

Kingston and Pembroke Railway Company running powers over that portion of the said railway lying between the point of approximation near Douglas and Pembroke, on terms to be settled between the Companies by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen, or in case of disagreement, by the Lieutenant-Governor in Council; on making which award the arbitrators are to have regard to the amount of public aid granted to that portion of the said Railway under this Order in Council. The Committee further advise that payment be authorized in respect of any portion of the said railway not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a bona fide and sufficient contract for the completion of the works on the remainder of the line between Sand Point and Pembroke.

The motion was agreed to.

HAMILTON AND LAKE ERIE RAILROAD.

Mr. Blake moved the following resolution:—

That this House doth ratify the order in Council granting aid to the Hamilton and Lake Erie Railway Company which is to the following effect: The Committee of Council have had under consideration the application of the Hamilton and Lake Erie Railway Company for aid under the Act in aid of Railways, and they advise that subject to the ratification of this Order in Council by resolution of the Legislative Assembly payment be authorized to be made out of the Railway Fund to the said Company on the fulfilment of the conditions of the said Act of a sum equal to two thousand dollars per mile of that portion of the said Railway between Hamilton and Jarvis. The Committee further advise that seeing no contract has been produced for the construction of the said Railway the grant of aid under this Order in Council be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council before the first day of December next, of a bona fide and sufficient contract for the completion of the works (exclusive of track laying) on that portion of the railway between Hamilton and Jarvis. The Committee further advise that payment be authorized in respect of that portion of the said railway between Hamilton and Jarvis in the fulfilment of the conditions of the said Act as to such portion, and in proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a bona fide and sufficient contract for the completion of the works in the remainder of the line between Hamilton and Jarvis.

After some remarks from Mr. Cameron the resolution was agreed to.

MIDLAND RAILWAY.

Mr. Blake moved the following resolution:—

That this House doth ratify the Order in Council granting aid to the Midland Railway Company which is to the following effect: The Committee of Council have had under consideration the application of the Midland Railway Company for aid under the "Act in Aid of Railways," and they advise that; subject to the ratification of this Order in Council, by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said Company on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said Railway between Beaverton and Orillia, not including the branch to St. John Lake, on condition that the said Company shall before the first day of May next, agree by an instrument embodying all proper details, and approved by the Lieutenant-Governor in Council, to do what may be necessary in order to give Grand Junction Railway Company running powers over that portion of the said Railway lying between the point of Junction at or north of Beaverton and Orillia on terms to be settled between the companies by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen, or in case of disagreement, by the Lieutenant-Governor in Council, in making which award the arbitrators are to have regard to the amount of public aid granted to that portion of the said Railway under this Order in Council.

Mr. Paxton said the interests of North and South Ontario had not been sufficiently cared for. He thought the Whitby and Port Perry Railway had been over-looked in a rather arbitrary manner. That railway had increased the value of land in the back country and the value of the timber considerably. He claimed that the Government should take that line into consideration.

Mr. Rykert thought the hon. gentleman had little cause to complain after the course he had taken in supporting the Government.

Mr. Wood (Victoria) sympathized with the hon. member for North Ontario in his appeal for aid to the Port Perry Railway.

Mr. Cameron said the hon. member had good ground for complaint, as the Government had still untouched a large proportion of the railway aid fund.

Mr. Blake said it did not appear that the Port Perry Railway came under the Act. The motion was then agreed to.

MUSKOKA RAILWAY.

Mr. Blake moved the following resolution:—

That this House doth ratify the Order in Council granting aid to the Toronto, Simcoe and Muskoka Railway Company which is to the following effect: The Committee of Council have had under consideration the application of the Toronto, Simcoe and Muskoka Railway Company for aid under the "Act in Aid of Railways," and they advise that subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said Company on the fulfilment of the conditions of the said Act, of a sum equal to four thousand dollars per mile of that portion of the said railway between Orillia Village and Washago.

Mr. Cameron justified the course of the late Government with respect to this road, which he considered of the greatest importance as penetrating to the heart of the Free Grant district.

After some remarks from Mr. Ardagh, the motion was carried.

THE GRAND JUNCTION RAILROAD.

