

# Ontario Legislature.

FOURTH PARLIAMENT—THIRD SESSION.

(By Our Own Reporters.)

FRIDAY, Feb. 24.

The Speaker took the chair at three o'clock.

## PETITIONS.

The following petitions were presented:—

Mr. Patterson—Of the corporation of the county of York, for some protection from the danger of fire by sparks from locomotives on railroads; also from the same corporation, for some protection at the railway crossing on Queen-street.

## REPORTS OF COMMITTEES.

Mr. Fraser presented the thirteenth report of the Committee on Private Bills.

Mr. Pardee presented the eleventh report of the Committee on Railways.

The reports were received.

## FIRST READINGS.

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

A Bill to amend the Registry Act—Mr. Robinson (Kent).

A Bill to amend the Municipal Act—Mr. McCraney.

A Bill to amend the Public and Separate School Acts—Mr. Bell.

## PRIVILEGE.

Mr. ROSS rose to a question of privilege. In the discussion on the Agricultural and Arts Act he had been reported as saying that the Mechanics' Institutes had never done any good. What he had intended to say was that the Association of Mechanics' Institutes had never done any good. He believed that the individual Mechanics' Institutes had done a great deal of good.

Mr. YOUNG wished also to make it clear that he was not opposed to the Provincial Exhibition going to a city that had established a local exhibition.

## THIRD READINGS.

The following Bill was read a third time and passed:—

Respecting the old burying-ground of the town of Wingham.

## JOINT STOCK COMPANIES.

Mr. MEREDITH, in moving the second reading of the Bill amending the Joint Stock Companies' Letters Patent Act, explained that under the present law no company could increase its capital stock without supplementary legislation. The Bill proposed to dispense with this legislation, and also the one month's advertisement in the *Ontario Gazette*, and provides for an authorized by-law being valid so long as certified under the seal of the Provincial Secretary.

Mr. MOWAT drew the hon. member's attention to the safeguard provided by the present law against irregularities in by-laws increasing the capital stock of companies—a safeguard which, in his opinion, was absolutely necessary. Regarding the delay, it was within the competence of the Governor-in-Council to act according as the equity of each case required.

The motion was allowed to stand.

A number of Bills were advanced a stage in Committee.

## SECOND READINGS.

The following Bills were read a second time:—

To incorporate the London Junction Railway Company.—Mr. Meredith.

To consolidate the Toronto and Nipissing Railway Company, the Whitby, Port Perry, and Lindsay Railway Company, the Victoria Railway Company, the Toronto and Ottawa Railway Company, the Grand Junction Railway Company, and the Midland Railway of Canada.—Mr. Ferris.

To enable the trustees of the Methodist Episcopal congregation of the town of Orangeville to sell certain lands.—Mr. Wood.

To amend the present Acts of Incorporation of the City Light and Heating Company of London.—Mr. Meredith.

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

To amend the Act incorporating the Toronto House Building Association.—Mr. Patterson.

To authorize the Gananoque Water-power Company to issue debentures.—Mr. Richardson.

## MECHANICS' INSTITUTES.

The House in Committee concurred in the following resolution, which was referred to the Committee on Bill 27:—"That the Association of Mechanics' Institutes shall be entitled to receive from unappropriated moneys in the hands of the Treasurer of the Province, a sum of not less than twelve hundred dollars in any one year."

This was incorporated in Bill 27 amending the Agricultural and Arts Act—which was reported as amended.

## CIVIL SERVICE RELIGIOUS CENSUS.

Mr. MERRICK again called attention to the delay regarding a return ordered by the House showing the religious faith of each member of the Civil Service.

Mr. FRASER said that his hon. friend overlooked the difficulties in the way. It was being prepared as rapidly as possible.

Mr. MERRICK protested against what he termed an unreasonable delay.

Mr. MEREDITH said that perhaps the connection of the hon. Commissioner of Public Works with a certain League, which at one time demanded offices for persons of a certain faith, explained his apathy in regard to expediting the return, lest it should show a less number of such appointments than the hon. gentleman had promised.

Mr. FRASER thought that the hon. member behind the leader of the Opposition (Mr. Merrick) desired the return with reference to another League of a different character. (Laughter.)

## RETURNS.

In the absence of the Provincial Secretary, Mr.

FRASER presented a return showing the members of the Legislature who had been members at or prior to the time of their appointment to office; also, the annual report of the Commissioner of Agriculture and Arts; also, a return showing the quantity of butchers' meat supplied to public institutions.

