

ests of this Province and Dominion, will be benefitted by the development and working of mines in that section of country which, owing to not having a proper title, those parties are at present unwilling to do.

Mr. Williams (Durham)—That he will, when the House is in Committee on Bill No. 140, move that the following be added as a section to the said Bill:—"Every person who shall directly or indirectly, by himself or by any other person on his behalf procure or endeavour to procure, by intimidation or otherwise, the signature of any voter to any contract, promise, or pledge to support, or cast his vote in favour of either or any candidate at such election of the Legislative Assembly of Ontario, shall be deemed to have committed the offence of undue influence, and shall incur a penalty of two hundred dollars."

Mr. McLeod—Will, when Bill S3 is in Committee of the whole House, move in amendment:—To insert after the word "and," in the 10th line, the words "also to expend money in any extension," and in same line, after the word "harbour," the word "or," and to expunge the word "build" in the 22nd line, and to insert in lieu thereof the words "expend money in building," and also to expunge the word "or" at the end of said line, and the first two words in the 23rd line "near to," and further to add to said section the words, "but subject to the rights of the Whitby Harbour Company and of the Dominion Government."

Hon. Mr. Crooks—At the first sitting of this House on Wednesday next. Resolution—That this House doth ratify the Order in Council approved by his Excellency the Lieutenant-Governor on the thirteenth day of December, 1873, with reference to the Prince Edward County Railway Company, which order is to the following effect:—

Upon a report of the Honourable the Attorney-General, dated 27th December, 1873, the Committee of Council advise that subject to the ratification of this Order in Council by resolution of the Legislative Assembly (in default of which ratification this Order in Council is inoperative) the time allowed the Prince Edward County Railway Company by the Order in Council of 24th March last for furnishing proof to the satisfaction of the Lieutenant-Governor in Council of a *bona fide* and sufficient contract for the completion of the works (exclusive of tracklaying) on that portion of the Prince Edward County Railway between the Grand Trunk Railway and Picton be extended to the 1st July next.

Hon. Mr. Crooks—At the first sitting of this House on Wednesday next—Resolution, That this House doth ratify the Order in Council approved by his Excellency the Lieutenant-Governor on the 16th day of March, 1874 with reference to the Northern Extension Railway's Company, which order is to the following effect:—The Committee of Council advise that subject to the ratification of this Order in Council by Resolution of the Legislative Assembly (in default of which notification) this Order in Council is inoperative, the time allowed the Northern Extension Railway's Company by the Order in Council of 24th March, 1873, for furnishing proof to the satisfaction of the Lieutenant-Governor in Council for the works (exclusive of track-laying) on that portion of the Northern Extension Railway between Washago and Gravenhurst be extended to the first day of July next.

Hon. Mr. Crooks—At the first sitting of this House on Wednesday next—Resolution—That this House doth ratify the Order in Council approved by His Excellency the Lieutenant-Governor on the sixteenth instant, granting aid to the Norfolk Railway Company, which Order is to the following effect:—

The Committee of Council have had under consideration the memorandum of the Hon. the Treasurer, dated the 14th March instant, respecting the Norfolk Railway Company's application for aid from the Railway Fund.

The Committee advise that payment be authorized to be made to the said Railway Company out of the Railway Fund to the extent of \$2,000 per mile, or its annual equivalent of \$194 40 for the period of 20 years from the first day of January, 1872, for the distance of the railway between the town of Brantford and the village of Port Burwell, on fulfilment of the conditions of the Railway Aid Acts, and upon condition that the Company do, on or before the first day of December next, furnish proof to the satisfaction of His Excellency in Council of a *bona fide* and sufficient contract for the completion of the works of the railway, exclusive of track-laying for the said portion between Brantford and Port Burwell.

Hon. Mr. Crooks—At the first sitting of this House on Wednesday next—That this House doth ratify the Order in Council, approved by His Excellency the Lieutenant-Governor on the sixteenth instant, granting aid to the Wellington, Grey and Bruce Railway Company, which order is to the following effect:—The Committee of Council have had under consideration the memorandum of the Hon. the Treasurer, dated the 28th day of February, 1874, with reference to the application of the Wellington, Grey, and Bruce Railway Company, that it may receive aid from the Railway Fund for that portion of their line of railway which lies between Palmerston on the main line and Wingham, being the unaided portion of the southern extension to Kincardine. The Committee advise that, subject to the ratification of this Order in Council, by resolution of the Legislative Assembly (in default of which ratification this Order in Council is inoperative), payment be authorized to be made out of the Railway Subsidy Fund to the company of the sum of one hundred and ninety-four dollars and forty cents per mile for that portion of the line of the company's railway between Palmerston and Wingham, such sum to be payable by even half-yearly payments of ninety-seven dollars and twenty cents each on the 30th day of June and the 31st day of December in each and every year, ending the period of twenty years to be computed from the first day of January, 1872, and to the full end thereof; and the Committee further advise that the said grant of aid be subject to the following conditions, that is to say:—

1st. On condition that on or before the first day of July next, it shall be made to appear to the satisfaction of the Lieutenant-Governor in Council, that the whole line of railway between Palmerston and Kincardine, has actually come into the possession and control of the Company, and in operation by the Company's servants and agents, or by those of any other company duly authorized in that behalf by the Wellington, Grey, and Bruce Railway Company, with all necessary and convenient station-houses and other facilities for the conveyance of the traffic of the district traversed, and that the arrangements for the operating of the road are such as will secure the continuance of these facilities.

2nd. On condition that His Excellency in Council may, on or before the said 1st day of July next direct that payment be made to the said Company out of the Railway Fund (should the same become applicable thereto) at the rate of \$2,000 per mile of the said portion of the railway between Palmerston and Wingham instead of the said annual mileage rate of one hundred and ninety-four dollars and forty cents at the option of the Lieut.-Governor in Council.

PUBLIC ACCOUNTS COMMITTEE

MONDAY, March 16.

The Committee met at nine a.m. to-day, and proceeded with the examination of witnesses as to the value of the fence.

Mr. JOHN SHANKLIN, called, sworn, and examined by Mr. Cameron, said he was a carpenter and joiner, and carried on a business as contractor; had seen the fence around the Parliament Buildings. He never did as much of a fence as that himself, and thought that it was rare that such a large contract of the kind could be got. He would be able to do a large job at a proportionately less rate than a small one. Leaving out the gate and corner posts, he would have been willing to do the job at \$50 per hundred feet. If there had been an advertisement for tenders he would not have offered for it, because there were so many who would have tendered below him. He very seldom tendered for public contracts. The pickets in the fence round the buildings were, in his opinion, done by machinery, and had he taken the contract he would have got them from the shops in the city. Good inch stuff would, in his opinion, average as much in the market as inch-and-quarter stuff. The pickets in the fence were inch-and-quarter. From 12½ to 15 cents was a fair price for a four-foot picket; the picket used in the fence was higher than that, and would probably be about five feet. The value of gate and corner-posts would be about \$15 each. When he got painting done, he always got a painter to make an estimate for him. He usually paid 20 cents per yard for three coats of paint; two coats would cost about 12½ cents. He would have been willing to erect the fence in this case for from 90 cents to \$1 per foot, which he considered a fair living profit. Scantling posts were worth more than round cedar posts; the square lumber would cost about 40 cents per foot, and the round about 25 cents. Cedar scantlings usually cost from \$15 to \$18 per