

3rd.—That the Municipal Corporations that have become Shareholders, have passed By-laws imposing rates upon all assessable property within their localities, for the payment of the stock they have severally taken, which By-laws they are prohibited from repealing.

4th.—That the line of road which opens a section of country peculiarly adapted to Railway enterprise, and can be constructed at less expense than any other route in Canada, interferes with no existing or contemplated Railway.

5th.—That it will divert hither from the route by Lake Erie and the South Shore Railway, a large amount of travel that would not otherwise pass through Canada.

6th.—That it will largely contribute to the business and receipts of the Main Trunk Line.

Soliciting your attention to the subjoined opinions and statement of the Company's organization,

I remain, Sir,

Respectfully, your ob't Servant,

ARCH'D GILKISON.

In the matter of the projected Railroad from Fort Erie to Brantford :

I have perused the several questions submitted to me by Mr. Gilkison, for my consideration, and am of opinion that the Act of last Session (13 and 14 Victoria, chap. 72) extending the provisions of the Plank Road Act of the previous Session (12th Victoria, chap. 84) to Railroads, authorises parties to form Joint Stock Companies in Upper Canada for the construction of Railroads, in the same manner as Plank Road Companies may be formed. It is true that at first sight, and by the terms of the Preamble, it would seem to have been the intention of the framers of the first mentioned Act to extend the Plank Road Act to Companies formed in the United