

LEGISLATURE OF ONTARIO

SECOND PARLIAMENT—THIRD SESSION.

SATURDAY, March 20.

The Speaker took the chair at 11:15 a.m.

KINGSTON NORMAL SCHOOL.

In reply to a question by Mr. ROBINSON, Hon. Mr. MOWAT said it was the intention of the Government, at as early a date as possible, to build a Normal School at Kingston, as he was of the opinion that such a School was needed.

PRINTING.

Mr. RYKERT inquired whether extra copies of the Public and High Schools Bill would be printed.

Hon. Mr. MOWAT thought it probable they would.

THE TORONTO, GREY, AND BRUCE RAILWAY.

Hon. Mr. CROOKS moved that this House doth ratify the Order in Council approved by his Honour the Lieutenant-Governor, on the 17th day of March, 1874, with reference to the Toronto, Grey, and Bruce Railway Company, which Order is to the following effect:—

The Committee of Council have had under consideration the memorandum of the Honourable the Treasurer, dated the 16th day of March instant, with reference to the application of the Toronto, Grey, and Bruce Railway Company for further aid out of the Railway Fund, and they advise that, subject to the ratification of the Order in Council by resolution of the Legislative Assembly (in default of which ratification this Order is inoperative), payment be authorized to be made out of the Railway Subsidy Fund to the Company, of the sum of ninety-seven dollars and twenty cents per mile, for that portion of the line of the Company's Railway between Orangeville and Owen Sound, such sum to be payable by even half-yearly payments of forty-eight dollars and sixty cents each, on the 13th day of June and the 31st day of December in each and every year, during 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 conditions hereinafter mentioned.

The Committee further advise that (subject to the ratification of the Legislative Assembly as aforesaid), payment be authorized to be made to the Company out of the Railway Fund of a sum equal to two thousand dollars per mile for the whole distance of the railway between Harriston and Teeswater, upon the route authorized by the Order in Council of the twelfth day of March, 1873, and that this provision be in lieu of that authorized by the said last mentioned Order in Council, and the Committee further advise that the said grant of aid hereby authorized be subject to the following conditions:—

First. On condition that the Railway Company do, on or before the first day of September next, construct and completely finish to the satisfaction of His Excellency in Council, that portion of the line of the Company between Harriston and Teeswater, with all convenient station houses and other facilities for traffic, and do also make satisfactory proof to His Excellency in Council, that the arrangements of the Company for the operating of this portion of its railway are such as will secure continuance of these facilities to the district traversed by this part of the said railway.

Second. On condition that on or before the 1st day of July next, it shall be made to appear; to the satisfaction of His Excellency in Council, that the line of railway between Orangeville and Owen Sound is completely finished and equipped with all necessary and convenient station houses, and other appliances for the conveyance of the traffic of the district traversed by said line.

Third. On condition that His Excellency in Council may direct that payment be made to the said Company, out of the Railway Fund (should the same be applicable thereto), at the rate of one thousand dollars per mile of the said portion of railway between Orangeville and Owen Sound, instead

of the said annual mileage rate of ninety-seven dollars and twenty cents, at the option of the Lieutenant-Governor in Council; and the Committee further advise that aid be also granted to the Company at the rate of two thousand dollars per mile, or the equivalent annual payments for that portion of the railway between Weston and Toronto, on proof of bona fide contracts for the completion of the works being made by the first day of September next.

RYKERT drew attention to the fact the Orders in Council were exceeding appropriations. He did not object to grant.

Hon. Mr. CROOKS entered into a full explanation of the matter, showing that these Orders in Council were only provisional and would not come into effect unless the funds were sufficient to meet their demands.

Mr. CUMBERLAND protested against the aid given to this railway as compared to the paltry sum offered to the Northern Railway. The railway under consideration passed through an old and well settled district, while the Northern Railway, reaching into the Free Grant District of Muskoka, and pointed out by Government as an incentive to emigrants to settle in that district, was put off with such a paltry grant. He warned the Government not to do injustice to the Northern Railway because its promoters refused to lobby and play the log-rolling game in and around the House. If the claim of the Northern Railway was good—and he contended that it was undeniable that it was good—they should take upon themselves the responsibility of giving it the proper proportion of aid which was its due—the proportion which was given to railways similarly placed. As a business man, as a railway man, and as a member of the Legislature, he warned the Government not to allow the House to separate without reconsidering their decision.

Mr. PRINCE complimented the hon. member for Algoma for his gentlemanly speech, and thought there was much in it deserving the consideration of the House. He reminded him, however, that the whole riches of this country, developed or undeveloped, did not lie alone in the North, and that there was a necessity for railway communication to the West in order to develop its resources.

Mr. McRAE considered that it was most unfair in the hon. member for Algoma or the promoters of the Northern Railway to come down to the House at the last moment, and expect the Government to do all for them which they thought necessary. The Government had never refused to do anything for him in that way he had ever asked of them, if it was fair and just.

Hon. Mr. CROOKS defended the action of the Government, and pointed out the difference between the position of the Northern Railway and the position of the Toronto, Grey, and Bruce which it was proposed to aid.

The motion was then carried.

MIDLAND RAILWAY.

Hon. Mr. CROOKS moved that this House doth ratify the Order in Council, approved by His Excellency the Lieutenant-Governor on the seventeenth day of March, 1874, with reference to the Midland Railway Company, which Order is to the following effect:—

The Committee of Council have had under consideration the memorandum of the Honourable the Treasurer, dated the 14th day of March instant, with reference to the application of the Midland Railway Company, for grant of aid from the Railway Fund for the portion of its line between Orillia and Midland Bay.

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 two hundred and eighteen dollars and seventy cents per mile for that portion of the line between Orillia and Midland Bay, such sum to be payable by even half-yearly payments of one hundred and nine dollars and thirty-five cents each on the thirtieth day of June and the thirty-first day of December in every year during the period of twenty years, to be computed from the first day of January, 1872, and to the full end thereof, or in one sum of two thousand two hundred and fifty dollars per mile, should His Excellency in Council see fit, and that such payment be made on fulfilment of the requirements of the Railway Aid Act.

The Committee further advise that (subject to ratification of the Order in Council as aforesaid) payment be otherwise authorized to be made to the Company, in lieu of the