Mr. Blake moved the following resolution:—

That this House doth ratify the Order in Council granting aid to the Grand Junction Railway Company which order is to the following effect: The Committee of Council have had under consideration the application of the Grand Junction Railway Company for aid under the "Act in Aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said Company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between Belleville and Lindsay. The Committee further advise that seeing no contract has been produced for the construction of the said railway the grant of aid under this Order in Council be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council before the first day of December next, of a bona fide and sufficient contract for the completion of the works (exclusive of track laying) on the railway between Belleville and Lindsay. The Committee further advise that payment be authorized in respect of any portion of the said railway not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a bona fide and sufficient contract for the completion of the works on the remainder of the line between Belleville and Lindsay.

The motion was carried.

MONTREAL AND OTTAWA JUNCTION RAILWAY.

Mr. Blake moved the following resolution:—

That this House doth ratify the Order in Council, granting aid to the Montreal and City of Ottawa Junction Railway Company which order is to the following effect:—The Committee of Council have had under consideration the application of the Montreal and City of Ottawa Junction Railway Company for aid under the "Act in Aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said Company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said railway between Ottawa and Montreal. The Committee further advise that seeing no contract has been produced for the construction of the said railway the grant of aid under this Order in Council be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council before the first day of December next, of a bona fide and sufficient contract for the completion of the works (exclusive of track laying) on the railway between Ottawa and Montreal. The Committee further advise that payment be authorized in respect of any portion of the said railway not less than twenty miles in length, on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a bona fide and sufficient contract for the completion of the works on the remainder of the line between Ottawa and Montreal.

The motion was carried.

Company for aid, under the "Act in Aid of Railways," and they advise that, subject to the ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund, to the said Company on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said Railway between the point of intersection of our Province line in the County of Glengarry and the City of Ottawa. The Committee further advise, that seeing no contract has been produced for the construction of the said Railway, the grant of aid under this Order in Council, be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council, before the first day of December next, of a bona fide and sufficient contract for the completion of the works (exclusive of track-laying) on the railway between the point of junction with the Grand Trunk Railway and the City of Ottawa.

Mr. Cameron said the House had now voted away nearly a million and a half of money in about three hours for ten railways, while not a member of that House had had time to consider the matters for which they were voting.

The motion was carried.

TORONTO, GREY AND BRUCE RAILROAD.

Mr. Blake moved the following resolution:—

That this House doth ratify the Order in Council granting aid to the Toronto, Grey and Bruce Railway Company, which order is to the following effect:—The Committee of Council have had under consideration the application of the Toronto, Grey & Bruce Railway Company, for aid under the "Act in Aid of Railways," and they advise that subject to due ratification of this Order in Council by resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said Company, on the fulfilment of the conditions of the said Act, of a sum equal to two thousand dollars per mile of that portion of the said Railway between Orangeville and Owen Sound.

The Committee further advise, that seeing no contract has been produced for the construction of that portion of the said Railway between Mount Forest and Harrison, the grant of aid under this Order in Council, in respect of that portion of the said Railway be subject to the condition that proof be furnished to the satisfaction of the Lieutenant-Governor in Council before the first day of December next, of a bona fide and sufficient contract for the completion of the works (exclusive of track-laying) on the railway between Mount Forest and Harrison.

The Committee further advise that payment be authorized in respect of any portion of the said railway, not less than twenty miles in length on the fulfilment of the conditions of the said Act as to such portion, and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a bona fide and sufficient contract for the completion of the works on the remainder of the line between Orangeville and Owen Sound, and Orangeville and Harrison.

Mr. J. S. Macdonald said this pretence to lay before the House the papers relating to the various railways was an outrage—a violation of the constitution. The Government had held the railway fund as a rod over the backs of their followers until the close of the session.

Mr. Cameron said the President of the Council in the early part of the session had declared the people's representatives should have the fullest control over the people's money, but so far from that the Government had refused to give any details as to the proposed appropriations until the fund was voted by the House. He moved, seconded by Mr. Rykert, a resolution to the effect that no Order in Council should in future be taken into consideration until it had been before the House for at least five days.

Mr. Blake said this was in effect a vote of censure on the Government.

The House then divided on the amendment, which was lost by a vote of yeas 9, nays 41.

The resolution was then carried.

SUPPLY.

The Supply Bill was read a third time and passed.

QUESTIONS BY MEMBERS.

In reply to Mr. Galbrath, Mr. Blake said the Government had not decided whether they would propose to amend the Act relating to jurors and juries.

