

amount by way of compensation.

Mr. WOOD said the hon. gentleman deserved credit for bringing this matter under the consideration of the House. If it had been brought on earlier in the session it might have been referred to a Select Committee, but he was afraid the scheme was impracticable. It would involve a very large outlay. Many foreign cars were constantly travelling on our roads, and it would be impossible to discover whether the man fell from a foreign car or one belonging to our own companies. He believed the other provisions of the Bill would be found impracticable and too costly, especially as the hon. gentleman had not given the House any statistics. The hon. gentleman's motives were good, but he had not shown sufficient reasons for passing it now. He, therefore, asked him to withdraw it for the present, seeing that the session was so far advanced.

Mr. WILLS thought the Bill should be allowed to go to a Select Committee, and declined to withdraw it. He had no means of getting statistics. If the railway men saw that the House intended to legislate on this matter, they would make improvements on their cars. He was prepared to accept any amendment having the end of saving the lives of these men.

Mr. WOOD, while agreeing that some legislation in this direction might be desirable, pointed out that unnecessary time would be occupied if the Bill were referred to a Committee this session.

Mr. MACDOUGALL (Simcoe) said he did not think the measure would gain the object the hon. gentleman had in view. Prominent railway men had admitted to him that more safeguards could be provided, though some of the proposals in this Bill would be impracticable. He thought the Bill might very well be referred to a Select Committee and some progress made this session. A great improvement had been made by the adoption on some lines of the Müller platform, which had resulted in the saving of many lives. Other improvements might be adopted, and he thought a Committee might well be appointed to consider the matter.

Mr. PARDEE said the Bill could only apply to railways chartered by this Province. Legislation ought not to take place affecting our railways except after the fullest information. The House might be legislating actually to increase the danger instead of reducing it. Let the hon. gentleman bring in his Bill early next session, and refer it to a Committee then.

The motion was lost on a division.

#### TRAVELLING ON SNOW ROADS.

Mr. MONK, in moving the second reading of the Bill to facilitate travelling on snow roads, said the object was to provide for the widening of sleighs, as those now used were too narrow to be drawn by a span of horses. He had in the Bill excepted outters and pleasure sleighs and sleds used for drawing saw-logs. The sleighs he wanted to get at were the ordinary farmers' sleighs, which he proposed to widen from 3 feet 3 inches to 4 feet. He did not desire to interfere with cities and towns, but only with country districts.

Mr. ROSEVEAR would support the Bill if it referred to the hon. gentleman's own district alone, but opposed its extension to the whole country.

Mr. McMAHON believed the Bill would remedy the evils complained of in many portions of the Province.

Mr. BARR and Mr. HAY supported the Bill.

Mr. SINCLAIR suggested that an estimate of the cost of altering the sleighs should be brought down, and that the Government should be asked to vote supplies to assist the farmers in the matter. (Laughter.)

Mr. CURRIE would oppose the Bill unless it was confined to the county of Carleton.

Mr. SNETSINGER thought the measure was next to impracticable.

Mr. BOULTER said they could give the farmers time to wear out their present "narrow gauge" sleighs, and introduce the new system by degrees. The principle of the measure was a good one.

Mr. WOOD showed that at a fair calculation the passage of the Bill would involve an outlay of over half a million. He hoped the Bill would be withdrawn.

Mr. BISHOP supported the Bill, and said most people who had suffered from the condition of the present roads would be willing to bear a share of the expense. The matter was one of considerably more importance to the farmers than such questions as

the Northern boundaries of the Province (laughter), which some very learned members discussed with great ability. (Hear, hear.)

Mr. CREIGHTON said that the attention of the public had not been sufficiently directed to the measure yet, but he was glad a discussion had taken place upon it.

Mr. MACDOUGALL showed that the same width of road that would suit some parts of the Province would be entirely unsuited to others. He thought that if roads were found too narrow those who suffered from the evil should voluntarily make the suggested changes, but he thought it would be rather arbitrary to compel every one to make the change.

Mr. MONK said he was glad to find that all who knew what they were talking about were with him on this matter. He would, however, withdraw the Bill, being satisfied that though the House did not at present favour the Bill it would yet become law.

The motion was withdrawn.

#### DRAINAGE AND ROAD IMPROVEMENTS.

Mr. COUTTS moved the second reading of the Bill to amend the Municipal Institutions Act in respect to drainage and road improvements by Municipal Councils.

The motion was carried, and the Bill referred to a Select Committee.

#### JOINT STOCK COMPANIES FOR SPECIAL PURPOSES.

Mr. WILLS moved the second reading of the Bill to facilitate the formation of joint stock companies for the manufacture of butter, cheese, and dairy products. He pointed out the difficulties of incorporating the present Act, and said that he had framed the measure so as to render the process as simple as possible.

Mr. MOWAT said he had not had an opportunity of looking over the Bill, and he hoped his hon. friend would allow the order to stand for a short time.

Mr. WILLS consented.

#### TAX ON DOGS AND SHEEP.

Mr. BOULTER moved the second reading of the Bill to amend the Act imposing a tax on dogs, and for the protection of sheep.

The motion was carried and the Bill referred to a Select Committee.

#### RETURNS.

Mr. WOOD presented returns respecting fire insurance companies. Also, a supplementary return respecting the Credit Valley Railway.

#### INSURANCE.

On motion of Mr. CROOKS the House went into Committee on the Bill respecting insurance.

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

#### VOTERS' LISTS.

On motion of Mr. MOWAT, the House went into Committee on the Bill to amend and consolidate the law respecting Voters' Lists.

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

#### AMENDMENT OF THE LAW.

On the motion of Mr. MOWAT the House went into Committee on the Bill to carry into effect certain suggestions for the amendment of the law made by the Commissioners for Consolidating the Statutes.

Several amendments were made, and the Committee reported progress.

#### COUNTY COURT JUDGES.

On the motion of Mr. MOWAT, the House went into Committee on the Bill respecting County Court Judges, Mr. Deroshe in the chair.

Some amendments were made and concurred in.

Mr. MOWAT moved the adjournment of the House.

The House adjourned at 11:15.

#### NOTICES OF MOTIONS.

The Hon. Attorney-General—On Wednesday next—That there shall be for the remainder of this session a sitting of this House on each Saturday, to commence at 11 o'clock a.m., Government orders to have precedence; also, that on and after Monday next, the 31st inst., there shall be two distinct sessions of this House, the first sitting to commence at 11 o'clock, a.m., and to continue till 6 p.m.,