

good thing would be accomplished. It was an important road, as it served to connect Lake Erie with Lake Huron, and the road could not be constructed without Government assistance. The hon. gentleman showed the disastrous effects of past legislation in the municipalities through which the railway would pass, and their claims for aid on account of such legislation had been admitted by the Court of Chancery. It was in every respect just that the claims of those municipalities should be allowed by the Government; and if they had not been relieved before it was on account of a technical difficulty in dealing with the Legislature as individuals.

Mr MACDONALD moved an amendment to the effect that there was a tendency to give increased aid to railways, and that in the opinion of the House that tendency must be checked.

Mr. WOOD (Brant) said if the Government had to resort to the Railway Subsidy Fund they would have to grant that money, so as to be in conformance with the Act of Parliament that provided that the grant should be made in the shape of annual payments, and he presumed it was the intention of the Government to follow out that Act. He moved an amendment, which said that the amount appropriated by "the Blake-Scott Government" and the present Government already amounted to two million dollars, being more money for railway enterprise than the fund authorized, and that the House could not consent to a further increase of the fund.

The House then divided with the following result—Yeas 11, nays 56.

YEAS—Messrs. Macdonald, Ferguson, Rykert, Boulter, Merrick, Corby, Gifford, McManus, Wilson, Gibson, Grauge—11.

NAYS—Messrs. Mowat, Crooks, Scott (Ottawa), McKellar, Pardee, Farewell, Fraser, Smith, Baxter, Clemens, Springer, Webb, Clarke (Wellington), Barber, Gibbons, Williams (Hamilton), Cook, McKim, Oliver, Striker, Paxton, Bethune, Deroche, McCall, Clarke (Norfolk), Monk, Boulbee, McLeod, Ardagh, McKee, Sexton, Christie, Wood (Victoria), Patterson, Crosby, Finlayson, Williams (Durham), Graham, Wood (Brant), Watterworth, Sinclair, Guest, Hamilton, Haney, Harrington, Fitzsimmons, Caldwell, Snettinger, Craig (Glengarry), Lauder, Code, Read, Meredith, Calvin, Tooley, Monteith, —57.

Hon. Mr. CROOKS then moved an amendment to Mr. Macdonald's amendment to the effect that the House recognized the great value of the proposed railway being aided out of the Railway Appropriation under the Railway Aid Act and the Act amending the same, and the said appropriation being sufficient without any further appropriation being required, that such resolution be now ratified by this House.

This amendment was carried on the following division—Yeas 55, nays 12.

YEAS—Messrs. Mowat, Crooks, Scott (Ottawa), McKellar, Pardee, Williams (Hamilton), McKim, Springer, Striker, Deroche, Cook, Farewell, Paxton, Sexton, Christie, Bethune, McCall, Clarke (Norfolk), Monk, McLeod, Wood (Victoria), Patterson, Crosby, Gibbons, Clemens, Baxter, Fraser, Webb, Clarke (Wellington), Barber, Smith, Deacon, Graham, Ardagh, Williams (Durham), Oliver, Watterworth, Finlayson, Sinclair, Snettinger, Hamilton, Haney, Caldwell, Harrington, Fitzsimmons, Craig (Glengarry), Guest, Read, Meredith, Calvin, Tooley, Monteith, Wood (Brant), Prince, and Christie —55.

NAYS—Messrs. Macdonald, Ferguson, Rykert, Boulter, Merrick, Corby, McManus, Gifford, Boulbee, Wilson, Gibson, and Code. —12.

#### MUNICIPAL LOAN FUND.

Attorney-General MOWAT stated that the Government proposed to alter the resolution as it stood in reference to the allowance of \$1,000 per mile, and the effect of the amendment he would propose was not to increase the total sum granted, but to spread the \$1,000 per mile allowance over the whole lines of railway instead of particular portions thereof, so that all the municipalities covered by the resolution as amended would have an equal share in proportion to the amounts they had given. The other proposed alteration merely gave the Government power to make the corrections necessary in the schedule in consequence of the alteration made in the resolution. He had submitted the resolution to his Excellency the Lieutenant-Governor and had his command to recommend it to the consideration of the House.

