

# ONTARIO LEGISLATURE.

## THIRD PARLIAMENT—SECOND SESSION.

MONDAY, Feb. 26,

The Speaker took the chair at 3 o'clock.

### REPORTS BY COMMITTEES.

Mr. Mowat presented the report of the Select Committees on Bills Nos. 69, 112, and 113.

### TORONTO STREET RAILWAY.

Mr. CAMERON moved the third reading of the Bill respecting the Toronto Street Railway.

Mr. FRASER said he hoped the hon. gentlemen would allow the motion to stand until to-morrow, as some hon. members were absent to-day who would like to be present during the debate. It would be a saving of time to put it off until to-morrow?

Mr. CAMERON—I suppose we will have a debate if we do put off the motion until to-morrow?

Mr. FRASER—Not so long a debate as if you go on to-day, for we will have, of course, to speak against time, and I think we can keep it up until our friends arrive.

Mr. CAMERON—I can see no advantage in putting it off, for I suppose there is no possibility of getting the parties to come to an agreement.

Mr. FRASER—I think it would be a saving of time, for if we go on now we may have to take all the day and away into night, whereas if you postpone it it may be settled in a few minutes. I make this suggestion in order to save time.

Mr. CAMERON—Mr. Speaker, I move the third reading of the Bill.

Mr. FRASER—Then you don't propose to let it stand?

Mr. CAMERON—No.

Mr. FRASER—I am sorry for that, for I think we will be able to keep it up till our friends get here.

Mr. LAUDER—Does the hon. gentleman mean to try and burke the Bill by postponing the motion until to-morrow?

Mr. FRASER—No, I do not. I think when I say so the hon. gentleman should believe me. I shall be obliged, if the hon. member for East Toronto will not postpone his motion, to move the adjournment of the debate to test the feeling of the House.

Mr. CAMERON—The third reading should have taken place on Friday. I allowed it to stand because the Attorney-General suggested it would be better to do so, as he thought the parties might come to some arrangement. Now, I understand, the hon. gentleman is going to move his amendment.

Mr. FRASER—Yes.

Mr. CAMERON—Then I cannot allow it to stand, and we must have the debate. If he had not intended to move his amendment I might have considered whether or not I should put off the motion to-day.

Mr. FRASER—I cannot undertake not to move my amendment.

Mr. CAMERON—You might move it to-morrow, but not to-day.

Mr. FRASER—I have given the required notice. Saturday is a day for notices.

Mr. CAMERON—It must be on the table before five o'clock on a day on which the House is in session.

Mr. FRASER—Well, I gave notice on Friday.

Mr. CAMERON—Then we must go on.

Mr. FRASER—Mr. Speaker, I move the adjournment.

The House then divided on Mr. Fraser's motion for the adjournment of the debate, which was carried. Yeas, 48; Nays, 22.

### THE HAMILTON COURT HOUSE.

The Bill to provide for the erection of a Court House in the city of Hamilton was read the third time and passed.

### SITTINGS OF THE HOUSE.

Mr. MOWAT moved, "That on and after Tuesday next there shall be two separate sittings of the House, the first sitting from 3 p.m. to 6 p.m., and the second sitting commencing at 7:30 p.m." Carried.

### RAILWAY AID.

On the motion of Mr. PARDEE, the House went into Committee of the Whole on the railway aid resolutions.

Mr. CAMERON said that the course the

Government were pursuing left no choice but to accept the whole scheme, because to object to one of the grants would defeat the whole, but at the risk of defeating the measure, he should, however, move in opposition to the grants to two of the railways when concurrence was asked.

Mr. MEREDITH said that a change had been made in the resolutions, applying the proceeds of the sale of the lands along the line of the Victoria Railway to recoup the Province for other railway aid.

Mr. PARDEE replied that he stated distinctly upon introducing the resolution that the proceeds of the land sales would not be applied solely to aid the Victoria Railway, but to form a fund to recoup the Province for any charges on its revenue caused by aid to railways.

Mr. CAMERON said that in that case, if the Victoria Railway was not built, the lands would be locked up, which he considered objectionable.

Mr. PARDEE said that if the Victoria Railway were not built, the lands would be unsettled for years to come. He could not see, therefore, that the Government in settling them aside would be locking them up.

Mr. MACMAHON thought that the resolutions should have been voted on separately.

Mr. CAMERON contended that the Commissioner of Crown Lands stated that the land sales were for the purpose of recouping the Government for the aid to the Victoria Railway.

Mr. MACDOUGALL (Simcoe) considered that the difference was immaterial. It involved a mere question of book-keeping. The sales would not do much more than recoup the Government for the aid to the Victoria Railway. If the road were not built the lands would be of no value, and the Government would not get the money.

Mr. PARDEE said that if it turned out that the Victoria Railway would not be built, he would admit that the lands might not be sold. Still, it was necessary to have the lands set aside in order to provide a fund to recoup the Province if the road were built. The resolution set aside only 800,000 or 900,000 acres, out of a total of 7,000,000 acres. When it was known that these lands were set aside there would be no excuse for unauthorized settling.

Mr. CAMERON thought that there might be danger of land speculators getting hold of the lands, as they could buy *en bloc* at \$2 per acre.

Mr. PARDEE said that there were conditions to be imposed by the Lieutenant-Governor in Council.

Mr. CAMERON proceeded to criticize the railway policy of the Government generally, remarking that the Toronto and Nipissing should have been put through as far as Haliburton. The Victoria was new, however, a fixed fact, and he would take no objection to its being aided. He did not think that the Prince Arthur and Kamistiquia railway had any claim for Government support beyond the fact that the member for Algoma, who had been elected as an Opposition member, had given a steady support to the Government. He did not think the Whitby and Port Perry was a railway of the class which were entitled to Government aid. It was only seventeen miles in length, and could not be said to be of any value to the country for the purposes of colonization or increasing the population. He had no doubt that it could be built without the aid, and, besides, it passed through a section that was already well served with railways. The money expended upon it could have been spent to better advantage in other parts of the country. The connections which it was proposed to establish by this railway could be secured by the Midland and the Toronto and Nipissing. He would not, however, have objected to the granting of aid to the Whitby and Port Perry if others more deserving had not been left out. There was the Toronto, Grey, and Bruce, a very deserving road and one of great benefit to the country, and he thought it should have been aided. With regard to the Credit Valley, he did not think its financial condition was such as to justify the expectation that it would be built with the small amount of Government aid which it had received. If the grant was not sufficient to insure its construction the Government were only putting the money out of the reach of other enterprises that were deserving of help. The North Simcoe Railway was one which he thought should have been aided. He understood the reason it had not received aid was because of the adverse influence of certain gentlemen in the House who were interested in the Hamilton