

gauge altogether.

Mr. LYON acquiesced in the report of the committee regarding this bill, though he had been an opponent of the narrow gauge.

The bill was then read a third time and passed.

TORONTO AND NIPISSING RAILWAY.

Hon. Mr. CAMERON moved the third reading of the bill incorporating the Toronto and Nipissing Railway Company.

Mr. CUMBERLAND said he desired to enter the same protest against this bill.

The bill was then read a third time and passed.

DIVISION COURTS.

The order being read for the second reading of Mr. Coyne's bill respecting Division Courts—

Mr. COYNE said he proposed to withdraw the bill, as the Government had intimated their intention of dealing with the whole question next session. Several other hon. gentlemen had introduced bills suggesting changes in the Division Courts Act. These would go to the country, and there would be time before next session for a full consideration of the subject. He hoped the Government would give ample circulation to his bill, and order a copy of it to be sent to each of the Division Court judges. He moved that the order be discharged. Carried.

THE SUPPLIES.

Hon. Mr. WOOD moved concurrence in the resolutions reported from Committee of Supply, with reference to the expenditure up to 31st Dec., 1867. Carried.

Hon. Mr. WOOD then introduced the Supply Bill.

BILLS IN COMMITTEE.

The following bills were considered in Committee of the Whole, and ordered to be read a third time to-morrow:—

- (No. 110). Commissioners of Bail—Mr. Lyon.
- (No. 79). Royal Canadian Yacht Club—Mr. Blake.
- (No. 90). Pointe au Pelee Island—Mr. Wigle.
- No. 89). Woodstock Presbyterian Burying Ground—Mr. Perry.
- (No. 99). J. Whitley—Mr. Lauder.
- (No. 74). Toronto Mutual Fire Insurance Company. Hon. Mr. Cameron,

GUELPH BOARD OF TRADE.

Mr. GOW moved that the House go into Committee on the Bill No. 40, incorporating the Guelph Board of Trade.

Hon. J. S. McDONALD had some doubts regarding this Bill, whether it belonged to this Legislature or to the Dominion Legislature, but they were not so strong as to lead him to oppose the measure. The hon. mover was prepared to take the responsibility of it, and he (Hon. Mr. McDonald) would offer no further objection.

The House then went into committee on the Bill, Mr. Coyne in the chair.

The Bill was reported, and ordered to be read a third time to-morrow.

SECOND READINGS.

The following Bills were read a second time, and referred to Committee of the Whole to-morrow:—

- (No. 96) Burnside Lying-in-Hospital.—Hon. Mr. Cameron.
- (No. 97) E. A. Meredith.—Hon. Mr. Cameron.
- (No. 101) Shaver Settlement.—Mr. Sexton.

TORONTO, GREY AND BRUCE RAILWAY.

On motion of Hon. Mr. CAMERON,

The House went into Committee of the Whole—Mr. Greely in the chair—on the Bill to incorporate the Toronto, Grey and Bruce Railway,"

Clauses 1 to 4 were agreed to.

On the 5th clause—"The gauge of the said railway shall be not less than five feet six inches, but may be made wider in the discretion of the directors of the said company."

Hon. Mr. CAMERON moved in amendment that the word five be struck out and three inserted. He did so, he explained, in order to give this company the right of constructing their road on what was called the narrow or three feet six gauge. That was the gauge sought when the Bill was introduced into the house. But in the Railway Committee the Bill had been amended by striking out the word three and substituting the word five. It was the intention of the promoters of this measure to construct their line on the narrow gauge system - one which was within their means and which they would be able to accomplish; and by altering the gauge, as had been done in committee—if that alteration were persisted in—in all probability they would be prevented from accomplishing this work, if they were to build it on the broad gauge. There were many gentlemen taking a great interest in reference to