

Also, the final report of the Standing Committee on Public Accounts.

The first report was adopted; while the remaining two were received.

### THIRD READINGS.

The following Bills were read a third time and finally passed:—

Bill respecting the National Club—Mr. Fraser.

Bill to amend the Mechanics' Liens Act—Mr. Robinson.

Bill to amend the law respecting High Schools—Mr. Bethune.

### TILE DRAINAGE DEBENTURES.

Mr. WOOD moved the third reading of the Bill respecting the investment of public money in debentures issued for the construction of tile drains in township municipalities.

Mr. MEREDITH moved, in amendment, "That the Bill be not now read a third time, but be referred back to a Committee of the Whole, with instructions to amend the same by striking out of section two all the words after 'per annum,' and substituting in lieu thereof words to the effect that such by-law shall be submitted to the vote of the ratepayers before it shall be put into force."

Mr. WOOD claimed that the amendment would defeat the object of the Bill.

Mr. CAMERON thought the Bill was in violation of the principles of good government.

Mr. PARDEE claimed that to ask that the by-law should be voted on would be to depart from the previous practice in regard to Drainage Bills.

Mr. MILLER was opposed to the principle of the Bill, and therefore supported the amendment.

After remarks in favour of the Bill by Messrs. Gibson and Ross, the amendment was lost on the following division:—

YEAS.—Messrs. Appleby, Barr, Bell, Boulter, Broder, Brown, Calvin, Cameron, Code, Coutts, Creighton, Deacon, Flesher, Harkin, Kean, Lauder, Long, McDougall (Simcoe), McGowan, Meredith, Merrick, Miller, Monk, O'Sullivan, Patterson (Essex), Tooley, Wigle, Wills—28.

NAYS.—Messrs. Baker, Ballantyne, Baxter, Bishop, Bonfield, Chisholm, Clarke (Wellington), Crooks, Currie, Dawson, Finlayson, Fraser, Gibson, Graham, Grange, Grant, Haney, Hardy, Hargraft, Hodgins, Hunter, Lane, Lyon, McCraney, McDougall (Middlesex), McMahon, Massie, Master, Mostyn, Mowat, O'Donoghue, Pardee, Paxton, Ross, Sexton, Sinclair, Snetsinger, Springer, Striker, Watterworth, Widdifield, Williams, Wilson, Wood—43.

The Bill was then read a third time on the following division:—

YEAS.—Messrs. Appleby, Baker, Ballantyne, Baxter, Bishop, Bonfield, Brown, Calvin, Chisholm, Clarke (Wellington), Code, Coutts, Crooks, Dawson, Deacon, Finlayson, Fraser, Gibson, Graham, Grange, Grant, Haney, Hardy, Hargraft, Harkin, Hay, Hodgins, Hunter, Kean, Lane, Lauder, Lyon, McCraney, McDougall (Middlesex), McGowan, McMahon, Massie, Master, Merrick, Monk, Mostyn, Mowat, O'Donoghue, Pardee, Patterson (Essex), Paxton, Ross, Sexton, Sinclair, Springer, Striker, Tooley, Watterworth, Widdifield, Wigle, Williams, Wills, Wilson, Wood—58.

NAYS.—Messrs. Barr, Bell, Boulter, Broder, Cameron, Creighton, Currie, Flesher, Long, Macdougall (Simcoe), Meredith, Miller, O'Sullivan—13.

### RAILWAY ACT.

The House went into Committee on Mr. Pardee's resolution respecting aid to railways.

Mr. CAMERON desired to know why the North Simcoe Railway had been aided this year more than last.

Mr. PARDEE replied that the financial basis of the Company had been much improved during the past year.

Mr. CAMERON was not opposed to the road, because last year he thought the road had as much right to be aided as many of the roads which were given assistance. He wished to know if the Government or any member of the Government had promised, as the hon. member for North Perth (Mr. Hay) had stated in a letter, to aid a small spur running from the Stratford and Huron Railway to the village of Millbank.

Mr. PARDEE stated that the Government had given no pledge to aid that road, and it was to be regretted that the people interested should have been induced to subscribe stock whist under a misimpression.

Mr. CROOKS stated that the Company had neglected to bring the scheme under the attention of the Government last year, which prevented their being entitled to any aid.

Mr. LONG stated that it was unfortunate that the North Simcoe Junction Railway had not been aided last year instead of this.

Mr. HODGINS stated that the papers respecting the North Simcoe Junction Railway did not prove that the road possessed the financial basis which had been claimed. The Government aid would be more than the actual stock subscribed, whereas in the case of the other two roads the aid had been dollar to dollar.

Mr. DAWSON said he was sorry to see that in all these schemes of improvement the undeveloped territories bordering on our inland seas were forgotten, and yet it was from the woods and forests of these wild regions that the revenues of Ontario were largely derived. He had made up a statement showing that there was in the Treasury a clear balance in favour of Algoma of no less than \$840,000, after deducting all expenditure whatever that had taken place within the district. It would be but fair to expend, at least, a part of this large sum in the development of the regions whence it was derived. The Government should have some comprehensive scheme of opening up the North-west. Instead of this, large sums were expended on enterprises of doubtful utility. He (Mr. Dawson) could not approve of the policy of encouraging parallel lines of railway in the same section of country. The Northern Road and the Hamilton and North-western Road were, in a great measure, parallel roads, and was it fair to the capitalists who had invested their means in the Northern Road or to the men who had carried it through in times of difficulty to encourage a rival line which might probably result in the ruin of both?—was it fair even to Toronto, a city which had done so much for railroads generally? The Government grants served as a bait to make the municipalities run themselves in debt and build roads which they did not really want. How much better it would be, and how much more profitable in the end, to lay out our surplus funds in developing the new districts, turning the wilderness into farms, inviting immigration, and opening up new avenues of commerce and enterprise to our own people. (Cheers.)

The Committee reported the resolutions, which were concurred in.

Mr. PARDEE then introduced a Bill respecting aid to railways, which was read the first time.

### LICENSE ACT.

Mr. HARDY'S Bill to amend the License Act and for other purposes was referred back to Committee to make one or two verbal amendments.

Mr. LAUDER did not see the necessity of commissioners where the Dunkin Act was in force. In the county of Grey there were nine commissioners, and the County Council had objected to meet the expense in consequence of their being continued in office.

Mr. HARDY said the Bill was only for the purpose of carrying out the Act of last session. There were other counties like Grey, whose Councils had refused to meet the expense, but the Boards entailed very little cost on the counties, as they had to provide only for the commissioners' travelling expenses.

After a few remarks from Mr. Creighton, the Committee reported the Bill as amended.

### BRIDGES IN VILLAGES.

Mr. MOWAT'S Bill respecting bridges in villages was passed through Committee, read the third time, and passed.

### CONCURRENCE.

The House proceeded to consider the report of the Committee of Supply.

On the item of Miscellaneous, \$9,960, under the head of Civil Government,