

the consolidation of the whole municipal law into one code, the work of which had been entrusted by Mr. Blake to myself while Attorney-General. The plan adopted resulted in the simplification of the arrangement, and in reducing 1,000 sections of the existing law to 512. Mr. Sandfield Macdonald's Government had made two attempts towards this at considerable expense to the Province, but they were failures. (2). His government had also appointed commissioners in 1871 for the purpose of inquiring into the working of the courts of law and equity, but Mr. Blake's Government relieved them from further prosecution of this enquiry; and when Mr. Mowat became Attorney-General he was able to embody in his Administration of Justice Acts simple and practical remedies, and to make almost a complete fusion between law and equity, without such serious disturbances as have occurred in England, and (3), the statute which provided for the settlement of a question which Mr. Sandfield Macdonald's Government was confessedly unable to grapple with; this was the settlement, to the general satisfaction of the people of Ontario, of the large obligations of many municipalities for amounts borrowed from the Municipal Loan Fund of the former Province of Upper Canada. These were reduced upon the application of just principles, while a fair measure of justice was on the other hand shown to the non-borrowing municipalities by a large distribution of the surplus funds of the Province to aid them in works of a permanent nature. The direct effect of this was at once to remove from the indebted municipalities that incubus of debt which had left them in a condition of "ruin and decay," as well as to create an additional impetus to improvements of a permanent character in every part of the Province.

In addition to the Public Acts for carrying out the different objects mentioned, the Government submitted for the approval of the Legislature, nine Orders in Council in aid of the following Railway Companies, namely :

1. The Toronto, Grey and Bruce Railway, for the distance from Hariston to Teeswater.
2. Port Whitby and Port Perry Railway, from Lake Ontario to Lake Scugog.
3. Wellington, Grey and Bruce Railway, from Wingham to Kincardine.
4. Northern Extension Railway, from Washago to Gravenhurst.
5. London, Huron and Bruce Railway, from London to Wingham.
6. Prince Edward County Railway, from the Grand Trunk Railway to Picton.
7. Port Dover and Lake Huron Railway from Port Dover to Woodstock.
8. Cobourg, Peterborough and Marmora Railway, from Ashburnham to Chemong Lake.
9. Credit Valley Railway, from Toronto to the Brock Road, and from Streetsville to Alton.

The number of Private Bills passed was 113, 33 being in respect of Railway Companies or their incorporation.