Mr. RYKERT said that the Government, finding that its friends were not rallying round their scheme as well as they expected they would, now ran up to the Lieutenant-Governor and procured his permission to

alter it once more. The history of this scheme was a most curious page in the history of the country. It would appear to be most fortunate that the Opposition had done as they were accused of doing, and had taken up so much of the time of the House, or else the Lieutenant-Governor would have been knocking at the door of the House for the purpose of proroguing it before this poor little bantling had been put through the House. He hoped that this was the last alteration that would be made, or still better, that the scheme would be thrown over until next year.

In answer to Mr. Farewell, Attorney-General MOWAT explained that the proposed alteration would not affect the municipalities along the line of the Whithy and Port Perry, because the whole of that line had been aided. Only a portion of the Nipissing line had been aided.

Mr. ARDAGH spoke of the position of the county of Simcoe in connection with the settlement of this fund. That county had liberally aided the Northern Railway, and that road was in the interest of the whole Province. The town of Barrie and the village of Orillia had also given bonuses in aid of the Muskoka Junction Railway, but the township of Oro refused to give a bonus of \$40,000 in aid of that enterprise; and it appeared as if Barrie and Orillia were to be punished on account of Oro not giving the bonus. The bonuses given would not have been so large had Government aid for railways been anticipated. The member for North Victoria had pretty freely displayed his objection to having the townships in his county refused a railway allowance, and now the Attorney-General brought in an amendment by which the demands of those townships were granted. Perhaps only for the display of indignation by the member for Victoria that amendment would not have been brought in; and unless the resolution of the Attorney-General covered the cases of Barrie and Orillia he would be inclined to feel they were left out because it was not thought necessary in any way to gratify him, seeing that he was not a thick and thin supporter of the Government. He also referred to the aid granted the Midland Railway by certain municipalities in Simcoe. He thought that the resolution covered the cases of Barrie and Orillia at all events, so far as the spirit of it was concerned. The local municipalities of North Simcoe did not expect that Government aid would be given to the railways to which they voted bonuses, otherwise they would not have given as much in each case as they did.

Attorney-General MOWAT said that the Government had gone as far in the resolutions as was consistent with equity, and the cases of the municipalities referred to by the member for North Simcoe had been taken fully into consideration by the Government. If they had not been dealt with exactly as the hon. gentleman would wish, it had certainly not been on account of the position of their representative, who was not particularly favourable to the Government; and he would remind the hon. gentleman that no grant had been given to those municipalities which had aided the Whithy and Port Perry Railway, although the county of Ontario was represented by two staunch supporters of the Administration. It could not be charged that undue favours had been made under the scheme, for in devising it he allowed himself not to be swayed in the slightest by political considerations. Municipalities represented by both friend and foe had been treated exactly similar.

Mr. FERGUSON regretted that although the Co. of Simcoe had spent \$450,000 on the Northern Railway, no compensation was to be made to it therefor. He believed he would have received fair play at the hands of gentlemen opposite, but he would not think that justice would be meted out to him unless some further consideration was given Simcoe.

Mr. PAXTON strongly supported the Government's scheme, and said the constituents of the member for South Grey would not thank him for voting against it.

The House then went into Committee, and the amendment of the Attorney-General was carried.

The Committee rose and reported.

Mr. MACDONALD moved an amendment expressing regret that under the Government scheme the older counties would have cause of complaint against the capitation allowance.

The amendment was lost—Yeas, 15, nays 53.

YEAS—Messrs. Boulbee, Calvin, Corby, Craig (Russell), Ferguson, Gifford, Graham, Hamilton, Lauder, Macdonald, Merrick, Ry-