

of the Crown are specially saved. The other provisions are similar to those in former Rail-road Acts now in force. The Acts relating to the St. Lawrence and Atlantic Rail-road being those generally followed, as above mentioned. Page.

RAIL-ROAD, Quebec and St. Andrew's.—Cap. 117. 1595

An Act to incorporate the Quebec and St. Andrew's Rail-road Company.—(*Passed 10th August, 1850.*)

This Act incorporates a Company by the name mentioned in the Title, for the purpose of making a Rail-road from some point on the River St. Lawrence, in the County of Dorchester, to some point on the Line between Canada and New Brunswick, there to connect with the Rail-road from St. Andrew's, in New Brunswick; and to hold Steam-boats to ply from their Terminals on the St. Lawrence to the City of Quebec. The Act contains the usual enactments for enabling the Company to make the said Rail-road. The enactments of the Act are taken generally from that incorporating the St. Lawrence and Atlantic Rail-road Company, or that incorporating the St. Lawrence and Industry Village Rail-road Company: the special provisions of the last mentioned Act, as to the conveyance of the Mail, Troops, Police, &c., being inserted. The By-laws imposing Tolls are subject to the approval of the Governor in Council, and the Tolls are to be so imposed as to prevent monopoly; the Company are bound to place their whole resources at the disposal of the Government when thereunto required, and they are to be liable to the provisions of any General Rail-way Act which may be passed. The usual powers are given for taking lands, &c., and in case of non-agreement with the proprietors, the compensation is to be settled by arbitration, under arbitration clauses similar to those of the Industry Village Rail-road Act. The Capital of the Company is limited to £750,000 currency, in shares of £25 each, on which ten per cent. is to be paid at the time of subscribing. The Directors may pay interest at the rate of 4 per cent. per annum on the sums actually paid in, until the Rail-road shall be completed and opened. The Rail-road is not to be commenced until five thousand shares are subscribed for, and the 10 per cent. paid thereon. Whatever be the rate of dividends or profits of the Company, the Crown may at any time after the end of twenty-one years, acquire the Rail-road and property of the Company on payment of twenty-five years purchase of the profits of the Company for the then last seven years; but if the rate of profits shall have been less than 15 per cent. then the Company may require that the sum to be paid be fixed by arbitration, if they think 25 years purchase insufficient, nor is the right of purchase to be exercised if a Scale of Tolls and charges revised by the Governor in Council be then in force. The Company are empowered to form a junction with any other Rail-road within their limits. The Rail-road is to be completed within fifteen years from the passing of the Act, on pain of forfeiture of the Charter. The other provisions are similar to those in former Rail-road Acts now in force. Those of the two Acts first referred to being generally followed, as above mentioned.

RAIL-ROAD, St. Lawrence and Atlantic.—Cap. 118. 1611

An Act further to amend the Act to incorporate the St. Lawrence and Atlantic Rail-road Company, and other Acts relative to the said Company, and to extend the powers of the said Company.—(*Passed 24th July, 1850.*)

The main Act amended by this Act is S. V. c. 25, which has already been amended by 9 V. c. 79,—10 & 11 V. c. 65,—and 12 V. c. 176. The amendments made relate to matters of detail. The Mayor of Montreal is made a Director and eligible as President of the Company so long as the Corporation of that City shall hold £25,000 Stock in the Company. The Quorum of Directors is reduced to five. The Directors are empowered to sell on such terms as they may think proper, any forfeited or unsubscribed for shares, or to pledge the same for moneys borrowed by the Company:

the Certificate of the Treasurer is made evidence of the non-payment of calls. The Vice-President is empowered to act in the absence of the President, and the cases in which the latter shall be deemed absent are defined. The Company are empowered to detain and sell goods on which their dues are not paid; and are exempted from any obligation to carry Gunpowder, Lucifer Matches, and other dangerous articles. The mode of proving the acquisition of Shares by descent and otherwise than by formal transfer is established; and the proceedings in cases where shares or profits may be seized in the Company's hands are regulated. The Company are empowered to enter into all agreements requisite for enabling them to obtain the guarantee of the Provincial Government under 12 V. c. 29, and they are exempted from the obligation to keep guards at crossings of Roads, provided they erect at such places the Sign-board required of other Rail-Road Companies.

RAIL-ROAD, Great Western.—Cap. 129. 1649

An Act to empower Municipal Corporations to subscribe for Stock of the Great Western Rail-road Company, or otherwise to aid in completing that undertaking.—(*Passed 24th July, 1850.*)

This Act empowers the Municipal Corporation of the City of Hamilton, or any other Municipal Corporation in the Province, to subscribe for Stock of the said Company or to loan money to the Company, or to guarantee or become security for any loan to the Company, or to indorse or guarantee its Debentures, provided the consent of a majority of the qualified Electors of the Municipality be first obtained at a Meeting specially called for that purpose. The Municipal authorities are invested with full power to levy upon the Inhabitants all sums requisite to enable them to discharge any obligation contracted by them under this Act: and the Mayor or other Head of any Municipality holding Shares in the Stock of the said Company to the amount of £25,000 is to be *ex officio* a Director of the Company with the same powers as other Directors.

RAIL-ROAD, Great Western.—Cap. 130. 1651

An Act to empower the Great Western Rail-road Company to make a Branch Road to the Town of Galt.—(*Passed 10th August, 1850.*)

The said Company are by this Act empowered to construct a Branch from such point on their Rail-road as may be found most suitable to the Town of Galt, in the County of Halton; and a clause is added declaring that nothing in the Act incorporating the Company, or in any Act amending it, shall be construed to prevent the Rail-road from being carried across any navigable River, provided no unnecessary obstruction be caused to the navigation thereof.

RAIL-ROAD, Toronto, Simcoe and Lake Huron.—Cap. 131.. 1653

An Act to amend the Act intituled, "An Act to incorporate the Toronto, Simcoe and Lake Huron Union Rail-road Company."—(*Passed 10th August, 1850.*)

By this Act the name of the Company is altered to "The Ontario, Simcoe and Huron Union Rail-road Company," and they are empowered to construct their Rail-road from any point on Lake Ontario, west of the Township of Darlington, in the County of York (which limits will include the City of Toronto) to any point on the southerly shore of Lake Huron, touching at the Town of Barrie, or at some point on Lake Simcoe. Five Directors are made a Quorum.

See also—Toronto, City of.

RAIL-ROAD, Bytown and Prescott.—Cap. 132. 1655

An Act for the incorporation of a Company to construct a Rail-road between Bytown and Prescott.—(*Passed 10th August, 1850.*)

This Act incorporates a Company to construct a Rail-road from some place or places on the River Ottawa, at or near Bytown, to some place or places on the River St. Lawrence at or near Prescott, with power to hold Steam-boats and Vessels to ply on the waters of either River to any place not more than twelve miles distant from either Terminus. The form of the Industry Village