

be taken into account. (Hear, hear.) As to the Welland Canal, that work had been originated by local enterprise, and was the only public work that paid. He denied that the Great Western was any benefit to St. Catharines; on the contrary, the road had injured that town. Northumberland and other counties had paid up their interest

while others had not done so, and therefore the \$2 per head rule would work inequitably. Then the distinction made between railways and other improvements was also unjust, because, although railways were now of greater public benefit than gravel roads, yet the latter had been of great benefit in times past. He claimed also that last year's assessment was not a fair test of the position of many municipalities. St. Catharines last year was assessed higher than any other municipality in the Province proportionally, because certain parties to make themselves popular had reduced the rate. On the other hand Brantford was assessed very low. Whether this was done in anticipation of the presentation of this scheme, he did not know, but it looked suspicious. The township of Ops was not assessed to half its value, and he dared the member for South Victoria to deny that fact. This and other townships had been assessed very low in anticipation of this scheme. Then take a large town or city, with farms skirting the municipality. Adjoining pieces of property thus situated were assessed at very different values, those inside the town being assessed much higher than those outside. The Premier could therefore show no sound reason for taking the assessment of 1872 as the proper basis for the calculations of this scheme. He contended that school rates should be regarded as ordinary and not extraordinary expenditure. The ordinary expenditure of St. Catharines for the last 15 years was 15 mills on the \$, and this was exclusive of school expenditure. Therefore it would be seen that this scheme would operate very unjustly to that town. The fact was that St. Catharines was not paying expenses. The Premier had not shown due care in his preparation of this scheme, which, by stifling enterprise in many places, would do more harm than good. If he understood the scheme, as explained by the Premier, it was only those indebted to the Fund which would be allowed the \$2,000 per mile for Railways.

Hon. Mr. MOWAT said that he intended to give that sum to all the municipalities.

Mr. RYKERT said that the hon. gentleman had not then worked out the scheme on that basis, and the discrepancy showed that the hon. gentleman did not know how to work out the figures. The schedules showed that to none but those who were indebted to the Fund was the \$2,000 per mile allowance made. When the scheme was first introduced a certain hon. gentleman (Mr. Springer, member for Waterloo,) was greatly incensed and threatened to oppose the Agricultural College "job," but now we find certain modifications introduced, which have led to a pacification. He would like to know by what rule or resolution the Premier allows Berlin three and four thousand dollars per mile, and Hamilton \$8,000 per mile, while he allows other municipalities only \$2,000 per mile. The constituency of Hamilton was getting great favours from this Administration. Why should a special rule be made in favour of these constituencies? The whole scheme, from beginning to end, was one of conciliation, was framed in the interest of the friends of the Government, was ill digested, and would therefore be found to be detrimental to the best interests of the Province. There was no sound excuse given for the application of an exceptional rule in favour of Berlin and Hamilton. If this exception were allowed to prevail Prescott and many other municipalities would also have a right to come in for special exceptions, for they also had been injured by legislation similar to that by which it was claimed Berlin and Hamilton had been injured. The Peterborough and Hope road was allowed \$2,000 a mile, but that rule was not worked out in the case of the Buffalo and Lake Huron Railway. The township of Hope with others in 1856 consented that their stock should be sold to the railway company and should receive so much a year; and yet, although they were parties to that transaction, they came under one of the extraordinary special rules. Take the case of Port Hope. He was not in favour of making that town pay more than it was able, but the Government seemed to overlook the fact that Port Hope had a revenue-producing investment in the harbour. He contended that Chippawa should be classed with Prescott and have its debt wiped out. That town took \$26,000 in the Erie and Ontario Railway

when it was unable properly to take \$1,000 in the road, and it had been injuriously affected by legislation. It had paid \$14,300 on account of its loan—almost more than it was worth—but it met with no such favour as that accorded to the flourishing and prosperous town of Berlin. The member for South Victoria made a gigantic mistake when he said that the Welland Railway had specially benefitted the County of Welland. Every town along the Niagara river had decreased in population and extent. The Premier also seemed to press hard upon the Town of Cobourg, which had been ruined by injurious legislation, more so even than Prescott.

The House adjourned at six.

Evening Session.

Mr. SPEAKER took the chair at 7.30 o'clock.

AGRICULTURE AND ARTS.

The House went into Committee on the bill to amend the Agriculture and Arts Act, which was reported, with an amendment proposed by Mr. Monk. The bill was read a third time and passed.

HIGH SCHOOL LAWS.

Hon. Mr. MOWAT moved the second reading of the bill to amend the Public and High School laws. He thought that the provisions of the bill would not excite any lengthy discussion. The principal feature of the bill was the provision providing for the lapsing, periodically, of the terms of office of one half of the members of the Council of Public Instruction. It was proposed, also, that there should be three elected members, one by the masters of Public Schools, one by the masters of High Schools, and one by the school inspectors. It was also proposed to make the examinations more uniform than heretofore.

After some discussion,

Mr. MACDONALD read from the Lieutenant-Governor's speech at the opening of the session to show that this bill was a part of the Government's policy for the session. That was on the 8th of January, and he thought that the Government were censurable in having so long delayed the progress of the bill, and in now asking the House to consider it at the tag end of the session. At this late day it was quite impossible for members to ascertain what were the views of their constituents with reference to the provisions of the measure. It was important that members should have an opportunity to consult with their constituents before the measure became law. He proceeded to criticise several features of the bill.

Me-srs. RYKERT and FERGUSON took objection to several clauses.

Mr. CAMERON said that there was no doubt that a bill of this kind would excite a good deal of discussion. He had had some experience in educational legislation—(hear)—and he could tell the Premier that he could not pass this measure without it being subjected to considerable criticism. If the Premier had matured this scheme and desired to pass it through this session he would have no objection, but he understood that this was not a matured scheme, and therefore he thought that it ought to stand till next session, especially if the House was to be prorogued this week. With reference to the Council of Public Instruction, he could say that the charges made against it were of a sentimental character, and were of no importance. That body had done its duty faithfully, diligently and gratuitously, and he had no sympathy with the grumbings which obtained in some quarters against them. He was anxious to support the Government in carrying any well digested educational measure, because he believed that the efforts of both sides of the House should be extended with a view of obtaining a really good, workable measure.

Hon. Mr. MOWAT said that it was all-important that the Council of Public Instruction should have the confidence of the public. The proceedings of that Council were of a private nature, and he did not think that a body of that nature should be appointed for life. He would be greatly surprised if the elements he proposed to introduce into that body would not increase its efficiency. With reference to the charge that the Government was derelict in not having brought up the measure earlier, he would say that the Government found a sufficient excuse in the number and importance of the measures which the Government had to deal with this session.

Mr. CAMERON warned the Premier that he would find a good deal of pressure brought to bear upon him, in order to procure the appointment of interested persons to positions in connection with the Council of Public Instruction.

Hon. Mr. MOWAT said that the hon. member had no doubt found it hard to resist such pressure when he was in power.