The House adjourned at 4:30.

## ASSEMBLY COMMITTEES.

### The Grand Central Station Scheme Rejected.

### The Port Rowan and Lake Shore and St. Catharines and Niagara Central Bills Reported.

#### RAILWAY COMMITTEE.

At the meeting of the Railway Committee yesterday morning the Grand Central Station Bill was again taken up. Mr. B. B. Osler urged the passage of the measure, and Mr. Bell, G. T. R. solicitor, opposed it.

Mr. BELL, M.P.P., did not think that it would be right to give the Company power to expropriate lands.

Mr. OSLER—We have withdrawn that.

Mr. BELL said that the promoters should have consulted the City Council, and thought that before a Bill of this kind was passed the matter should be more fully ventilated. Though favouring a Central Station under proper conditions, he should be compelled to oppose the Bill.

Mr. OSLER said he was not surprised at the opposition of the Grand Trunk, as that road considered the front of the city virtually their own property, and wished to have a monopoly of the railway facilities. It was impossible to present a more fully matured scheme until the company was organized. It was no mere speculative enterprise. There were four railways interested, each of which had nominated one of the corporators.

Mr. TOWNSEND, Manager of the Northern, said that they were not opposed to the Bill, but they thought it premature, and that before anything was done the various railways interested should come to a common understanding.

The CHAIRMAN said that after what had been said on behalf of the railways he was confirmed in the opinion he expressed yesterday that the scheme was not in such a shape as to justify the granting of a charter with expropriation powers. It was desirable that Toronto should have a central station, but before any company of private individuals was chartered the principal roads interested should have the opportunity of fully considering the matter and having their interests represented.

On a vote being taken the preamble was lost by a vote of 21 to 5.

#### NIAGARA FALLS IMPROVEMENT.

The two Bills incorporating companies with the object of improving and preserving the scenery in the neighbourhood of Niagara Falls were withdrawn, Mr. Pardee stating that the Government did not at present feel disposed to entrust these powers to private companies, and that in any event the time at the disposal of the Committee was too short to enable the Bills to be fully considered.

#### NORTHERN AND NORTH-WESTERN JUNCTION.

The consideration of the Northern and North-Western Junction Bill was resumed, and the measure was reported with several amendments.

#### ST. CATHARINES AND NIAGARA CENTRAL.

The consideration of the St. Catharines and Niagara Central Railway bill was resumed.

Capt. NEELON urged that the railway would give a connection with the American railway system that would considerably reduce freight rates to the seaboard. It would also afford additional facilities for forwarding coal from the mines. The road would certainly be built if the charter were granted. St. Catharines had voted \$80,000 as a bonus, and the townships interested would also aid the road by bonuses.

A petition from the Canada Southern Railway against the scheme, and petitions from the Councils of St. Catharines and Niagara in its favour were read.

Mr. NICOL KINGSMILL urged that no charter should be granted unless the applicants

showed a clear necessity for the line. The fact was however, that the people of the country through which it was proposed that the line should pass, were at present as well supplied with railways as any people in the world. They had not asked for the road, and would oppose it. It was a mere paper charter that was asked for, and he thought that before the promoters were granted their demands, they should be compelled to make a large cash payment to show that the enterprise was undertaken in good faith.

Mr. McCRANEY said that the people of his section had no need for another road. The Peninsula was already cut up with railways, and he could assure the promoters that they would get no bonuses from his section.

The CHAIRMAN said that he understood the promoters were prepared to abandon that portion of the road across the western Peninsula to the Detroit River, and merely pressed for a charter for the section between Hamilton and Toronto and to the Niagara River.

Mr. Neelon briefly replied to Mr. Kingsmill, after which the preamble was submitted, and carried by a vote of 19 to 3.

The section locating the road was amended by striking out the clause authorizing the extension of the line westerly to Windsor, or some other point on the Detroit River.

The limit for the commencement of the line was fixed at three years and for completion at five years from the passage of the Bill. The clause confirming bonus by-laws was struck out, and the Bill reported with amendments.

#### PORT ROWAN AND LAKE SHORE RAILWAY.

The Bill authorizing the Port Rowan and Lake Shore Railway to extend their line from Port Dover to Fort Erie, and also to construct a branch from Port Dover to Brantford, was taken up.

Mr. BRUCE JACKSON, Reeve of Simcoe, and Mr. NICOL KINGSMILL opposed the Bill as a paper