

at the time the railways already undertaken, and which the Lieut.-Gov. by order in Council has declared to be entitled to aid, it is inexpedient to grant any additional sum towards the said fund."

Hon. Mr. Cameron reminded the Government of the pledges they had given to the House and the country with respect to the Railway Aid Fund, and pointed out that they failed to act in office as they had undertaken to do. The amendment of his hon. friend was in the right direction. These hon. gentlemen who had alleged that the late Government had dangled the million and a half before the constituencies for political support, were now seeking to get a much larger sum into their hands to make use of in that way. He was in favor of aiding all enterprises which would promote the welfare of the country, but that aid must be given with discretion, and he believed the country would not approve of the course taken by the Government in asking for an additional sum, while the million and a half which they had in hand remained unappropriated.

Mr. Lauder had supported the late Government in appropriating the million and a half for aid to railways, on the ground that it was necessary for the opening up of the back counties. But there were some hon. gentlemen on the opposite side of the House who condemned that course, and he now asked them what they thought of this proposal to increase that sum. He was not prepared to vote for this addition of \$400,000 until the Government could show that the million and a half was insufficient. He did not believe the people were willing to mortgage the credit of the country for the next twenty years in the way proposed. How could the Government tell that in fifteen years' time the revenue would be in a position to spare that sum. He should vote for the amendment.

Mr. Hodgins had no hesitation in saying that he should oppose the amendment; but should reserve to himself liberty to act as he should think proper with respect to the resolutions.

Mr. Sexton thought it had been conclusively proved that the million and a half was insufficient for the requirements of the railways which could claim aid from the fund.

Mr. Scott (Grey) approved of the resolutions moved by the hon. President of the Council as being in accordance with the principles which he had always professed.

Mr. Perry supported the resolutions and would vote against the amendment.

Mr. Monk thought the original million and a half was quite enough to give in aid of railways; there were other purposes, such as drainage, which deserved attention. He should vote for the amendment.

The House took the usual recess.

After Recess,  
PRIVATE BILLS.

The following Bills were read a third time and passed:—

Bill to enable the Trustees of the several congregations in Ontario of the Wesleyan Methodist Church in Canada, in connection with the English Conference, to place the lands held by them respectively, under the directions and provisions of the "Model Deed" of the said Church, and for other purposes.

Bill to incorporate the Toronto Life Assurance and Tontine Company.

Bill to incorporate the German Benevolent Society of Toronto.

Bill to provide for the appointment of the First Colored Calvinistic Baptist Church of Toronto.

Bill to revise and amend the Act incorporating the Norfolk Railway Co.

The following Bills were passed through Committee and ordered to be read a third time to-morrow:—

Bill to incorporate the Pacific Junction Railway Company of Canada.

Bill to incorporate the Kingston Board of Trade.

Bill to incorporate the Sandwich and Windsor Passenger Railway.

Bill to incorporate the Toronto Dairy Company.

Bill to legalize a certain by-law passed by the Corporation of the town of Galt, and to enable the said Corporation and the Grand Trunk Railway Company of Canada, to obtain certain powers to construct a railway from the village of Doon to the said town of Galt, and to enable the said Company to extend their railway from Berlin to the village of Waterloo, and to legalize and give power to carry out an agreement entered into between the said Corporation and the said Company.

Bill to incorporate the South Simcoe Junction Railway Company.

The following Bills were read a third time and passed:—

Bill to authorise the Corporation of the city of Toronto to construct Water Works in the city of Toronto.

Bill to incorporate the Yorkville Water Works Company.

Bill to revise and amend the Act relating to the city of Toronto Water Company.

THE RAILWAY FUND.

The debate on the resolutions was resumed.

Mr. Prince thought this scheme for an addition to the Railway Aid Fund had been sprung upon the people; for his own part he had not expected that any such measure would be brought forward this session. The object of the resolutions appeared to him to be simply to strengthen the charges against the late Government. Was there any reason why this surplus should not go back to where it came from, to be divided among the counties for drainage purposes, &c. If they were to be called upon to increase the railway fund, where was it to stop? He earnestly hoped that these resolutions might not pass.

Mr. Guest could see no reason for pledging the revenue for twenty years for railway aid. The President of the Council had not shown that the million and a half was insufficient, yet he was now asking for a further amount without giving any statement of the railways for which it was to be appropriated. Was that in accordance with the principles laid down by hon. gentlemen when in Opposition? He submitted that it was not. He would oppose the resolutions at every stage, believing them

to be uncalled for.

