

tion had been effected as this Bill asked for. He had hoped for better things in this new country. He had thought men were growing wiser in this day, and would mutually allow these old prejudices to cease in a land so far removed from the scene of their cause, and in which there was no shadow of necessity for them. The law is strong enough to guard our rights as it is, and the sanctioning of such a Bill would be a plain insult to a large class of the people. Although men of education may rise superior to prejudice, there exists a very large class who have inherited feelings of bitterness which cannot be subdued, and it would be a deadly blow to our country's weal to cast a fire-brand among such inflammable natures. The intelligence that this Bill had received sanction from this House would act most banefully against Canadian interests in the mother country. It would produce discord where harmony now exists, and would in all probability bring on other dangers and evils in the future which our children's children would deeply regret. All would prefer that prejudices born in the old land and excusable there should drop from all who land on these shores. (Hear, hear.) He appealed to the philanthropy, honour, and patriotism of hon. gentlemen to spare the country the disasters which might arise from the passage of the Bill, and hoped the movers of it would find it their pleasure on reconsideration to withdraw it.

Mr. PRINCE said he thought no stronger argument against the Bill could be needed than the conduct of its supporters in desiring to rush it through.

The Bill was allowed to stand.

MUNICIPAL LOAN FUND.

The debate was then resumed on the resolutions submitted on the Municipal Loan Fund scheme.

Mr. RICHARDS thought the Premier was not altogether disposed to adhere to the rule laid down when the resolutions were framed, but considered that exceptions had been made that were not fair, and instanced Niagara. He thought the Government ought not to ask the municipalities to hand over their securities.

Hon. Mr. MOWAT pointed out the necessity existing for such securities.

Mr. WOOD (Brant) very clearly demonstrated the nature of existing peculiarities in the indebtedness of several municipalities, and expressed his entire confidence in the scheme which he claimed was one which would challenge the criticism of gentlemen opposed to the Government. He claimed that the Attorney-General had done himself infinite credit in the preparation of this scheme. It was a question of great magnitude, and beset with many difficulties, and the Attorney-General had done more than any other person before him to settle this difficult question.

Mr. CAMERON enquired of the last speaker if he had not taken particular interest in the preparation of the scheme.

Mr. WOOD replied that he had nothing to do with it, nor had he ever mentioned Brantford to any member of the House in connection with this matter. He was prepared to see Brantford dealt with in the same manner as other municipalities were dealt with. It had been, was now, and would in future be able to stand taxation without special influences being brought to bear by him. He then replied to various insinuations cast by members upon himself, and that municipality. From the time that he entered the Government of the late John Sandfield Macdonald until he withdrew from it he never endeavoured to do anything that might be construed into a favour for Brantford. As to the merits of this scheme he rested content with leaving it to the good sense of the House. For himself he would give it his strongest support.

Mr. CAMERON asked if Mr. Wood's view was not that municipalities which are able should be made to pay?

Mr. WOOD replied that they should pay just what they were required to pay by law.

Mr. SEXTON called the attention of the Government to an inaccuracy in the figures relating to the county of Wentworth.

At the request of the Opposition, the matter was laid over till Monday week.

AGRICULTURAL COLLEGE AND MODEL FARM.

Hon. Mr. McKELLAR moved that the House go into Committee of the Whole on Tuesday next to consider the resolutions re-

garding the Agricultural College and Model Farm, which was agreed to.

DRAINAGE WORKS.

On motion of Hon. Mr. McKELLAR, the report of the Committee on the Bill to authorize a further expenditure of public money for drainage works, was received.

BETTER ADMINISTRATION OF JUSTICE.

Attorney-General MOWAT moved that the report of the Committee on the Bill providing for the better administration of justice in the courts of Ontario be received. Carried.

WHITBY AND PORT PERRY RAILWAY.

The House went into Committee on the Bill respecting the position of the Port Whitby and Port Perry railway company under the Acts in aid of railways, and reported the Bill—Mr. Cameron stating that he would move an amendment to it on its third reading.

The House then (11 p. m.) adjourned.

RESOLUTIONS.

1. That it is expedient to provide for the re-arrangement of the Municipal Loan Fund debts, so as to secure the due and regular payment of such of them, or of such portions thereof, as are to be paid.

2. That it is expedient to distribute amongst the Municipalities of the Province for local purposes, the future produce of the said debts, and so much of the other funds of the Province as may, with the produce of the said debts, be equal to the allowances hereinafter mentioned.

3. That with respect to those debts to the Municipal Loan Fund, on which an assessment of five cents in the dollar on the assessed annual value of the property of the indebted municipality in 1858, was not sufficient to pay the interest, the practical effect of the Statute 22 Victoria, c. 15, (entitled An Act further to amend the Consolidated Municipal Loan Fund Acts), has been to reduce every such debt, on the first day of December, 1859, to the sum on which the said rate of five cents in the dollar would pay interest at five per cent; that it is expedient to accept this reduction as the basis of a new settlement with all municipalities which desire the benefit of a settlement on that basis, and to give to other municipalities some compensation in respect thereof by making to such other municipalities the allowances hereinafter provided.

4. That for many years it has been the policy of this country to give public aid to useful railway enterprises; that the late Province of Canada largely aided certain railways in Upper Canada; that other railways in Upper Canada were built without any aid from the Province of Canada, but with large aid from some of the municipalities in Upper Canada, by taking stock in the railway companies which were to construct the said railways, and by making loans to the said companies, which stock was taken and which loans were made on the mistaken representation to the said municipalities, and in the delusive expectation by them that their advances would be made good out of the profits of the railways; that the railways so respectively aided by the said Province and by the said municipalities have been greatly instrumental in developing the wealth and resources of this Province; and that, with respect to the said railways so built without any Provincial aid, it is expedient, in view of the said facts, to credit to such of the said municipalities as are not benefited by the Statute 22 Vic., c. 15, a sum equal to \$2,000 a mile of railway so aided, the said sum to be divided amongst the municipalities respectively, in proportion to the amount of their said contributions, and to be allowed to each as a payment at the date of its debt therefor being contracted.

5. That after the Confederation of the Provinces in 1867, and before passing of the Railway Aid Act of 1871, divers municipalities, which will not be benefited by the said Statute, 22 Vic. c. 15, have given sums of money by way of gift or bonus to divers railways, or portions of railways, which, if not commenced prior to 7th of December, 1870, would have been entitled to aid under the said Act; that the sums so given were larger than might have been necessary if the said railways had received aid from the Province in the same way as the Act of 1871 provided with respect to railways commenced after the said date; that it is expedient to make to these municipalities an allowance, as of the 1st January, 1873, at the rate of \$1,000 per mile of the portions of railways aided by the said municipalities respectively; such allowance to be divided amongst the said