

Mr. MURRAY introduced a Bill to incorporate the Pembroke and Ottawa Railway Company.

REAL ESTATE CLAIMS.

Mr. COYNE introduced a Bill to amend the statute of limitations and to shortening the time in which claims to real estate may be.

MERRICKVILLE & WESTPORT RAILWAY COMPANY.

Mr. SMITH (Leeds) introduced a Bill to incorporate the Merrickville and Westport Railway Company.

33 VIC., CHAP. 71.

Mr. RYKERT introduced a Bill to amend 33 Vic., chap. 71.

NOTTAWASAGA PRESBYTERIAN CHURCH.

Mr. LOUNT introduced a Bill to enable the Trustees of the Presbyterian Church in the township of Nottawasaga, county Simcoe, to convey certain lands.

NAPANEE RIVER NAVIGATION COY.

Mr. HOOPER introduced a Bill to amend the Act incorporating the Napanee Navigation Company.

AFFIDAVITS.

Hon. Mr. CAMERON introduced a Bill respecting affidavits, declarations and affirmations made out of the Province for use therein.

TORONTO GENERAL BURYING GROUND.

Hon. Mr. CAMERON introduced an Act to incorporate the trustees of the Toronto General Burying Ground,

LONDON.

Hon. Mr. CARLING withdrew Bill No. 81, to enclose part of Church street, in the city of London, which had been introduced in mistake, and subsequently introduced a Bill to the same effect.

ROMAN CATHOLIC EPISCOPAL CHURCH.

Hon. Mr. CARLING introduced a Bill to incorporate the Roman Catholic Episcopal Corporation of the diocese of Ontario, and to vest certain property therein.

OTTAWA CITY PASSENGER RAILWAY COMPANY.

Mr. SCOTT (Ottawa) introduced a Bill to amend the Act incorporating the Ottawa City Passenger Railway Company.

AGRICULTURE AND PUBLIC WORKS.

Hon. Mr. CAMERON presented the annual report of the Department of Agriculture and Public Works.

FINANCIAL RELATIONS OF THE PROVINCES.

Hon. Mr. CAMERON presented a message from the Lieutenant-Governor, transmitting a reply received from the Colonial Office to the address of the Legislature respecting the financial relations between the Provinces.

The following is the correspondence :

OTTAWA, Jan. 13, 1871.

SIR,—Adverting to my letter of the 10th January, 1870, I have the honour to enclose herewith, for the information of the Legislative Assembly of the Province of Ontario, a copy of a despatch from the Right Honourable the Secretary of State for the Colonies, in reply to their address to the Queen transmitted with your despatch of the 23th December, 1869.

A copy of the despatch of the Colonial Secretary was laid before the House of Commons on the 11th of March last, as appears from the sessional papers of the last session, but I regret to say that it was not until today communicated to the Department for transmission to the Government of Ontario.

I have the honour to be, Sir,

Your most obedient servant,

(Signed,) JOSEPH HOWE,

Secretary of State for the Provinces.

The Hon. W. P. HOWLAND, C B,
Lieutenant-Governor, Toronto.

EARL GRANVILLE TO SIR JOHN YOUNG.

(CANADA, NO. 46.)

DOWNING STREET, Feb. 19, 1870.

SIR,—I have the honour to acknowledge the receipt of your despatch, No. 6, of the 11th January, forwarding an address to the Queen, from the Legislative Assembly of the Province of Ontario, praying that Her Majesty would be graciously pleased to cause a measure to be submitted to the Imperial Parliament, for the purpose of removing all colour for the assumption by the Parliament of Canada of the power to disturb the financial arrangements established by the British North America Act (1867), as between Canada and the several provinces.

You will be so good as to inform the Assembly that their address has been laid before Her Majesty, who has been pleased to receive the same very graciously.

The British North America Act (1867) embodied the terms of Confederation agreed upon through their representatives, by the different provinces in the Union, and Her Majesty's Government would not feel justified in proposing to the Imperial Parliament to deprive the Parliament of Canada of any power which that Act has assigned to them.

