

postponement. If the Government had been ready to proceed at once by Bill, matters would have been much expedited.

Mr. BLAKE said it was with no desire to delay business that he had asked the postponement of the measure. But as the Bill had only been distributed that afternoon, and it was one of very great importance, the request for delay was anything but unreasonable. Still, if the Government wished, he was ready to proceed.

The Bill was then read a second time on motion of Hon. J. S. McDonald, who then moved that it be considered in Committee of the Whole on Monday.

Mr. McKELLAR said that as a number of members had already left for home and would not expect this, a Government measure, to come up till Tuesday, he thought Monday would be rather soon. It was desirable that there should be a full attendance of members when the measure came up again.

Hon. Mr. RICHARDS suggested that the motion of the Attorney-General might be allowed to pass; and on Monday, if there

were good reason for it, the consideration of the measure in Committee of the Whole might be postponed.

The motion for the consideration of the Bill in Committee of the Whole on Monday was then carried.

TRACTION ENGINES.

Mr. CUMBERLAND moved the second reading of the Bill (No. 56) respecting Traction Engines. He said, as some inquiries had been made as to the purpose of this Bill, he begged to offer a word or two of explanation. The name even "traction engines," seemed unfamiliar to some hon. members, and some were rather alarmed about it. A "traction" engine was simply a locomotive engine, to run upon highways instead of railways. An application was made to him very shortly after the session opened, by parties who were desirous of running such engines here, but who feared that they had not the power, and that they might be subject to annoyances—possibly losses and law suits, if they attempted to work traction engines in this country. One firm, of high commercial standing in this city, had ordered a traction engine, but unfortunately on its way here, it was lost by the vessel being wrecked. Another party desired to start them on the road from Whitby to Port Perry, and requested him to introduce a Bill to incorporate a company for that purpose. He (Mr. Cumberland) suggested to this gentleman and to others, that if the use of these traction engines was likely to become beneficial to the public, it would be better to embrace in a general measure, proper rules and regulations in respect to them. He had, accordingly, ventured to introduce this Bill. Everything that went to cheapen the cost of transportation was beneficial. There were localities in this Province where there were large accumulations of heavy freight outside the reach of railways, and for which traction engines were well calculated. It was true their use must be limited to tolerably good roads. He believed a good summer road, though not macadamized, might be available; but, as a general rule, a macadamized road would be necessary. The gradients ordinarily found on common macadamized roads would not interfere with the action of these engines. A six horse power engine, weighing six tons, and costing \$1200, would draw a load of 18 tons on an ordinary level road, and a load of 10 tons up a gradient of one in twelve. An eight horse power, weighing 9 tons, would haul 25 tons on a level, and 15 tons up a gradient of 1 in 12. A ten horse power, weighing twelve tons, would haul 30 tons on a level, and 20 tons up 1 in 12. The gradients on the ordinary macadamized roads of the country would scarcely exceed 1 in 12. Such engines would probably be very useful to run from the villages tributary to Toronto, within a radius of 12 or 15 miles. Some of these villages were looking for railway service and might not get it. In that case, these engines would furnish an efficient way of largely diminishing the cost of transportation. He confessed frankly, however, that the matter was one of some difficulty, and he should be much obliged to any members who might point out amendments, that might be made in his Bill. Some of the clauses he had proposed with considerable hesitation. For instance, with regard to roads owned by corporations or purchased by companies from the Government, it might not be acceptable to those parties to make it obligatory on them

to straighten their roads, so as to fit them for being used by these engines. He believed, however, that the introduction of traction engines would be a great public benefit, and would largely increase the profits of the producer.

Hon. Mr. CAMERON hoped his hon. friend would not press the second reading at this time. The Government had not yet had an opportunity of considering the Bill, which it was necessary they should do before the second reading, as the interests involved were of considerable importance.

Mr. CUMBERLAND said he was quite willing to consult the convenience of the Government, and would postpone the second reading. He had no desire to press the Bill, unless the House became thoroughly convinced of the desirability of such a measure.

