

should stand. But this was not always so. He instanced the case of the Grand Junction which was built and located by one contractor. He had no interest except to build as easy a line as possible, and he did so, the result being a winding road, which was now being straightened by the Grand Trunk, which had taken control of the line.

Hon. Mr. PARDEE said that it seemed reasonable that engineers should not be all-powerful in these matters. He understood that laws similar to this were in force not only in New York, but in other States of the Union as well. He understood the hon. gentleman intended to propose reference to a special committee. There was every reason why the bill should be read the second time, and the committee would be able to decide whether the machinery proposed was sufficient to prevent hardships arising out of the location of railways. He had spoken to one railway man on the subject, a man of experience, one in whom he every had confidence, and that gentleman said he could see no objection to such a measure as this.

The resolution was read the second time, and on motion of Mr. Wood referred to the following special committee:—Hon. Mr. Pardee, Messrs. Meredith, Clarke (Wellington), Creighton, Clancy, Morin, Hudson, Leys, Preston and the mover,

REAL PROPERTY LIMITATIONS.

Mr. GRAHAM proposed the second reading of the bill to amend the Real Property Limitation Act. He explained that under the system of limitations great hardships had arisen in cases where from various causes the fence intended to separate adjoining lands had not been built on their proper division line, and this bill would give an opportunity of redressing hardships which had arisen in many cases.

Hon. Mr. MOWAT said his hon. friend had given much attention to this question and had

brought it before the House in previous sessions. This bill was free from some objectionable features which marked previous bills. Nevertheless he could not but see that it would affect titles all over the Province, and he believed that the House would ask that if such a bill were to be passed it should be introduced by the Government on its responsibility. He had had communications on this subject some years ago, but nothing to show that the grievances were more than local. There were localities where hardship might have arisen, but even admitting that there were cases where benefit would be done, he feared that there were more cases, on the other hand, which would be injuriously and unjustly affected. Every year the working of the Limitation Act became better. For these reasons he felt great difficulty in saying that the bill was such a one as the House ought to pass.

Mr. GRAHAM said that if the Government would introduce a bill on the subject he would withdraw his.

Hon. Mr. MOWAT said that he had not said that, and repeated his explanation.

Mr. DRURY expressed an earnest hope that this bill would not pass; it would open the way for countless law suits, of which too many farmers in his own county had had experience—suits growing out of questions of boundary between properties.

The bill was withdrawn.

PRIVATE BILLS.

The order of private bills was then called, and the House went into Committee of the Whole on the bill to amend the Act incorporating the Eastern Ontario Railway Company, which was passed and reported.

The House adjourned at 4.40 o'clock.

NOTICES OF MOTION.

The Attorney-General—On Tuesday next—Bill respecting the administration of justice in the districts of Algoma and Thunder Bay.

Mr. Waters—Bill to amend the Municipal Act; Bill to amend the Ditches and Water-courses Act.

Mr. Clarke (Wellington)—Order of the House for a return showing the number of convictions returned by the clerks of the peace of the counties of the Province during 1885, the number of such convictions severally made by police magistrates, reeves acting as justices of the peace *ex officio* and duly qualified justices of the peace, and the number in each county of qualified justices of the peace receiving copies of the Ontario Statutes during 1885.

Mr. Leys (Toronto)—Bill to amend the Public Parks Act;

Bill to amend the Municipal Act;

Bill to amend the Assessment Act.

Mr. Bronson—Bill to amend the Municipal Act.

Mr. Smith—Bill to amend the Assessment Act.

Mr. Gibson (Hamilton)—Bill to amend the Mechanics' Lien Act.

Mr. Nairn—Bill to amend the Municipal Act.