

TORONTO, THURSDAY, FEB. 9, 1871.

THE ONTARIO LEGISLATURE

Fourth Session—First Parliament.

WEDNESDAY Feb 8

SECOND SITTING.

At 7:45 p.m. the House met for its second sitting.

WALKERTON.

On motion of Mr. BLAKE—Bill to incorporate the Town of Walkerton and to define the limits thereof, was referred back to the Committee of the Whole, and certain amendments made.

OTTAWA FIRE RELIEF.

Mr. LYON asked whether they intend to pay over the aid of \$25,000, sanctioned by this House, for the sufferers by the Ottawa fires; if so, when, and to whom they intend to pay the same.

Atty.-Gen. MACDONALD said the Government was ready at any convenient time to pay the money over to the chairman of the central committee at Ottawa.

GROUPING OF TOWNSHIPS FOR BONUSES.

Mr. BLAKE moved the second reading of the Bill to amend the Act incorporating the Toronto, Grey and Bruce Railway Company. He said that in the Railway Committee a rider had been put upon the Bill, which had the intended effect of annulling the effect which it desired—namely, of putting an end to the grouping of townships for the granting of railway bonuses. He would not add anything further to his oft repeated objections to this system.

Hon. Mr. McMURRICH moved the three months' hoist. He said that from \$22,000 to \$25,000 worth of stock had been subscribed on the faith of clause which the Bill now before the House proposed to strike out. There might be a hardship in the case of Carrick, but there would be a much greater hardship if the grouping were not allowed. If this Bill was passed, the Toronto, Grey and Bruce Railway would have to stop at Mount Forest, thus almost destroying the success of the road.

Mr. RYKERT supported the Bill, as he considered the grouping system a most pernicious one. Many of the townships, now running riot in their aid to railways, would, before another session, be coming to the House asking for relief.

Hon. Mr. WOOD said that Carrick had been one of the most forward in the aiding system, and now that the railroad must run through it, and it must have the benefit of two railroads, it came to the Legislature and asked to be relieved of the burden of paying for those privileges. This was most extraordinary conduct. What had been done must remain done. The House might, if it chose, assert that the general principle of grouping was wrong, but surely they could not interfere in this case.

Hon. Mr. CAMERON said that the House deliberately last session put the grouping clause into this Toronto, Grey and Bruce Bill. This session the hon. member said that the ruling of the House on the Haliburton Bill should be final as to the grouping system. He also considered the ruling of the Railway Committee final as to this Bill, because he had gone to the accountant of the House, and withdrawn the fees paid on it, evidently intending to withdraw the Bill. Now, however, he appeared to have changed his mind. He (Mr. Cameron) thought that apart from the grouping system, great injustice would be done in this case if the Bill were passed. The House had last session and this one, on several occasions, decided in favor of the grouping system.

A somewhat lengthy debate followed, after which a vote was taken on Mr. McMurrich's motion for a three months' hoist, which was carried—yeas, 37; nays, 16.

YEAS—Messrs. Anderson, Barber, Boulter, Calvin, Cameron, Carling (London), Carling (Huron), Carnegie, Cockburn, Corby, Coyne, Craig (Glen-garry), Crosby, Evans, Ferguson, Graham (Hastings), Hays, Hooper, Luton, Lyon, Macdonald, McKellar, McMurrich, Matchett, Murray, Paxton, Read, Richards, Secord, Smith (Kent), Smith (Leeds and Grenville), Strange, Springer, Wallis, Williams (Hamilton), Wilson, Wood.—37.

NAYS—Messrs. Beatty, Blake, Clemens, Craig (Russell), Currie, Ferrier, Finlayson, Fitzsimmons, Galbraith, Gow, McCall (Norfolk), McDougall, McKim, Rykert, Scott (Ottawa), Sinclair.—16.

RAILWAY BILLS.

Mr. MURRAY moved the third reading of Bill to incorporate the Pembroke and Ottawa Railway Company.

Mr. McDUGALL moved to refer the Bill back to the Committee of the Whole to strike out the sectional bonus clause.

This was lost on almost the same division and the Bill was read a third time.

The following railway Bills were then read a third time and passed.