

ONTARIO LEGISLATURE

Sixth Parliament --- First Session.

(By Our Own Reporters.)

FRIDAY, March 18.

TEMPERANCE INSTRUCTION.

Mr. GIBSON (Hamilton) presented a petition from Dr. J. Smith and 2,009 others of the City of Hamilton, praying for the introduction of Temperance text-books into the Public schools. He read a memorandum attached to the petition and signed by Rev. S. J. Hunter:—"I presented this petition to the Centenary church, whereupon 530 individuals by a rising vote expressed their concurrence with its prayer. Among them were four clergymen, four doctors, four lawyers—(laughter)—and every lady in the church."

A large number of other petitions on the same subject, largely signed, were presented.

FIRST READINGS.

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

To authorise Marshall Bidwell Mallory to practise dental surgery in the Province of Ontario—Mr. Gibson (Huron).

To authorise the trustees of the Methodist church at Warwick Village to sell certain lands—Mr. Graham.

Respecting conditional sales of personal property—Mr. Nairn.

To amend the Assessment Act—Mr. Tooley.

For preventing frauds and perjuries concerning sales of horses and cattle—Mr. Nairn.

INTEREST ON DRAINAGE DEBENTURES.

Mr. GRAHAM asked whether it is the intention of the Government to reduce the rate of interest on drainage debentures held by them against the several municipalities of the Province, and if so, to what extent?

Hon. A. M. ROSS—Notice has already been given of the introduction of a bill dealing with that subject, and the scope of the bill will be seen when it is introduced, which will be in a day or two.

RAILWAY LANDS AND DRAINAGE.

Mr. WATERS, in moving the second reading of a bill to amend the Ditches and Watercourses Act, said that the bill was similar to the one he had introduced last year, making the provisions of the Ditches and Watercourses Act apply to the lands of railways.

Hon. T. B. PARDEE said there was no doubt some legislation on the subject was required. There was a good deal of difficulty about providing for drainage under railway tracks. He believed some provision should

be made whereby the ditches should be made by the railway companies themselves, and machinery should be provided to compel them to do so. It would be a very serious thing if persons other than the engineers of the railways should be allowed to tamper with the road, and if the work should happen to be ill done the lives of passengers would be endangered. The bill should go to the Municipal Committee.

The bill was read the second time and referred to the Municipal Committee.

CONTROL OF BRIDGES.

Mr. WATERS moved the second reading of a bill to amend the Municipal Act, and explained that it referred to the jurisdiction over bridges owned by companies and of bridges between adjoining municipalities. The bill was read the second time and referred to the Municipal Committee.

DRIVING OF SAW LOGS.

Mr. MURRAY moved the second reading of the bill respecting the driving of saw logs and other timber on lakes, rivers, creeks and streams. He explained that where a number of lumbermen were driving saw logs down the same stream difficulty sometimes arose from the fact that the men having the front drives were able to regulate the speed of the hind drives, and this bill was intended to provide for justice being done to all. A similar bill had been introduced last session and referred to a special committee, which was attended by a deputation of lumbermen. It was expected that the lumbermen would express their views at a convention to be held during the past year.

Mr. PHELPS said that he objected to most of the provisions of the bill.

Hon. T. B. PARDEE said that in most lumbering counties there were regulations for the driving of logs; there were none so far in Ontario. The lumbermen were divided in their opinions on the subject. His own notion was that some legislation was needed. The bill should go to a special committee. Since the introduction of the bill he had received some communications from some lumbermen on the subject.

Mr. CREIGHTON—This Streams Bill?

Hon. T. B. PARDEE—It was the other Streams Bill that kicked up the row. (Laughter.)

Mr. CREIGHTON went on to say that the subject was a very important one, and should have been dealt with by the Government.

The bill was read a second time and referred to the following committee:—Hon. T. B. Pardee, Messrs. Meredith, Gibson (Huron), Phelps, Lees, Rayside, Bronson, Monk, Evan-ture, Clancy, Armstrong, Wood (Hastings), Drury, Murray, Marter, Stratton.

LOCATION OF RAILWAYS.

Mr. WOOD in moving the second reading of the bill to amend the Railway Act, explained that it was meant to provide means of redress for people who feel aggrieved by the location of railways. He had copied it largely from a law of the State of New York which had worked satisfactorily. A person feeling aggrieved might appeal to the County Judge who would appoint three commissioners, one of whom was to be a civil engineer, who would decide whether the location should remain or not. The costs would be decided in the same way as other arbitrations. At present a man could claim damages if injured by location. But there were sentimental damages which could not be assessed by these means. Railway men usually contended that there was only one line for a railway to take, and it was their business to find it, and when found it