

Also,—Return to Address to His Excellency the Governor General of the 21st ult.; for copies of any Order in Council, correspondence or papers, not already brought down, touching any sale of land in the North-West to any Railway Company.

Also,—Return to an Order of The House of the 21st ult.; for a Statement shewing the number of Licences, called Warehouse Licenses for Leaf Tobacco cultivated in Canada, granted since the 1st May, 1880, and at what price such Licenses were granted.

Also,—Return to an Order of The House, of the 22nd December, last; for copies of the Statistics and other information, on which were based the plans and prices adopted in 1879 for the sales of Railway Lands and pre-emptions, and now in force.

And also,—Return to an Order of The House of the 28th January, last; for a Return of the quantity of lands actually surveyed:—

- 1st. In Manitoba.
- 2nd. In the North-West Territory.
- 3rd. The cost of such survey to the 30th of June last.
- 4th. The further cost of such survey to the 1st November last.
- 5th. The number of surveyors employed in such surveys during the last season of operation.
- 6th. The average number of lots surveyed by such surveyors during the last three years for each year.

Mr. *Cameron* (Victoria) moved, that the Bill No. 23 to incorporate the Ontario and Quebec Railway Company, be now read a third time.

Mr. *Boulton* moved in amendment, that the Bill be re-committed to a Committee of the Whole, with instructions that they have power to insert the following, as Clause 3:—

“The Company and their Agents and Servants may lay out, construct, finish and operate a double or single independent line of Railway, running Easterly from a point at or near the Union Station, in the City of Toronto, in the Province of Ontario, through the Counties of York, Ontario, Victoria, Durham, Peterborough, Hastings, Addington, Frontenac and Lennox, to a point at or near Carleton Place, *via* the Towns of Peterborough and Perth, with power to construct a Branch Line to the Town of Lanark and from the said point at or near Carleton Place, through the County of Carleton to the City of Ottawa, and across the Ottawa River at or near the City of Ottawa, into the Province of Quebec, to effect a Junction with Railways in that Province;” which was negatived.

Mr. *Boulton* then moved in amendment, that the Bill be re-committed to a Committee of the Whole, with instructions that they have power to add the following Clause:—

“The Toronto and Ottawa Railway Company, hereinafter called the Toronto Company, may, within one month after the passing of the Act, by registered letter, address to and transmit to the Company hereby incorporated, an account of the amount actually expended by the present proprietors of the Toronto Company in the purchase made by them of the stock and charter and assets thereof, and also of the amount actually expended by the Toronto Company, since such purchase, in the prosecution of the enterprise, and of interest on such amounts. The Company hereby incorporated shall, within one month thereafter, by registered letter, addressed to notify the Toronto Company, in case it disputes the said account, and name an arbitrator; in that case, the Toronto Company shall, within fourteen days thereafter, name an arbitrator, and the two arbitrators shall, within fourteen days thereafter, name a third; and if they make default therein, a Judge of the Exchequer Court may, on the application of either of the companies, name such third arbitrator. The arbitrators, or a majority of them, shall decide on the true amount. The Company hereby incorporated shall, within months after the passing of this Act, pay to the Toronto Company the amount of the said account,