

Mr. Bell—Respecting the Credit Valley Railway Company.

Mr. Widdifield—To incorporate the Trinity Medical School.

Mr. Bell—To incorporate the People's Gas Company.

Mr. Clarke (Norfolk)—Respecting the Port Dover and Lake Huron Railway Company.

Mr. Hay—Respecting the Stratford and Huron Railway.

Mr. Hargratt—Respecting the Cobourg, Peterborough, and Marmora Railway and Mining Company.

Mr. Cameron—To incorporate the Metropolitan Street Railway Company of Toronto.

Mr. Hardy—To erect the town of Brantford into a city, under the name of the City of Brantford.

Mr. Wills—For the incorporation of the town of Belleville as a city, and for the consolidation of the debt thereof.

Mr. Sinclair—Respecting the village of Port Elgin.

Mr. Brown—Respecting the Pickering Harbour and Road Joint Stock Company.

Mr. Williams—Relating to St. Mark's Church, Niagara.

Mr. Broder—To legalize a survey in the township of Matilda.

Mr. Williams—Relating to the Hamilton and North-western Railway Company.

Mr. Massie—To incorporate the Guelph Street Railway Company.

NOTICES OF MOTION.

Mr. Ferris—On Monday next—Bill to amend the Municipal Institutions Act.

Mr. Coutts—On Wednesday next—Bill to amend the Municipal Act.

Mr. Creighton—On Tuesday next—Order of the House for all estates, moneys, and properties which have come to the hands of the Government, or of the Inspectors of Asylums or Prisons, belonging to the inmates of the various asylums of the Province, giving names of parties, and also dates of receipts of moneys in detail, showing also where such moneys are deposited, and to whose credit.

RAILWAY COMMITTEE.

This Committee met yesterday morning at 11 a.m., Mr. Pardee in the chair. The first order was the Toronto Street Railway Bill, the discussion upon which had been adjourned till yesterday in hopes of the several parties coming to an agreement mutually satisfactory. Contrary to the expectation of the Committee, however, when the chair was taken it was apparent that no understanding had been arrived at. Upon the resumption of the discussion a great amount of irrelevant matter was introduced, and much the same ground as had been covered in the previous sitting retraversed, the result being that it was almost one o'clock before the question which was expected to be settled between the parties by mutual agreement was submitted to the vote of the Committee, which decided by a large majority that the Toronto Street Railway Company is bound to pave its track at its own expense with whatever pavement the Corporation may adopt as the permanent pavement on such roadway as the track may be upon. The following is a resume of the salient features in the discussion:—

Mr. BIGGAR, till lately the City Solicitor, addressed the Committee at great length upon the course he had seen fit to adopt when he appeared before the Committee in charge of the Bill promoted and passed last year. He endeavoured to justify himself from the attacks made upon him in THE GLOBE, MAIL, in the House, in the City Council, and by the Provincial Treasurer, all of which attacks he characterized as being groundless. He spoke candidly of the manoeuvres he had resorted to last year to gain advantages for the city, the measure of which neither they nor the Company fully appreciated until the previous day's proceedings in Committee opened their eyes. The facts covered by the remainder of Mr. Biggar's remarks having already appeared in the report of the proceedings in connection with the Bill, need not be reproduced.

Mr. BELL asked what he understood by the word pavement as used in the contract.

Mr. BIGGAR replied that the word pavement in the agreement between the Corpora-

tion and Mr. Easton should be limited so as to comprehend only those paving materials in use at the time of the framing of the contract.

Mr. MACDOUGALL (Simcoe) asked if he had had his attention called to Sec. 6 of the Act, which was thereupon read.

Mr. BIGGAR said that that section of the Act was one that had called for and received much careful study. To test the accuracy of their interpretation of it they had consulted the Hon. M. C. Cameron and the Hon. J. Hillyard Cameron, both of whom had given written opinions thereon. The meaning of the section was tested when the Corporation was building a new sewer on Yonge-street. It was then decided that the Corporation was obliged to replace the roadway in perfect order, though they were not liable for any damage that might be sustained by the company in the interval between the removing and replacing of the roadway.

Mr. SINCLAIR protested warmly against the Committee year after year being lobbied and harassed upon this same question and its time being frittered away in seemingly endless disputation over the same points, together with the imputations upon the members in voting not being entirely disinterested.

Mr. BIGGAR, in reply to Mr. McWilliams, said that the Corporation had been paid \$50,000 for the right to use the track until the end of its franchise.

Ald. WITHROW, Chairman of the Board of Works last year, defended the position he had personally taken up, and explained the intention of the city in seeking for legislation last session. He said that the Street Railway Company never had been willing to lay any other pavement than cobble-stone.

The CHAIRMAN said that the Committee seemed to hold the opinion that the Street Railway Company was bound to lay down stone pavement.

Mr. McWILLIAMS said that the estimates of the City Engineer showed that it required about \$1,000 per mile per annum to keep macadamized roads in repair, which sum would be sufficient to keep wood pavement in repair for 10 years.

The CHAIRMAN here said that he could hear no more statements of counsel, which were merely reiterations of facts with which the Committee were already conversant. He would therefore put the question to the Committee as to whether, in its opinion, the Toronto Street Railway Company were