I have been advised by the law officers of the Crown that under that statute the Canadian Parliament had authority to pass the Act respecting Nova Scotia which was referred to during the debate in the Legislative Assembly of Ontario.

Under these circumstances, you will inform the Assembly that I have been unable to advise Her Majesty to accede to the prayer of their address.

I have, etc.,

(Signed,) GRANVILLE.

COUNTY GRAVEL ROADS AND THE SURPLUS.

Mr. CRAIG (Glengary) moved the following resolution:—"That in the opinion of this House, the time has arrived when the claims of the older counties of the Province who have borrowed and expended large sums of money in gravel roads and improvements, and also of those counties who have not bor-

rowed, but have not roads, should be considered by the Government in expending their surplus funds, and an arrangement arrived at by which those municipalities now in debt should be relieved of their burdens, and those who have not borrowed get assistance towards opening up and improving their roads." He said he had taken exception during the debate on the Address to the action by the Government in not making provision for gravel roads. His county had contributed to the Grand Trunk, Great Western and Northern Railways, and deserved something in return. The state of the gravel roads, not only in his county, but in the eastern portions of the Province, was very bad. A portion of the surplus should be devoted to these roads; and he had in favour of his application one of the largest petitions ever sent from Glengary. The older settlements had borne its burden and heat of the day, and should not be forgotten in the distribution of the surplus. He had given the Government his support, and was willing to be held responsible for it, but he would not support them in expending all the surplus on railways.

Mr. CURRIE said that municipalities which had incurred indebtedness to the Municipal Loan Fund should not be recipients of the benefit of the surplus, while municipalities that had not borrowed were passed over.

Mr. LYON said it was the duty of the Government, from the fact that struggling municipalities expected to be relieved from their indebtedness, to see that they were relieved.

Mr. MATCHETT said that municipalities that had borrowed money for railway purposes should be relieved out of the surplus.

Hon. J. S. MACDONALD said that in early days, before the union of Upper and Lower Canada, Glengary had received its portion of the money of Upper Canada. He would like now to see some evidence of the spirit of enterprise in that old county of Glengary, which was far behind newer sections of the country. He found no stock subscribed for enterprises in that old county; but he did find the member for Glengary coming here with a scheme to get money out of the Treasury.

Mr. CRAIG (Glengary) said he brought forward no scheme, but presented a petition.

Hon. J. S. MACDONALD said he saw a petition as large as a Mackinaw blanket. (Laughter.) He would say to the member for Glengary that God would help those that helped themselves. The member for Glengary had given the Government support, and for that reason the Government was bound to distribute a portion of its surplus in that county—not for any substantial improvements, or on any work that would be lasting, like a railway, for example. The Government were asked to expend a portion of the surplus on a county that never did anything for itself; but the member for Glengary would learn, when the Government scheme as to the surplus came down, that it was only for those counties which helped themselves. The surplus would go to those who subscribed stock, and taxed themselves, and raised bonuses to establish railways. The member for Glengary had presented a petition which asked for the sum of \$30,000. It was all very well for members to make themselves popular by declaring that the surplus should be expended on counties where there were no railroads; but the member for Glengary should remember that there was a large sum spent thirty years ago on the Cornwall Canal. Others in the House had proposed that the surplus should be appropriated amongst counties indebted to the Municipal Loan Fund. Now the question with regard to the Municipal Loan Fund was one of great moment and responsibility; and, as he had said before, the best consideration and the deepest thought were required in preparing a scheme for the distribution of the surplus as regarded municipalities. The question was so momentous that, considering the time the Government had it in consideration, the House and country could not expect that the Government should come to a conclusion this session. But whoever were on the Treasury Benches next session would have to resolve this difficult question; and, at the same time, provide some compensation for the counties that had never received any benefit from the Municipal Loan Fund. He thought the House was not prepared to accept the proposition of the hon. member from Glengary. He would advise that gentleman to withdraw it; if he did not do so the Government, of course, would resist it. He was grateful to the county of Glengary for its support, but the public interest demanded his present action.

