a town with the usual corporate powers, dividing it into 3 Wards with 2 representations each.

Cap. 53—Incorporates LACHINE as a town with the usual corporate powers. Council to consist of Mayor and 6 Councillors.

Cap. 54—Amends the charter of the CITY OF MONTREAL. On the 2nd July each year the City Clerk must transmit the voters' list to the Treasurer, or, in his absence, to the Auditors, who marks against the name of each person who is indebted for taxes to