

MONDAY, March 3.

The Speaker took the chair at 3 o'clock.

COMMITTEE REPORT.

Mr. GIBSON (Hamilton) presented the ninth report of the Standing Committee on Private Bills.

FIRST READING.

Mr. FELL—Bill to amend the Consolidated Municipal Act of 1883.

THIRD READINGS.

The following bills were read a third time:—
Respecting the debt of the county of Middlesex; to incorporate the Sarnia & Lambton Southern Railway Company; and to incorporate the Midland Junction Railway Company.

IN COMMITTEE.

The House in Committee with Mr. Baxter in the chair. The following private bills were reported:—To incorporate the Cascadilla Railway Company; to legalize, confirm, and declare valid a certain by-law of the corporation of the city of Kingston; and to amend and consolidate the Acts respecting the Napanee River Improvement Company.

SECOND READINGS.

The following bills were read a second time:—
To amend the charter of incorporation of the Ontario Methodist Camp Ground Co.; to incorporate the Toronto Tenement Building Association; to consolidate the debt of the Town of Palmerston; to revive and amend the Act incorporating the Port Stanley, Strathroy, and Port Franks Railway Company; to authorize the corporation of the Town of Strathroy to purchase certain lands therein for a public cemetery; to enable the Roman Catholic Episcopal Corporation of the Diocese of Toronto to sell certain lands; respecting the Yorkville Loop Line Railway Co.; and to incorporate the Silver Creek Tramway Company.

VOLUNTEERS OF 1837.

Mr. LEES asked whether it was the intention of the Government "to take into consideration the claims of the Volunteers of 1837, with a view to acknowledging such claims for their valuable services."

Mr. MOWAT said it was not the intention of the Government at present to take the matter into consideration.

PUBLIC FIRE PROTECTION.

Mr. PRESTON asked whether it was the intention of the Government to introduce legislation to compel owners of public buildings, such as hotels, halls, schools, boarding houses, and other buildings in use by the public, to keep fire escapes attached to said buildings.

Mr. FRASER explained that the matter was engaging the attention of the Government, though it was not probable that any scheme would be formulated this session, so that legislation could be passed except one or two provisions in that direction.

Mr. MEREDITH moved for a return of copies of all correspondence between the Junior Judge of the County of Ontario and the Attorney-General with regard to the conduct of Mr. J. P. Foley, of Mara, one of the Justices of the Peace for that county. He stated that Mr. Foley had arrested a young man, the son of a farmer, for a crime, threatened to try him, and refused to allow any communication with any one but the youth's father, who gave a note for \$20, which, it was alleged, had procured the young man's release.

Mr. MOWAT said the charges had been communicated to Mr. Foley, who denied the charge, and that the letter of the Junior County Judge did not bear out Mr. Meredith's statement.

The motion was carried.

RAILWAY BONUSES.

Mr. GIBSON (Huron) moved for a return showing the amount paid, or to be paid, to each railway in Ontario by the different municipalities therein, by way of bonus. He stated that since Confederation the Province had built about 1,700 miles of railway, which had been bonused by from \$4,000 to \$5,000 per mile. If they took the average at \$4,500 there would be about \$7,500,000, which had been given to railways. The matter had assumed greater significance in view of Quebec moving for better terms. If the Provincial bonuses were added, it would bring Ontario's contribution for railways to about the same as Quebec's, with this difference, that in Quebec the municipalities had paid nothing and the Provincial Government all. He was not in favour of seeking better terms, but still, knowing the burden the municipalities were carrying in his riding, he did not want to have to labour under the additional one of paying heavy Dominion taxation to benefit another Province. He thought that a commission ought to be appointed to make a full enquiry.

Mr. J. GILLIES said that in 1871, 1872, 1873, and 1874 large amounts of money were voted towards the construction of the Wellington, Grey, & Bruce Railway. Since then a new road had been projected, in the years 1877-8, called the Stratford & Lake Huron. Owing to representation of promoters of that road a vote of \$120,000 was made to that road. It was to procure competition that road was built, and the amount being voted for that purpose it was reasonable to expect competition, but there had been none, in consequence of the absorption of the road by another road, and the people were complaining. He concluded by proposing that a commission should be appointed to look into the matter.