In reply to Mr. Macdonald (Leeds) Mr. Blake said the Government had under consideration the subject of providing in this Province a Hospital or Asylum for inebriates.

PRIVATE BILLS.

The Bill for the prevention of corrupt practices at Municipal Elections was read a third time and passed.

CLOSE OF THE SESSION.

Mr. Blake in moving the adjournment intended that His Excellency would prorogue the House at twelve o'clock noon on Saturday.

The House adjourned at half-past eleven until eleven o'clock this (Friday) morning.

Notice of Session.

Mr. Rykert—That he will at the next sitting of this House, to-morrow, move the adoption of the report of the Select Committee appointed to enquire into the alleged interference of one John W. Lewis with the electors of Proton during the late election in the South Riding of Grev.

ONTARIO LEGISLATURE.

SECOND PARLIAMENT—FIRST SESSION.

FRIDAY, March 1, 1872.

The Speaker took the chair at 11:15.

THE PROTON OUTRAGE.

Mr. Rykert enquired what course the Government intended to take with respect to the report of the committee.

Mr. Blake said it was not the intention of the Government to assent to the reception of the report until the evidence should be printed.

Mr. Rykert pointed out that this would prevent the report from being received this session.

Mr. Cameron reminded the Government that they had not taken this course with respect to the report of a committee appointed to enquire into an equally important charge.

JOINT STOCK ROAD COMPANIES.

Mr. Sexton moved that the Bill to amend the Joint Stock Road Companies Act be read a third time.

Mr. Macdonald (Leeds) moved that the

Bill be read a third time that day three months.

Mr. Wood (Brant) thought the House should pass the Bill in order to give it a trial.

Mr. Crooks would not oppose the third reading.

Mr. Macdonald withdrew his resolution.

Mr. Cameron thought the Bill would be practically inoperative.

An amendment moved by Mr. Boulton was inserted in the Bill.

The Bill was read a third time and passed.

CHARTERS OF INCORPORATION.

The Bill to amend the Act 27 and 28 Vic. respecting the granting of Charters of Incorporation to Manufacturing, Mining, and other Companies, was read a third time and passed.

CEMETERIES.

The Bill to amend an Act respecting Companies for the establishment of Cemeteries in Upper Canada was read a third time and passed.

APPRENTICES AND MINORS.

Mr. Cameron moved that the Bill to amend the Act respecting Apprentices and Minors be read a third time.

Mr. Crooks moved that the Bill be referred back to Committee for amendment.

Mr. Cameron said the amendment proposed would defeat the object of the Bill. He should move the withdrawal of the Bill if the amendment of the Attorney-General was carried.

The amendment of Mr. Crooks was then put by the Speaker and declared to be lost.

The Bill was read a third time and passed.

COUNTY OF YORK.

Mr. Boulton moved that the House do go into Committee on the Bill to provide for the separation of the city of Toronto from the County of York for certain judicial purposes, and, except in certain cases, to prevent the trial in the County of York of any suits in which the cause of action arose in any other county.

Mr. Blake opposed the Bill, and said that it had been petitioned against by the City and County Councils.

Mr. Boulton said that as the Government had taken that course he had no option but to withdraw the Bill.

The order was then discharged and the Bill withdrawn.

BILLS WITHDRAWN.

Mr. Baxter withdrew his Bill to amend the Ontario Medical Act.

Mr. Blake, for Mr. Bethune, withdrew the Bill for the interdiction of habitual drunkards.

Mr. Hodgins, on the suggestion of Mr. Blake, withdrew the Bill respecting the seizure and attachment of equitable interest.

Mr. Cumberland withdrew the Bill to amend the Act 16 Vic., cap. 89, relative to the University of Toronto, and expressed the hope that the Government would bring in a measure to deal with the subject next session.

WILBERFORCE INSTITUTE.

The Bill to incorporate the Wilberforce Educational Institute, was amended in Committee and read a third time and passed.

It being one o'clock the House took a recess.

After Recess.

At three o'clock the House resumed.

PARRY SOUND.

The Bill to incorporate the Parry Sound Lumber Company was passed through Committee, certain amendments being inserted, and was read a third time and passed.

GULL WATERS IMPROVEMENT.