Sir HENRY SMITH said that when the Grand Trunk Railway Bill was introduced, a once celebrated member opposed it on the ground that the cows of Lower Canada would be so frightened by the engines that they would give no milk, and consequently we would have no butter. (Laughter). These engines on the common roads would be even more formidable. Sir Henry then read the 8th clause, providing what should be done if a horse meeting the engine could not be made to go past it, and said if the farmers were content to yield the road, as that clause provided, and were otherwise satisfied, he should not object to the measure.

Mr. CUMBERLAND said these engines were used in the Government dockyards, and in almost all the large manufacturing places in England. Looking out from these windows they would see full railway service going on through the length of this city, and no harm come of it. These traction engines were smaller and much less formidable.

Hon. J. S. McDONALD doubted whether the country was prepared for such a measure. He would like to see the operation of one of these engines upon a road, before he consented to it. At present, when two travellers met, one could hail the other, and they made room for each other to pass. But, in this case, a horse might refuse to pass the engine, and it would then be necessary for his owner to go back to the next concession line. He hoped it would be provided that a farmer turned back in this way should be paid for his loss of time. This part of the question reminded him of an anecdote. An Irishman and a dandy, driving in opposite directions, met on the road. The Irishman cries out—"Get out of the way; if ye don't be jabsers I'll serve you, as I did the last man I met." The dandy having got out of the way, asked him what he did, when the other man did not yield the road. "Why," said he, "I got out of the way myself." (Laughter). He had no objection to the Bill being read a second time on Monday, and referred to a committee.

Mr. McKELLAR said he presumed the provisions of this Bill were similar to those of the law they had in England, where Traction engines were largely in use. He did not think there was much force in the objections of the Attorney General, as to the frightening of horses. When railways were first introduced in this country, horses and cattle got frightened at the engines and ran away from them. They had now become quite familiar with them, and so they would with these engines. He believed they would not be on one of our roads a month, before horses became so familiar with them, that they would pass an engine as readily as they would an ordinary conveyance. He had no doubt, however, that the hon. gentleman who had charge of the Bill, would see that it contained all the provisions which the experience of the working of these engines in England had shown to be necessary.

Mr. LAUDER asked whether there was not a traction engine now on its way out to Toronto.

Mr. CUMBERLAND said that Messrs Gooderham and Worts had purchased one in England, but the vessel bringing it was wrecked: but he believed the order had been duplicated, and that another would come in the spring. The gentleman who had applied to him (Mr. Cumberland) on the subject, was interested in a road, on which sixteen million feet of lumber were brought down every year—the carriage of which would be greatly cheapened by the use of a traction engine. Being the owner of the road, the house would hardly have refused him permission to use such an engine on it; but he (Mr. Cumberland) had thought it better that the house should be asked to make the privilege general under proper regulations.

Mr. COCKBURN was glad the member for Algoma had seen fit to introduce such a Bill, and, so far as its general provisions were concerned, he was prepared to give it his hearty support.

The motion for the second reading was then allowed to stand till Monday.

COMMISSIONERS OF AFFIDAVITS.

Mr. MATCHETT moved the second reading of the Bill to remove doubts as to the authority of certain Commissioners to take affidavits and bail.

The Bill was then read at length, and it was moved that it be read a third time on Monday next.

Hon. Mr. CAMERON suggested that the Bill should be considered in committee of the whole that day, as it would need amendment.

Sir HENRY SMITH said some clauses were needed to the Bill, and the consideration in committee would be a necessity.

Hon. J. S. McDONALD suggested that there was no reason why the Commissioners should not be Commissioners for the Province.

Mr. BLAKE said that would make the Bill a public one, and in fact do away with the measure sought to be passed.

It was ultimately resolved that the Bill should be referred to a special committee, consisting of Hon. J. S. McDonald, Hon. Messrs. Cameron, Blake, Pardee, Leunt and Boyd.

The House adjourned at half-past four o'clock.