

Comrs. as before the late Trinity House. They may fine a pilot \$100 or less, instead of suspending or dismissing him.

*Chap. 52*—Authorizes the corporation of the town of KINGARDINE to impose and collect tolls on all goods shipped or landed there, or lumber, &c., passing through, to be employed in paying off the debt incurred, or to be incurred, in building piers and wharves and improving the harbour, with a right to enforce payment by seizure of such goods, &c., or vessels on which they are laden

*Chap. 53*—Provides a new tariff of tolls to be levied on vessels and goods by the HARBOUR Comrs. of MONTREAL.

*Chap. 54*—Extends and applies to BANK of B. N. A., the provisions of section 56 of the Act relating to Banks and Banking, 34 V., c. 5.

*Chap. 55*—Reduces the capital of LA BANQUE JACQUES CARTIER from \$2,000,000 to \$1,000,000; confirms an arrangement distributing the paid up shares of the Bank among the shareholders and permits the Bank to amalgamate with another Bank; or other Banks with it, under the terms of 34 V., c. 5; saving the rights of the Banks and of the creditors of the Banque Jacques Cartier.

*Chap. 56*—Provides for the winding up of the METROPOLITAN BANK. A special general meeting of shareholders to appoint three liquidators, who shall proceed to realize the assets of the Bank as speedily as possible, and pay off its liabilities and divide the balance of proceeds among the shareholders—first retaining the full amount of calls paid in, in excess of 40 per cent., and then divide what may remain equally among the shareholders. Liquidators to be paid reasonable expenses out of the assets and receive such remuneration as shall be voted at final meeting of shareholders. Assets may be sold by liquidators *en bloc*, if shareholders at a special general meeting consent.

*Chap. 57*—Enacts that the Directors of the NORTHERN RAILWAY Co. may issue securities to the amount of £50,000 stg., either in bonds bearing 5 p. c. int. or in perpetual or redeemable stock, bearing the same int. Such bonds or debentures to be a first charge on the property of the Co., and int. to be paid next after working expenses, but not to prejudice any existing right to priority of bonds of Northern Extension Co. Holders of these debentures to have rights and powers of mortgagees except right to require payment of principal. Securities to the amount of £200,000, stg., may further be issued for the purpose of extinguishing loan capital of Extension Co. Sanction of two-thirds of existing shareholders at a special general meeting must be obtained before securities are issued, and such sanction must be obtained within 12 mos. of passing of Act. Claims of Dominion Government not to be affected by this Act except upon terms and conditions prescribed by Act passed during session. Sections and parts of sections included in part first of Railway Act, not ex-

pressly incorporated in this Act, not to apply to the Co. Act to be called "Northern Railway Co. Act of 1877."

*Chap. 58*—Amends Act incorporating MONTREAL, PORTLAND AND BOSTON RAILWAY Co., declaring the work to be for general advantage of Canada, extending time for completion for 3 years. Railway to be considered under 31 V., c. 65, and Railway Act of 1868 to apply to it. Certain Acts of the Quebec Legislature to be held special Acts, for the purposes of Railway Act of 1868, and "Quebec Railway Act of 1869" not to apply.

*Chap. 59*—Changes the name of SAINT FRANCIS & MEGANTIC INTERNATIONAL RAILWAY Co., to "International Railway Co." Limits amt. of bonds to be issued to \$13,000 per mile. Said bonds to bear interest not exceeding 7 p. c.

*Chap. 60*—Extends time for construction of OTTAWA, VAUDREUIL & MONTREAL RAILWAY, between West Hawkesbury and Ottawa, for 5 yrs.

*Chap. 61*—Amends COTEAU & PROVINCE LINE RAILWAY and BRIDGE Act, allowing Co. to change terminus of railway to St. John's, or to same point on N. E. boundary of New York, or N. W. boundary of Vermont, crossing the river Richelieu at some convenient point for bridging, and extends time for 8 yrs. Co. may not build bridge over St. Lawrence, but may have a steam ferry.

*Chap. 62*—Incorporates ST. LAWRENCE & PACIFIC RAILWAY FERRY Co., with power to construct and work a railway viaduct and turnpike road from S. shore of St. Lawrence in Longueuil, via St. Helen's Island to W. shore of Isle Ronde, and a steam ferry thence to N. shore of St. Lawrence Capital \$500,000 in shares of \$100. Provisional Directors: J. R. Thibeau, R. J. Reekie, J. Barsalou, C. S. Watson, J. Rankin and J. Perrault, of Montreal. All shareholders to have equal rights, whether British subjects or aliens. First meeting to be held when \$200,000 shall have been subscribed and 10 p. c. paid up. Railway Co's. having terminus near Montreal or connecting with railways having such terminus, may subscribe to stock. Each Director to hold 50 shares and have paid up all calls. No call to exceed 10 p. c. of subscribed capital. Co. may borrow money under Railway Act of 1868, to the amount subscribed upon which 10 p. c. has been paid up. Co. may give promissory notes for not less than \$100. Plans must be approved by G. in C. before work is commenced. Usual provisions for acquiring land &c. Co. may make agreements with other Co's. for use of works and other Co's. may loan their credit by direct guarantee or traffic contract. All railway Co's. to have equal rights to use of said viaduct and ferry. Arbitration of such rights provided for. Tolls subject to provisions of 31 V., c. 68, s. 12, and to approval of G. in C. Willful damage to said viaduct and ferry to be punished by forfeiture of three times the amt. of damage. Rights of Harbour Comrs. not to be affected. Work to be commenced in 2 yrs. and completed in 5.