

The 16th, a new clause, was adopted; it was as follows:—

"16. In order to encourage persons who have or may hereafter import different kinds of game, and who desire to breed and preserve the game in their lands in the Province, it is hereby enacted that it shall not be lawful to kill or destroy such game without the consent of the owners of such property, wherever the same may have been bred."

The committee then rose and reported the Bill as amended.

The Bill was ordered for a third reading on Monday next, and 500 copies ordered to be printed.

ONTARIO COLLEGE.

Sir Henry Smith's bill for the incorporation of Ontario College was read a second time, and ordered to be referred to committee of the whole on Monday.

CHURCH ESTATE.

Mr. Williams's Bill respecting the estate of St. John's Church, Port Hope, was read a second time, and ordered to be referred to committee of the whole on Monday next.

OVERHOLDING TENANTS.

Hon. Mr. Wood's Bill respecting overholding tenants was read a second time, and referred to a select committee, consisting of:—Sir Henry Smith, Messrs. Pades, Hays, Shaw, Sexton, and the mover.

DELAYS IN PRINTING.

Hon. J. S. McDONALD rose to move an adjournment, when

Mr. McKELLAR said he would desire to call the attention of the Government to the fact that the Printer who had contracted to do the work of the House was very much behind with his work. He hoped the Government would see to it that some

greater progress was made in the printing. A great many bills had been introduced which ought to have been printed and in the hands of members; but so few of them were to be had that the House was called on to adjourn when they had been only an hour and a half at business. The delays caused in this way had been matter of complaint on previous occasions, and he merely called the attention of the Government to the matter, in the hope that they would see that the work was pushed forward more rapidly.

Hon. J. S. McDONALD made some reply, which was inaudible, in the reporter's gallery.

Sir HENRY SMITH hoped the Chairman of the Printing Committee would call that committee together, and see what was the cause of the delay. About 40 bills had been ordered to be printed, and that day they had only one to go before the Private Bills Committee!

Mr. GREELY said he would call the committee together again to-morrow and see what could be done to hasten the printing.

Hon. Mr. WOOD said that if the printer did not go on with the work with reasonable despatch, the committee might very reasonably take it out of his hands to another place and charge the contractor.

On motion of Hon. J. S. McDonald, the house then adjourned.

ERRATUM—In the division of Monday on the motion for the six months' hoist to Mr. Blake's Bill, as to Dual Seats, the name of Mr. McCall (Norfolk) should have appeared among the Nays, and of Mr. McColl (Elgin) among the Yeas.

ERIE AND NIAGARA RAILWAY EXTENSION.

PROCEEDINGS IN THE RAILWAY COMMITTEE.

THURSDAY, Jan. 30.

The Railway Committee met to-day at 10 o'clock, and had under consideration the Bill introduced by Mr. McKellar "to extend the Erie and Niagara Railway."

The preamble of the Bill cites the Company's Act of 1863, and the prayer of the petitions of the Company and of a large number of municipalities, representing that it would be greatly to the advantage of a large and important section of this Province

that the said railway should be extended from some point on its present line to some point on the Detroit River, in the county of Essex, so as to pass through the counties of Haldimand, Norfolk, Elgin, Oxford and Kent, and through or in the vicinity of the county of Middlesex; and declares it expedient to grant the prayer of the petitioners.

The first clause empowers the Company to extend their line of railway from a point on their present line, at or near the village of Fort Erie, to some point in or near the town of Sandwich, or the town of Windsor, and to construct a branch from the main line to Amherstburgh.

The second clause empowers the Company to increase its capital by the sum of five millions of dollars, and declares that the extension line shall be free from any prior claim, in respect of any of the present liabilities of the Erie and Niagara Railway Company.

The third clause requires separate accounts to be kept for the old line and the extension line.

The fourth clause makes the powers granted by the Erie and Niagara Railway Act, and by the Railway Clauses Consolidation Act, applicable to the extension line.

The fifth clause empowers the company to proceed with the extension as soon as \$500,000 of the new capital is subscribed, and ten per cent of it paid in.

The sixth clause requires the extension line to be commenced within two years, and completed within five years from the passing of the Act.

Mr. EMILIUS IRVING, Q. C., appeared on behalf of the Great Western Railway Company in opposition to the Bill. In the course of his argument he read a statement on behalf of the Great Western, submitting a series of objections which they contended were sufficient to justify a report by the committee against the Bill. The objections were as follows:—

1. It is contrary to good faith. To establish a rival line, they contended, was to encroach on rights vested in the Great Western, and might injuriously affect the resources of the Province of Ontario—the Government being a creditor of the company. They stated also, under this head, that to establish a rival line at a time when the Great Western was only beginning to enjoy a moderate prosperity, would greatly discourage the introduction of English capital into the Dominion.

2. Two rival lines already exist—a third unnecessary and injurious. They stated that a second line from the Niagara to the Detroit River has been developed by the absorption of the Buffalo and Lake Huron Railway into the Grand Trunk system; and that the same session of Parliament, which sanctioned this union, rejected a Bill, having for its object the revival of the Southern line.

3. The present project, if sanctioned, would weaken the Great Western, and result in amalgamation.

4. That it is beyond the powers of this Parliament to legislate in respect of the Erie and Niagara Railway. This allegation was based on these grounds—that the Erie and Niagara Railway Act of 1863 authorizes the extension of the railway into the State of New York, a distance of six miles, to Exchange street, Buffalo; that the present Bill declares that the powers conferred by that Act shall apply to the extension line, and that, therefore, the said extension, as well as that which may be constructed under the Act of 1863, are works extending beyond the limits of the Province, which, by the constitution, are excepted from the jurisdiction of the Provincial Parliament.

5. That the Erie and Niagara Railway Company is insolvent, and its property subjected to decrees in Chancery and judgments at law. In support of this allegation a list of judgment and other debts is given, amounting to \$131,000, besides debentures outstanding, \$750,000, and shares issued and pledged, \$2,000,000; total, \$2,881,000, "for which the company can only show thirty miles of an unequipped railway."

Sir HENRY SMITH remarked, with reference to the fourth objection, that all the Legislature was asked to do, was to give the right to extend the line to the limits of the Province, and this was not *ultra vires*.

Mr. IRVING also read a long statement in opposition to the bill, submitted by Thomas Swinyard, Esq., General Manager of the