

# LEGISLATURE OF ONTARIO

## SECOND PARLIAMENT—SECOND SESSION

WEDNESDAY, March 26.

The Speaker took the chair at 1:30 p.m.  
After routine,

### RAILWAY ORDERS IN COUNCIL.

Attorney-General MOWAT moved a resolution ratifying the Orders in Council respecting the Wellington, Grey, and Bruce Railway Company, Northern Extension Railways Company, London, Huron, and Bruce Railway Company, and Prince Edward Railway Company. These Orders have already appeared in to-day's issue (26th).

### MUNICIPAL LOAN FUND.

The debate on Attorney-General Mowat's motion for the House to go into Committee on the Municipal Loan Fund resolutions was resumed by

Mr. RYKERT, who regretted that he had by his remarks yesterday offended the gentlemen on the Treasury benches, but, notwithstanding that, he should now continue his speech, as in a matter of such importance, involving the disposition of some thirteen millions of dollars, he claimed that he was at full liberty to criticise freely where he thought it was needed. He closed his observations last evening by referring to injurious legislation in connection with railways. By the action of the old Parliament of Canada the stock of the Cobourg and Peterborough Railway was nearly destroyed. As regarded, however, the passage of the Act of 1863, legalizing a by-law of the town of Berlin of £5,000 in favour of the Berlin and Preston Railway, there was a petition sent from Berlin asking for such legalization. The city of Hamilton was also a party to such legislation, and favourable to the action of Parliament. Now it was proposed to wipe away the \$80,000 given by Hamilton and the \$20,000 given by Berlin, and thus an injustice was being done to the rest of the Province. It was stated by the Premier that Prescott had been injuriously affected by the railway it had aided; and though he (the speaker) did not say that was not the case, there were other places besides Prescott which had been injuriously affected by legislation, and the same rule should apply to all. Without the legislation referred to the railway could not have been carried on successfully at all. It was proposed to wipe away a debt of \$1,280,409 due by Norwich, Woodstock, Simcoe, and Windham, and then the House was asked by an Order in Council that these municipalities should receive \$2,000 a mile besides for the construction of the Port Dover and Lake Huron Railway. That was an act of injustice. The resolutions referred to bad investments by municipalities, as illustrated by the town of Dundas, which it was purposed to relieve altogether of its debt. He admitted that the construction of the Desjardins canal had been a bad speculation, but there were other towns which had suffered as greatly as Dundas, and he did not understand why one town should be singled out to have its debt wiped away altogether. The rule should apply to other places. It was not right to take the indebtedness of Dundas for last year alone. The better way would be to look at the financial position of the town during the last eight or nine years, strike an average rate, and see what would in equity remain for payment. By the twelfth resolution Niagara, which had spent her money for railway purposes and held a mortgage therefor, was compelled to give that mortgage up, while Brantford and Stratford, which had spent their money for local improvements, the former having a balance to its credit in the Bank, had no securities, and thus Niagara was not placed on a par with them. The debts of Brantford and Stratford had been largely reduced on account of the Buffalo and Lake Huron Railway, and, though he did not complain of that, other municipalities, such as Bertie, Moulton, and Sherbrooke and Wainfleet, received amounts larger than were equitable, and the rule did not work fairly. Chippawa village, also, was not equitably dealt with under the rule. It was asked to pay \$33,000, and he did not believe it could pay \$3,000, and should in reality receive \$1,900 in equity; its financial position was none of the best. It should be classed with Prescott, and have its debt wiped out, for it had taken \$26,000 in a railway when it was really not in a position to do so, and it had been injuriously affected by legislation. There was a grave