Mr. Clarke (Norfolk) said he had more or less of a railway spirit stirred up within him, and should support the resolutions.

Mr. Cumberland said that those most favorable to the promotion of railway enterprise must hesitate to support the Government in this attempt to appropriate \$400,000 of the people's money without giving one single iota of information as to its expenditure. Unless the Government could show the House that the million and a half which was in the treasury was insufficient for the appropriations of the current year, they had no right to bring down those resolutions asking for four hundred thousand dollars more.

Mr. Oliver supported the resolutions and said that he had never opposed railway aid.

Mr. Macdonald (Leeds) said that whatever course might be pursued by hon. gentlemen on the opposition side of the House with respect to these resolutions, it would not be with any intention to check the growth of railway enterprise. They had always shown by their votes in that House that they were determined to support all such enterprises as were for the benefit of the country. He should support the amendment of his hon. friend from Lincoln as being necessary for the due protection of the people's rights.

Mr. Craig (Glengarry) reminded the House of the circumstances under which he had on a previous occasion introduced a resolution similar to the amendment. With reference to the telegram sent down to the Hon. Mr. Hamilton by the hon. member for Cornwall, it was not surprising that the late premier should desire to see a man lose his seat who had behaved to him in the style that the late member for Prescott did. (Hear, hear.) He was satisfied that the rapid growth of railway enterprise had rendered the million and a half had proved insufficient for the purposes for which it was set apart, and therefore he felt justified in voting for the resolutions.

Mr. Deroche said he had approved of the railway policy of the late Government, and would cheerfully vote for an addition of four hundred thousand dollars to the railway fund for the purpose of carrying out that policy to its fullest extent. The back country, without railways, would become stationary—railways were needed to develop its latent resources.

Mr. Ardagh did not know what the feeling of his constituents was on this subject, but he thought they would agree with him in the opinion that the best use which could be made of the surplus was to devote it to railway purposes. He intended to vote for the resolutions of the hon. Premier, though he would rather see the proposal to grant \$100,000 per annum modified into the shape of an increase in the sum now appropriated, as soon as such increase should be found necessary.

Mr. Graham thought it was clear from the financial statement of the Province, that the sum now asked for might be devoted to the purpose for which it was intended, without injuring the position of the country.

Mr. Deacon believed that the feeling of the country was strongly in favor of strong encouragement being given to railway enterprise. He thought the Government had sufficiently shown the necessity for supplementing the railway fund.

Mr. McManus felt bound to support the Government in carrying out the promises made by the late Administration, but could not agree that it was necessary to pledge the country for twenty years.

Mr. Monteith was not prepared to vote for any increase in the railway fund until it was shown that it was necessary for granting sufficient aid to railways—when that was done he would be willing to vote any further sum, but he would never approve of the course proposed of making a charge on the revenue for the next twenty years.

Mr. Galbraith had felt gratified to find the Government asking for an increase to the railway fund, and he believed that the course adopted would be acceptable to the country. He would vote cordially for the resolution.

Mr. Coyne believed the interests of the country would be promoted by the policy proposed by the Government, and would therefore support the resolution, as far as the \$400,000 were concerned.

Mr. Code was willing to vote for the \$400,000 if the Government could show that it was necessary, but would oppose the resolution pledging the country to the payment of \$100,000 annually. He was satisfied if the Government went on in the way they had commenced they would soon find themselves out of office. If any further sums were required, then the Government should come down and ask for it.

Mr. Baultbeé said the late Government had acted wisely in appropriating the million and a half to railway purposes, and he would support the present Government in setting apart a further sum of \$400,000 for the same purpose; but the proposed additional annual grant he could not consent to.

Hon. Mr. Blake said that the Government must stand or fall by the measures which they brought forward, but none of the objections which had been mentioned in the debate would peril the stability of the Administration. The Government had been told that they ought to bring down full details as to which roads were entitled to aid, but the railway schemes were not ripe for that.

The House divided on the amendment of Mr. Rykert (which was seconded by Mr. McCallum) when the numbers were yeas 19, nays 55. The amendment was therefore lost.

YEAS—Cameron, Macdonald (Leeds), Carling, Tooley, Monteith, Merrick, Code, Guest, Lauder, Rykert, Macdonald (Cornwall), Cumberland, Richards, McCallum, McCall, Prince, Giffard, Wilson, Monk—19.

