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teachers. They would supply two from the Toronto Normal school and two from that in Ottawa, and from five to ten each year hereafter as might be required. The school in Toronto was in charge of a lady from St. Louis, and the St. Louis system had been adopted. At present the literary attainments of these teachers must be equal to those teachers holding third-class certificates, and in a short time they hoped to raise the standard to the second-class. More than literary training and aptitude were required for the successful Kindergartner—a sympathetic nature and a love of little children. In London, Hamilton and Toronto Kindergartens have been established, and in Berlin there was one, not working on the same lines as the others, but doing excellent work. The extension of the Kindergarten system would not only benefit the school system, but have a humanising effect upon the teachers generally.

The bill was read the second time. The House adjourned at 6 o'clock.

COMMITTEES.

COMPENSATION FOR INJURIES.

The committee on the Act to secure compensation to workmen met yesterday, Hon. C. F. Fraser in the chair. The meeting lasted for nearly three hours, the whole time being occupied in the examination of Mr. H. B. Muir, Secretary and Treasurer of the Grand Trunk Railway Insurance and Provident Society, who explained to the committee the working of the society. Replying to Mr. John Bell, Q.C., Mr. Moore said that the amount insured by the association was \$5,481,000, and that its operations extended over the whole line of the G.T.R., but not over the line of the Chicago & Grand Trunk railway. He himself was the only paid permanent official of the association, but there were district secretaries and auditors who were appointed temporarily. There were two branches of the association, the insurance and the provident branch. The amount paid last year for insurance was \$54,000, or about one per cent. of the amount insured. The minimum amount of insurance was \$200, and the maximum \$2,000. If a man left the employment of the company he might continue his insurance on certain conditions. Membership in the association was compulsory on the employees of the company. The provident part of the association was worked by a monthly collection of forty or fifty cents. In return for this payment the employees were provided, when sick, with medical attendance, and if unable to work they received three dollars a week until recovery, or until the chief medical officer certified that there was no hope of recovery. In the latter case he could elect either to receive a payment of \$100 in cash, with the option of continuing his insurance during the remainder of his life, or to receive at once half the amount of the insurance. The Grand Trunk Railway Company contributed \$10,000 to the association last year, supplied them with offices, gas, fuel, &c., and allowed them to get their stationery at the same rate as the company obtained theirs. The witness rather surprised the committee when after enumerating these advantages he mentioned that probably if the matter was left to the election of the members of the society, fully one-half of them would desire to have it abolished. The reason was that they did not want to belong to or be insured in any society at all. They would like to return to the old system of being "buried by their friends." The amount paid by the association for insurance

last year, on deaths, was \$51,866; while in the provident branch the following amounts were paid:—Sick allowance, \$31,285; incurable members, \$3,100; medical attendance, \$23,026; In answer to A. F. Jury, the witness said that the compulsory system was the only security the company had for the maintenance of the association. In reply to Mr. Chamberlain, M. P.P., he said that about one-third of the employees of the company belonged to the association, the remainder being chiefly temporary hands. The average amount paid for death losses was between \$450 and \$500, and the amount paid by the men was about \$7 a year each. The highest amount ever paid on any death loss was between \$1,200 and \$1,300. In reply to Mr. Meredith the witness said that the company had 15,000 employees, about 5,000 of whom were not members of the association. There were 102 deaths last year, only 26 of which were the result of accidents, and there were 339 cases of sickness. In reply to the chairman, the witness said he could give no reason why the company should be exempted from liability as to those employees who could not belong to the association. The witness was cross-examined by Mr. E. F. Clarke as to the name in which employees of the company had been brought to testify. He said that he had selected men of intelligence without reference to their bias for or against the bill. On further examination by Mr. Jury he said that the five millions insurance he had mentioned was the amount offered, not the amount actually taken. The committee adjourned until 10 a.m. to-day.

MUNICIPAL COMMITTEE.

In the Municipal Committee, the attention of the members was occupied with the bills to amend the Ditches and Watercourses Act, the whole question of amendments to this Act being considered. The committee was addressed by delegates from various parts of the Province, representing the municipal councils, and the county engineers. The Ditches and Watercourses Act was used at first, simply to give power to the occupant of land to use the natural fall for drainage purposes, those below him being compelled to furnish an outlet for the water over their land. Under this Act, however, important works have been undertaken, and amendments are sought by some of the delegates which will facilitate the construction of the ditches under the Act. The contention urged on the other side is that there are in reality public works provided for under the Drainage Act, and under this latter law a majority of those interested is required in order to cause the work to go on, and debentures are issued under which the payments are spread over a number of years. But under the Ditches and Watercourses Act the system is more direct, and a minority can compel a majority to carry out expensive drainage works, no provision for debentures or other system of spreading the payments over a term being made. The com-

mittee will meet again to further consider the question.

RAILWAYS.

In the Railway Committee the bill to amend the charter of the Brockville, Westport & Sault Ste. Marie was passed, as also the charter of the Ottawa & Thousand Islands Line, and the bill relating to the Sandwich & Windsor Passenger railway. The bill to incorporate the Niagara Tunnel and Water-power Company was withdrawn.