

the amendment was lost, Yeas, 17; Nays, 41.

The Bill was then read the third time and passed.

The following Bills passed through committee:—

To enable the Corporation of the Town of Cobourg to aid a certain Manufacturing Company, known as the Cobourg Carpet, Matting, and Manufacturing Company.—Mr. Hargraff.

To provide for the registration of a certain indenture executed by the Canada Central Railway Company, and to make other provisions respecting the same.—Mr. Monk.

To authorize the Corporation of the City of Ottawa to mortgage the By Ward Market property for a sum not to exceed thirty thousand dollars, to erect suitable market buildings there.—Mr. O'Donoghue.

To amend the Act to incorporate the Catling Gold and Silver Mining Company.—Mr. Wills.

Respecting by-law No. 333, passed by the corporation of the town of Belleville.—Mr. Boulter.

To incorporate the Petrolia Oil Pipe Company.—Mr. Deroche.

To incorporate the Home Fire and Marine Insurance Company of Ontario.—Mr. Barr.

To enable the Corporation of the town of Peterborough to incur an additional indebtedness for the purpose of defraying the cost of the construction of certain bridges over the River Otonabee, and also of the construction of certain ward schools in said town.—Mr. Scott.

Relating to St. John's Church, in the township of Ancaster.—Mr. Sexton.

To incorporate the Belleville and Ottawa River Railway Company.—Mr. Wills.

Further to amend the Acts relating to the Hamilton and North-western Railway Company.—Mr. Williams.

The following Bills were read the second time.—

To confirm the appointment of Trustees in connection with the Temperance-st. Church in the City of Toronto, and to vest in them certain lands.—Mr. Lauder.

To incorporate the Niagara Falls and Lake Erie Railway Company.—Mr. Wilson.

To amend the Act incorporating the Huron and Quebec Railway Company, and to legalize certain by-laws of the county and town of Peterborough granting aid by way of bonus to said Company.—Mr. Scott.

To incorporate the Hamilton and Dundas Street Railway Company.—Mr. McMahon.

To amend the Act passed in the thirty-fifth year of the reign of Her Majesty Queen Victoria, and chaptered seventy-nine, intitled "An Act to authorize the corporation of the City of Toronto to construct Waterworks in the City of Toronto," and to amend the Act passed in the thirty-seventh year of Her Majesty's reign, chaptered seventy-five, intitled "An Act to amend the Act passed in the thirty-fifth year of Her Majesty's reign, chaptered seventy-nine."—Mr. Bell.

To consolidate the town of Cobourg, and to authorize the issue of debentures on the security of the town property, and for other purposes.—Mr. Hargraff.

To grant relief to the Albion Road Company.—Mr. Patterson (York).

To authorize the incorporated Synod of the Diocese of Toronto, with the consent of the incumbent of St. Paul's Church, in the town of Lindsay, to sell certain lands in the town of Lindsay.—Mr. Clarke (Norfolk).

To confirm a By-law of the Canada Permanent Building and Savings Society, changing its name to The Canada Permanent Loan and Savings Company, and for other purposes therein mentioned.—Mr. Monk.

To authorize the Simcoe Mechanics' Institute and Literary Association to raise a loan, and for other purposes.—Mr. Clarke (Norfolk).

#### THE SCOTT MURDER.

Mr. MEREDITH asked the following questions:—Whether any claims have been made on the Provincial Treasurer for payment of the reward offered by the Province for the apprehension and conviction of the murderers of Thomas Scott? Whether any report has been made by the Chief Justice of Manitoba, or any one else, upon the said claims? Whether it is the intention of the Government to pay the amount of the reward, or any part of it, to the claimants or any of them, in accordance with such report, or otherwise? If no determination has been come to with reference to such claims, what

is the cause of the delay?

Mr. MOWAT said that claimants had been made on the Provincial Treasurer for payment of such reward. A report had been made by the Chief Justice of Manitoba on these claims. A commission had been issued to him to make this inquiry, the persons making the claims binding themselves to abide by his finding. The Chief Justice of Manitoba had made a report on these claims, and it was the intention of the Government, subject to the sanction of the House, to pay the amounts awarded in the report. For that purpose they proposed placing an amount in the estimates.

#### DIVISION COURT RECORDS.

Mr. HARGRAFF moved for copies of all correspondence between the Government and County Court Judges or other persons respecting the providing of suitable safes for the protection of records and other documents relating to suits in Division Courts. He pointed out that great loss had ensued in some counties through not having such safes.

Mr. MOWAT said that since the motion was placed on the paper he had made inquiry, and found that there had been no correspondence with the Government on the subject. The Government could not see their way at present to any legislation on the matter, though they recognized that it was one of considerable importance. He thought the local and county municipalities should make the necessary provision.

The notice was withdrawn.

#### HURON AND ONTARIO SHIP CANAL.

Mr. BELL moved for copies of all additional correspondence, during the present session, with the Government in the matter of the Huron and Ontario Ship Canal. Carried.

#### INVESTMENT OF FUNDS IN ONTARIO BY OUTSIDE CORPORATIONS.

The House went into Committee on the Bill to authorize Corporations and Institutions incorporated out of the Province of Ontario to lend and invest moneys therein.

The Bill was reported with amendments, which were concurred in.

#### RETURNS.

Mr. FRASER presented Supplementary Returns from a number of railways.

It being six o'clock the Speaker left the chair.

#### INDEPENDENCE OF PARLIAMENT.

After recess,

Mr. CREIGHTON, on the order for the second reading of the Bill further to secure the independence of the Legislative Assembly, said the object of this Bill was to prevent the partners of members from practising before Committees of the House. The Government had, however, introduced a Bill which covered the ground, and he, therefore, moved that the order be discharged.

The order was discharged and the Bill withdrawn.

#### PROTECTION OF RAILWAY BRAKEMEN.

Mr. WILLS moved the second reading of the Bill for the protection of brakemen on railway trains. He said the Bill might be defective and he should be glad to have it amended in Committee. It was said that more lives were lost through improper couplings than through deficient arrangements on the roof, but the fact was that when accidents happened through defective couplings the result was generally maiming instead of loss of life. He was informed that two hundred railway employees were killed in a year in this country. He read extracts from THE GLOBE showing the loss of life which took place from the want of railings round the top of the cars. There was a question as to whether this House could, legislate for railways incorporated by the Dominion Parliament. He believed they could, as they had the right to deal with the civil rights of the citizens of the Province. He also proposed to provide for warning brakemen when they arrived at low bridges. No doubt some improvement should be made for self-couplers, which could now be supplied at a very low rate. If steam brakes were adopted very few men would lose their employment. He had introduced a clause to make the penalty payable to the Provincial Treasurer as soon as the coroner's jury declared the company liable. It was known that railways paid a very small