NAYS—Blake, Mackenzie, Gow, Crooks, McKellar, Scott (Oswego), Smith, Perry, Barber, Clarke (Wellington), Baxter, Springer, Clemens, Webb, Williams (Hamilton), Farewell, Gibbons, Gibson, Cook, Hodgins, McKim, Bethune, Oliver, Galbraith, Paxton, Deroche, Crosby, Patterson, Christie, Deacon, Clarke (Norfolk), McLeod, Sexton, McRae, Fairbairn, Boulton, Finlayson, Sinclair, Graham, Webb, Robinson, Coyne, McManus, Ardagh, Williams (Durham), Hamilton, Corby, Harrington, Craig (Glengarry), Fitzsimmons, Bonter, Read, McQuig, Calvin, Scott (Grey), Craig (Russell)—56.

Mr. Grange (nay) paired with Mr. Wood (Victoria).  
Mr. Grange was sorry to see the Govern-

ment taking the course which they had done, and moved on amendment to the effect that it was desirable, considering that \$1,500,000 had been set apart for railway purposes, that any further surplus should be divided among the counties for local purposes.

Mr. Macdonald (Leeds) moved the adjournment of the debate, seconded by Mr. Cameron.

After some discussion, in which the motion was supported by Hon. Mr. Macdonald, the Government consented to an adjournment and the House rose at twenty minutes to two.

Notice of Motion.

Hon. Mr. Blake—On Saturday—Resolution, That after Monday next there shall be, on every day save Saturday, two distinct sittings, the second sitting to commence at half past seven p.m.

Mr. Deacon—That on motion for the reception of the report of the Committee on Bill number 54, "For the prevention of corrupt practices at Municipal Elections," he will move that the report be not now received, but be referred back to Committee of the whole House, with instructions to amend the same so as to provide that the trial of all proceedings to be had or taken against any candidate elected at any municipal election, and of all other proceedings against any person for any violation of the said Act, shall be had and taken only before the Judge of the County Court of the county within which the municipality is situated for which such candidate has been elected, or within which the alleged violation of the said Act took place.

The Daily Telegraph.

J. ROSS ROBERTSON,  
PUBLISHER AND PROPRIETOR.  
ONTARIO LEGISLATURE.

SECOND PARLIAMENT—FIRST SESSION.

THURSDAY, Feb. 22, 1872.

The speaker took the chair at three o'clock. The House sat with closed doors until 3.40, when the reporters were admitted.

PETITIONS.

A large number of petitions for the establishment of an Inebriate Asylum, and for amendments of the license law were presented.

THIRD READING.

The following Bills were read a third time and passed:—

Bill to extend the Rights of Property of Married Women.

Bill relating to arrears due upon Common School Lands sold previously to 1st July, 1867.

Bill to incorporate the Wilberforce Educational Institute.

RAILWAY AID FUND.

On the motion that the House do go into Committee on the resolutions respecting the Railway Aid Fund,

Mr. Rykert said that a very large number of railways had been projected of which many, he believed, would never be carried out. Those railway enterprises which were of a stable and permanent nature were entitled to aid and support. He thought the railways in the older settled portions of the Province had a right to a share in the surplus fund. He had on a previous occasion moved a resolution expressing those views, but it had not met the approval of the House. He could not consent to any further addition to the fund unless it was distinctly shown that the country required it. The House had a right to expect that the Premier, who had been boasting throughout the country of what he would do when in office, would lay before them the large and comprehensive scheme which he promised them in December; yet now the House was told that it would take the Government another year to mature its scheme. That being the case the hon. Premier had no right to come down to the House and ask for an additional sum of four hundred thousand dollars, without laying before them a definite statement of what railways they intended to aid. The policy now proposed was not that which the country had a right to expect. The hon. member for Brant had talked about the immense annual surplus which could be employed for the aid of railway enterprise, but had forgotten to remind them that the bulk of their revenue came from a source which was gradually diminishing, he referred to the timber dues, while there were heavy liabilities which the Province might be called upon to meet. Yet the Government now came and asked the House to pledge the credit of the country for the next twenty years. The policy of the late Government was straightforward; they came before the House with a definite proposal for which they asked and obtained permission to devote the million and a half; and it had never been shown that the late Attorney-General ever promised aid to the extent of a single dollar except strictly within the provisions of the Railway Act. He moved the following amendment:—That all the words after "that" be struck out and the following words inserted, "until it shall be more clearly shown to this House that the Railway Aid Fund, consisting of \$1,500,000, is insufficient to meet the requirements