Hon. Mr. WOOD said that \$3,100,000 had been expended on gravel roads, a large portion of which were situated in the county of Middlesex. The Government had not got \$500,000 of this money back. The whole of the money spent on colonization roads had been spent in old counties, whereas nothing had been done for the newer districts of Huron, Grey, Bruce and Victoria. The farmers along the line of the Grand Trunk had reaped the benefits in the increase of the value of their produce. In the neighbourhood of Glengary the sum of \$1,440,538 had been expended in the Cornwall canal.

Mr. CRAIG (Glengary)—That benefits the West more than it does us.

Mr. WOOD said such works benefitted the whole Province generally, but that district especially. The Lachine and other works in the immediate neighbourhood had cost 7½ millions of dollars. These works had brought immigrants into the district, and had specially benefitted them. The eastern section of the Province had had the lion's share of the public money in the past, and it would be only just that equal facilities should be afforded to the new localities, as had been afforded under the Imperial guarantee to the older settled parts of the country in times past.

Mr. McCALL (Norfolk) said the question of the Municipal Loan Fund would have to be met by the Government, and he thought that the best plan would be for the Government to keep the surplus until they were prepared to deal with the other questions. But the Government seemed rather willing to bribe up new constituencies in order to swamp the old constituencies. (Order.)

Mr. ANDERSON would not accuse the

Legislature of Ontario.

FIRST PARLIAMENT—FOURTH SESSION.

WEDNESDAY, Jan 18

The SPEAKER took the chair at 3 p.m.

PETITIONS.

Mr. WIGLE—From J. R. Wilkinson and others, of Mersey, praying for certain amendments to the game laws.

Mr. McKIM—From the township Council of Minto, praying that the Act prayed for to divide the County of Wellington may not pass; also one from Arthur to the same effect.

Mr. CLEMENS—From the Town Council of Galt, praying that an Act may pass to incorporate the Credit Valley Railway Company.

Mr. SCOTT (Grey)—From the Town Council of Owen Sound, praying for certain amendments to the proposed Bill to incorporate the North Grey Railway Company; also one from the Township Council of Derby, praying for amendments in the said Act.

Mr. BAXTER—From James Thorburn, of Caledonia, praying that the Bill for the sale of certain works in Brantford may not pass; also from Alexander Taylor and others, of Caledonia, to the same effect.

REPORTS OF COMMITTEE.

Mr. RYKERT presented the 11th report of the Committee on Standing Orders.

Atty.-Gen. MACDONALD presented the 4th report of the Standing Committee on Private Bills; also the 7th report of the Standing Committee on Railways.

Mr. SCOTT (Ottawa) presented the 3rd report of the Standing Committee on Printing.

HURON AND ONTARIO CANAL.

In the report of the Standing Committee on Printing, the evidence taken last session in reference to the above works, and the report was recommended to be printed.

Mr. BOYD called attention to this fact, and objected to the House doing anything of the sort. The House was not aware what was in the report, and should not put its name to anything if the contents of which they were not acquainted with.

Atty.-Gen. MACDONALD admitted the House had never received the report of the Committee, but he thought in view of the action of the Dominion Government, that the report might well be printed. It was of course a question whether the expense of doing so should be borne by the House or not. He thought that having regard to the report of the Committee, the report might be printed.

Mr. SCOTT (Ottawa) said that the cost of the report would be some \$25 or \$30, and the matter was hardly worth discussing.

Hon. J. S. MACDONALD suggested that the report of the committee, and not the evidence, should be printed.

Mr. LOUNT said it would be a scandalous thing, after the committee had spent so much time on this report, not to have it printed, and attacked Mr. Boyd for objecting to the printing of the report.

Mr. BLAKE said the member for North Simcoe had chosen to pour out the vials of his wrath on the member for Prescott, because the latter, in the exercise of his right as a member of the House, had chosen to object to the printing of the report; but the member for North Simcoe should remember that the House did not delegate any powers to the Printing Committee on this matter. All recommendations for printing should come from the Printing Committee, but the House were free to deal with the recommendation in this as in other instances.

The recommendation of the committee was finally adopted.

PEMBROKE AND OTTAWA RAILWAY