

Bill, and claimed that it should be discussed on its merits.

Mr. SCOTT (Grey) supported the views of the hon. member for South Bruce. He thought as a general principle that the townships affected should be named; and with regard to the Bill, he was not aware that any injustice would be done.

Hon. Mr. McMURRICH said he failed to see the injustice complained of. In Toronto, two-thirds of the ratepayers of a street could petition the corporation for improvements, which, after being done, the whole street would have to pay for. The same principle would apply to the question now before the House.

Mr. CARNEGIE argued that there was no injustice in the provisions of the Bill. He did not believe that, even if it were in their power, the ratepayers of one group of townships would unjustly tax a smaller group. It was well known that originally the townships were blocked out without reference to community of interests; and to say that only one township should give a bonus for railway undertakings, was to say there should be no railway enterprises at all. The hon. member for South Bruce had stated that this principle was new to the House, but every member knew that seven Bills with the same provisions had passed last session. It was well known that some men were opposed to improvements, no matter how beneficial they might be; and that it was impossible to get an unanimous vote. The line would have to be drawn somewhere. The present Bill was opposed by certain parties, not because its provisions were unjust, but because it did not suit their particular purposes.

Mr. CALVIN said he partially agreed with the member for South Bruce, because there should be a limit somewhere.

Mr. CURRIE said that the principles of this Bill had been discussed before, and were not unknown to the House. As a general thing the people of the country had grown used to railroad made. But there was sufficient power in our municipal laws, as they now stood, to give sufficient power to any municipality to aid in the construction of railways. Any county council had a right to pass a by-law with reference to railway, and submit that law to the ratepayers. He would vote in favour of the amendment of the member for South Bruce.

Mr. McCOLL (Norfolk) said that the principle involved in the Bill was a most vicious one, and if carried would inflict the greatest injury on our municipal system. There was a railway mania abroad, which he thought was stimulated by the expectation of the distribution of the surplus. He would vote for the amendment.

The amendment was put to the vote and lost—Yeas, 30. Nays, 38.

YEAS—Anderson, Baxter, Beatty, Blake, Boyd, Christie, Clemons, Craig (Russell), Currie, Eyre, Finlayson, Fraser, Galbraith, Gow, Grahame (York), Langer, McCall (Norfolk), McColl (Edin.), McDougall, McKim, McLeod, Oliver, Pardee, Rykert, Scott (Grey), Sexton, Sinclair, Smith (Kent), Smith (Middlesex), Wigle—30.

NAYS—Barber, Boulter, Calvin, Cameron, Carling (London), Carling (Huron), Carnegie, Cockburn, Colquhoun, Cook, Corby, Coyne, Craig (Glenora), Crosby, Evans, Ferrier, Fitzsimmons, Graham (Edin.), Hays, Hooper, Lunt, Luttmann, Lyon, Macdonald, McGill, McMurrich, Macleod, Murray, Paxton, Read, Richards, Smith (Leeds and Grenville), Strange, Swinton, Tett, Wallis, Williams (Dunham), Wilson—38.

On motion of Mr. Carnegie, the debate on the Bill was adjourned.

THE DORCHESTER GLEBES.

Hon. Mr. RICHARDS resumed the adjourned debate on Mr. Beatty's resolutions respecting the Dorchester glebes. He said that some of these lands—of which there was a quantity in the County of Welland—had been sold since he had been in office. These lands were scattered over the Province, and were to be treated as Crown Lands. The difficulty was—to decide who was entitled to receive pre-emption. The principle had already been affirmed that these lands were Crown lands, and belonged to no religious body.

Mr. BEATTY said that the Commissioner had accepted the principle involved in his resolutions. Though it had been said these were Crown lands, the clergy of that locality were deriving revenue from them. Why did not the Government take possession of these lands, and why did not the revenue from them go into the Treasury, and not into the pockets of the clergy? It had been decided that the clergy had no right to these lands, under the Clergy Reserve Act of 1855.

Hon. Mr. RICHARDS said the question would have to be settled ultimately as to who should have the right to purchase these lands. It was not at all certain that the Government would not interfere in this matter, but it would not do so at present.

The motion was then withdrawn.

MUNICIPAL INSTITUTIONS.

Mr. RYKERT moved the second reading of Bill relating to Municipal Institutions.

Carried and referred to select committee, consisting of Messrs. Cameron, Perry, Pardee, Gow, and the mover.

WEST OXFORD.

Mr. OLIVER moved to recommit Bill to legalize and confirm the survey made by William Smiley, Deputy P. L. S., of that part of the township of West Oxford lying at the southerly part of the said township, known as the 5th and 6th concessions.—Carried.

LONDON, HURON AND BRUCE RAILWAY COMPANY.

Hon. Mr. CARLING moved the second reading of the Bill to incorporate the London, Huron and Bruce Railway Company.—Carried.

ST. JOHN'S CHURCH, ANCASTER.

Bill was read a second time, to vest certain real estate in the Churchwardens of St. John's Church, in the Township of Ancaster, with authority to sell the same, and to purchase other lands, and otherwise to apply the proceeds thereof.—Mr. Sexton.

PETERBOROUGH.

Bill was read a second time, to amend an Act to authorize the Church Society of the Diocese of Toronto to sell certain parts of the Rectory Lands of Peterborough, and for other purposes.—Mr. Carnegie.

The House adjourned at 10:20 p. m.