

some point on the St. Lawrence opposite or nearly opposite to the City of Montréal, and a continuation of their said Rail-road from St. John's to the Province Line at Rouse's Point, with the usual powers for that purpose. The Company are empowered to raise among themselves, or by the admission of new subscribers, a sum not exceeding £185,000, and to borrow a further sum of £75,000, if that first mentioned be not sufficient. The amount of the sums actually expended by the Company is to be deemed their capital in calculating the amount of their profits or dividends in whatever way such sum may be raised, provided the whole capital do not exceed the amount limited as aforesaid. The usual powers and provisions are then given and made for enabling the Company to make said branch and continuation, for enabling them to acquire lands, and for determining by arbitration the compensation to be paid for lands or damages in case the Company and any party cannot agree upon the same. The Company are empowered, with the consent of the Governor in Council, to use the beaches and lands covered by the waters of the River, St. Lawrence or Richelieu, and also to establish a ferry from the terminus of the said branch opposite Montreal to the said City, and to demand rates of passage and transport at such ferry, not exceeding the rates mentioned in detail in the Act. The provisions of the Act incorporating the Company (2 W. 4. c. 58) and of the Act of Lower Canada 6 W. 4. c. 6, and the Ordinance 4. V. c. 18, amending the said 2. W. 4. c. 58, are extended to the branch and continuation hereby authorized in so far as may not be inconsistent with this Act. When they are completed, the whole Rail-road is to bear the name of the Champlain and St. Lawrence Rail-road. The rates of toll to be charged by the Company are on no account to exceed the rates per mile limited by their said Act of Incorporation. A special clause is inserted obliging the Company to place their Rail-road and all their resources at the disposal of the Government, when thereunto required, and power is given to the Crown to assume the possession and property of the Rail-road and other property of the Company, at any time, on giving three months' notice and paying the whole sum then expended, and 20 per cent. in addition. The branch and continuation are to be completed within six years after the passing of the Act, on pain of forfeiture of the charter as to that one which shall not then be so completed. By-laws regulating tolls or affecting others than Members or Officers of the Company, are not to be in force until approved by the Governor; and the Rail-road is not to be exempt from the provisions of any general Act respecting Rail-roads.

RAIL-ROAD, Industry and Rawdon.—Cap. 115. 1555

An Act to incorporate a Company for making a Rail-road from the Village of Industry to the Township of Rawdon, in Lower Canada.—(Passed 10th August, 1850.)

The Rail-road to be made under this Act is a continuation of that made from the St. Lawrence to Industry Village, under the Act 10 & 11 Vict. c. 64, and the provisions of this Act are as nearly as possible a transcript of those of the said Act. The Road to be made is a short one from some place at or near Industry Village to some place in the Village or Township of Rawdon; and for this purpose, the usual powers are given. The Capital of the Company is limited to £9,000 divided into shares of £5 each; and one tenth of the Capital is to be raised and deposited in one of the Chartered Banks before the work is commenced. If the said sum be found insufficient, the Company may raise among themselves, or by the admission of new subscribers, a further sum not exceeding £4,000: and they are empowered to borrow a sum not exceeding £8,000 at a rate of interest not exceeding 6 per cent. per annum, and to secure the same by hypothec on their property and income. Power is given to make By-laws for the usual pur-

poses, but all By-laws are to be subject to the approval of the Governor before they can be in force: the Tolls must be imposed equally on all parties so as to prevent monopoly: and a clause is inserted binding the Company to place their whole resources at the disposal of the Government when thereunto required. When the profits of the Company exceed £1 per share (or 20 per cent.) one half the net profits over that rate is to be paid to the Government. The Crown is empowered to assume the Rail-road and all the property and rights of the Company at any time on giving three months' notice, and repaying the amount expended by the Company, with interest from the time it is expended until the opening of the Rail-road. The Road must be completed within four years from the passing of the Act, on pain of forfeiture of the Charter. Her Majesty's rights are expressly saved, and the right to amend the Act, and to subject the Company to any general Rail-road Act is reserved to the Legislature.

RAIL-ROAD, Quebec and Richmond.—Cap. 116. 1575

An Act to incorporate Peter Paterson, Esquire, and others, under the name of "The Quebec and Richmond Railway Company."—(Passed 24th July, 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 as nearly opposite the City of Quebec as may be found desirable, to River St. Francis in or near the Village of Richmond in the Township of Shipton, there to connect with The St. Lawrence and Atlantic Rail-road; the Company are also empowered to hold Steam-boats to ply on the St. Lawrence, from the Terminus of their Rail-road on the south shore of the St. Lawrence, to the City of Quebec, or they may ply from the said Terminus to some other point on the north shore, and make a Rail-road from such point to the said City. This Act contains the usual enactments for enabling the Company to make and work the said Rail-road, but the form of the Act incorporating the St. Lawrence and Atlantic Rail-road Company (8 V. c. 25) as amended by later Acts, has been followed rather than that of the Industry Village Rail-road Act (10 & 11 V. c. 64): the special provisions however of the last mentioned Act relative to the conveyance of the Mail, Troops, Police, &c. are inserted in this Act. The By-laws imposing Tolls are made 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., but in case of non-agreement with the proprietors, &c. the compensation is to be settled by a Jury, and not by arbitration. The Capital of the Company is limited to £650,000, in shares of £12 10 each: and they may borrow money to the amount of £150,000, on Debentures bearing interest at a rate not exceeding 6 per cent. per annum, and secured by hypothec on the Company's property and income. They may also, if they deem it expedient at any time, declare shares subscribed for after that time to have a preference over others as to dividends, to the extent of 6 per cent. per annum, if there be not enough to pay such dividend on all shares. The Corporation of the City of Quebec and other Corporations, Ecclesiastical or Civil, are empowered to take Stock or to loan money to the Company; and if the Corporation of Quebec take Stock or loan money as aforesaid, the Mayor is to be a Director *ex officio*. Whenever the dividends exceed £1 10, per share (or 12 per cent.) one moiety of the surplus is to be paid to the Crown, as a tax, provided the whole dividends on the paid up Stock shall then have amounted to 10 per cent. per annum thereon from the time it was so paid up. The Rail-road is to be completed within ten years from the passing of the Act, on pain of forfeiture of the Charter. The rights