

ONTARIO LEGISLATURE:

Fourth Parliament—First Session.

LEGISLATIVE ASSEMBLY,

Toronto, Jan. 23.

The Speaker took the chair at three o'clock.

PETITIONS.

The following petitions were presented:—

By Mr. Paxton—From the township of Mara and a large number of ratepayers in the county of Ontario, for the removal of obstructions at the outlet of Lake Couchiching.

By Mr. Gibson (Hamilton)—From about thirty clergymen of different denominations in the city of Hamilton, that intoxicating liquors be prohibited from being sold on Christmas Day, Good Friday, and days of public thanksgiving.

By Mr. Widdifield—From the Ottawa City Passenger Railway Company, deprecating the amendments to their charter applied for by the city of Ottawa.

By Mr. Boulter—From the Belleville and North Hastings Railway Company, for the extension of that line northward as a colonization road.

Also—From the Corporation of the City of Belleville to the same effect.

By Mr. Appelbe—From the township of Hungerford, in the county of Hastings, to the same effect.

By Mr. Bishop—From Robert Morrison and others, for the incorporation of the Bayfield and South Huron Railway Company.

By Mr. Springer—From the corporation of the town of Waterloo for aid to the Wellington, Waterloo, and Georgian Bay Railway.

By Mr. Deroche—From the townships of Kaladar and Angiesea, for an Act to legalize a certain by-law.

By Mr. Widdifield—From the reeve and deputy reeve of Newmarket, the reeve of Holland Landing, the first and second deputy Reeves of East Gwillimbury, and the reeve and deputy reeve of North Gwillimbury, for the erection of the North Riding of York into a separate county.

By Mr. Creighton—From the Township Council of Keppel against the incorporation of the village of Warton.

Also—From the same, against the grouping clauses in railway charters.

PRIVATE BILLS.

The second report of the Committee contained a recommendation to extend the time for receiving Private Bills to Wednesday, 28th inst.

The report was adopted.

FIRST READINGS.

The following Bills were introduced and read a first time:—

To incorporate the village of Warton.—Mr. Sinclair.

To divide the county of Renfrew for registration purposes.—Mr. Bonfield.

To incorporate the Cobden and Opeongo Railway Company.—Mr. Bonfield.

To confirm a By-law of the County of Prince Edward granting aid to the Prince Edward County Railway.—Mr. Striker.

To revise and amend the Act incorporating the Addington County Central Railway.—Mr. Deroche.

To incorporate the Victoria Northern Extension Railway Company.—Mr. Peck.

To separate the North Riding of York from the present County of York, and to erect the same into the County of Nottawa.—Mr. Widdifield.

Respecting the Prince Edward County Railway Company.—Mr. Striker.

To amend the Municipal Act.—Mr. Gibson (Hamilton).

To incorporate the Grand Ontario Central Railway Co.—Mr. Hay.

Respecting the Georgian Bay and Wellington Railway Co.—Mr. Hunter.

Respecting the London Junction Railway Co.—Mr. Wells.

Respecting the sale of lands for taxes in Shuniah.—Mr. Hunter.

To amend the Municipal Act.—Mr. Nairn.

Respecting tile, stone, and timber drainage.—Mr. Hay.

Respecting the Toronto and Nipissing Railway.—Mr. Peck.

To revive and amend the Act incorporating the Port Stanley, Strathroy, and Lake Shore Railway Company.—Mr. Waterworth.

To legalize the assessment of the City of St. Catharines.—Mr. Neelon.

Respecting the Midland Railway of Canada.—Mr. Peck.

To incorporate the Toronto and Nipissing Eastern Extension Railway Co.—Mr. Peck.

QUESTIONS OF PRIVILEGE.

Mr. CROOKS rose to make some remarks with reference to a letter over the signature "A Traveller," which had appeared in the *Mail* newspaper. It was not his custom to pay very great attention to newspaper comments, but he feared that if he omitted to speak of this, honourable members would form wrong impressions of the state of the case. The remarks of "A Traveller" were directed to his (Mr. Crooks') annual report lately submitted to the House. Complaint was made of discrepancies between the Inspector's report and the Government report of the number who passed the intermediate examination in 1878. He had secured a memorandum upon the subject from the clerk of his Department, by which it appeared that the number of pupils who passed these examinations, as shown in the High School Trustees' return, was 1,130, and in the Inspector's report 1,434. The former statement was given as reported by the trustees; the latter was made up from the office records, and included those who obtained non-professional second-class certificates, who were not included in some of the High School reports. "A Traveller" complained of inaccuracy in stating the number of pupils in the preparatory department in Campbellford. This report included those in both Public and High Schools, the school being a union. In 1878 the Public School there had an attendance of 295, and the High School of 36. With regard to the receipts of Strathroy and Ottawa, which were also referred to in this communication, he explained that though the schools were free the sum of \$34 75 accredited to the former was for drawing class fees, and \$717 to the latter for preparatory class fees. Complaint being made that the Public School Inspectors in Ontario, Lanark, Frontenac, and Renfrew had more schools under their care than they could attend to, he explained that 120 schools was the extreme number which could legally be placed in the jurisdiction of any Inspector, and none of them received payment for a greater number. An error of one in the number of United Boards was caused by a typographical error. The Education Department could not be responsible for the defects or mistakes of the reports furnished it. There were some errors and omissions, but generally speaking the statistical tables compiled from these reports presented annually to the public a very fair, if not exactly correct, statement of the position and progress of High, Public, and Separate Schools.

Mr. COOK referred to a statement in the *Mail* that himself and Mr. Miller, the member for Muskoka, wanted the Ontario and Pacific Junction Railway to run from Bracebridge westward and parallel with the Georgian Bay shore to Parry Sound, and thence diagonally to South-East Bay, because they had mills and timber limits all along the coast, and were anxious to benefit them. He said the *Mail* editor evidently knew very little of the geography of this country. If the road ran in the direction indicated, it would not come within 50 miles of his mill, and would not benefit him to the extent of one cent, as he had neither any timber limits nor one acre of land in that district; while if it took the other route, it would run directly through his limits and benefit him very greatly. But he had not tried to influence the route one way or the other; he had not consulted with the Government or any