Mr. Fairbairn moved that the House go into Committee on the Bill to incorporate the Gull Water Improvement Company.

Mr. Paxton opposed the Bill on the ground that it would enable the Company to dam up the waters in such a way as to stop mills on the river. It would be unwise to give the control of the stream to this Company.

Mr. Cameron said the bill had been modified in committee to suit the wishes of those interested.

Mr. Blake said the very extensive provisions which had been introduced into the Bill were, he thought, sufficient to prevent any possibility of difficulty. The tolls chargeable by the company would be subject to revision by the Governor in Council.

The House went into Committee on the Bill, which was reported.

Mr. Oliver moved that the bill be read a third time that day six months.

After discussion the House divided on Mr. Oliver's amendment, when the numbers were—yeas, 17; nays, 28. The amendment was therefore lost.

Mr. Oliver moved an amendment to strike out clause 14 as amended.

Mr. Oliver said it had not been at all shown that this bill ought to pass.

The House again divided—yeas, 17; nays, 28.

The bill was then read a third time and passed.

CORPORATION OF TORONTO.

The Bill to amend the Municipal Institutions Act of Upper Canada, so far as the same relates to the corporation of the city of Toronto, was passed through Committee and read a third time and passed.

THE CANADA COMPANY.

The Bill to authorize and empower the Canada Company to divert the River Aux Sables, and to drain lands in the townships of McGillivray, Bossanquet and Stephen, in the counties of Middlesex, Lambton and Huron was passed through Committee and read a third time and passed.

LUMBER COMPANIES.

The Bill respecting the Georgian Bay Lumber Company, and the Bill respecting the Maganettawan Lumber Company were passed through committee, as amended, and read a third time and passed.

MIDLAND LAND COMPANY.

Mr. Cumberland (in the absence of Mr.

Williams) moved that the Bill to incorporate certain persons under the style of the Midland Land Company be read a second time.

Mr. Blake objected to the Bill being proceeded with in the absence of the hon. member for Durham.

Mr. Cameron said the principle involved in the Bill was precisely the same as in the Ontario Mineral Lands Bill.

Mr. Cumberland said the promoters were ready to agree to the removal of any feature of the Bill which might be considered objectionable by the Government.

Mr. Farewell hoped that the Bill would be allowed to pass into Committee.

The members were called in for a division, but on the motion being put the Speaker declared that the yeas had it, and the House accordingly went into Committee.

The Bill was read a third time and passed.

CROWN LANDS.

Mr. Scott presented reports of the Crown Lands Department for 1871.

Also, returns of lands in Simcoe held by the Crown Lands.

THE PROTON COMMITTEE.

Mr. Blake moved that the House on its adjournment, do stand adjourned to eleven o'clock in the forenoon of Saturday.

Mr. Rykert said that in that case it would be impossible for the report of the Committee to be received this Session.

Mr. Macdonald (Leeds) expressed his regret that the Government had thought fit to prevent the report from being received.

Mr. Lauder protested against the course taken by the Government.

Mr. Blake said that the hon. gentleman who had spoken had voted against the reception of the Wood Committee's report.

Mr. Cameron said that there was a great difference between the two cases. He felt that there was some justice in what the Premier said; the report should not be adopted until hon. members had had an opportunity of reading the evidence.

Mr. Farewell and Mr. Ferguson rose together and began speaking the same time amid cries of "pair off," "sit down," &c.; however the former gentleman contrived to catch the Speaker's eye, and said that he agreed with what had been said by the hon. member for East Toronto, and to refer to the report, until the cries of "Order" from all parts of the House compelled him to desist.

Mr. Wood (Brant) did not think the House was in any way bound to accept the report, even if it was unanimously agreed to by the members of the Committee.

THE SCOTT MURDER.

Mr. Cameron asked if the Government had decided what course to adopt with respect to the \$5,000 reward for the apprehension of the murderers of Thomas Scott.

Mr. Blake said that the time of the Administration had been so completely taken up by other important duties that the subject had not yet been considered. It would receive the consideration of the Government as soon as they were released from their parliamentary duties.

THE MODEL FARM.

Mr. Cameron said he presumed no change would be made by the sale of the Agricultural College.

Mr. Blake replied that the Government had not the slightest idea of making any change; they had no appropriation for the purpose.

The House adjourned at 5:40 until eleven o'clock on Saturday.