

ing to present views in which they are interested, and which have their hearty endorsement. The deputation was from the Ontario Temperance Alliance, to make suggestions to the Government regarding more stringent amendments to the license law. They were Rev. Dr. Parker (chairman), F. S. Spence, Ald. Fleming, Ald. McMillan, Ald. Gibbs, Jas. Dobson, Inspector Archibald, W. H. Orr, F. Buchanan, J. Coxhead, M. Gibbs, Isaac Wardel and Rev. W. L. Scott.

Rev. Dr. Parker very briefly introduced Mr. F. S. Spence, who acted as chief spokesman for the deputation. Mr. Spence said the Temperance people of Ontario had always recognised the advanced position of the present Local Legislature and of the existing Ontario Government on the Temperance question. The Scott Act would never have done the good it had been made to do but for the support that had been given to it by the Ontario Government. In other ways, too, much had been done to further the interests of Temperance by the Government. Latterly the Scott Act had met with serious disaster. He had no hesitation in saying that one of the reasons for these disasters lay in the fact that the liquor license law was in the hands of the Ontario Government and the Scott Act was not, "and there is a feeling," remarked Mr. Spence smilingly, "that anything you have to do with is better than anything else." (Applause and laughter.) The votes cast in favor of the repeal of the Scott Act showed that there was dissatisfaction with it. But the people of the Province, urged Mr. Spence, had confidence in the Attorney-General, and therefore this deputation of the Ontario Alliance came to him to urge that in spite of what they sincerely believed to be the strongly pro-Temperance sentiments of the Government, yet the legislation of Ontario in respect to Temperance was much behind that of many States of the Union, and of several Provinces of the Dominion, Manitoba for one. The Government, in fact, urged Mr. Spence, was behind public sentiment. Mr.

Spence then detailed the particulars in which the deputation urged more advanced legislation. First they wanted the present ratio of taverns to population changed. It now allowed one per thousand. He suggested that it be improved to one for the first two thousand and one for every additional thousand. The great curse of the liquor traffic was the treating system. They wanted that abolished and the law of Ontario assimilated in this respect to that of Nova Scotia, for instance, where treating had been wiped out by the passage of an Act prohibiting drinking on the premises. They wanted the burden of showing the need for new licenses to be thrown upon the man who wanted to become the licensee, bringing the law in this particular up to the level of that of Manitoba. They asked also that parties wanting, not new licenses, but even a renewal of old ones, should be made produce similar evidences of need. That was the best way in which people of a particular district could rid themselves of existing evils. The Government, in the idea of the deputation, favor the principle of local option as applied to other legislation, and the deputation, as would be perceived, wanted this principle applied largely to Temperance matters. They wanted a ballot marked "license or no license" to be placed in the hands of the voters at election times. (Applause). They asked that all hotels, whatever their character, but particularly those claiming to be "Temperance hotels," should be placed under license and inspection; also that any licensee violating the law in any way should lose his license. He drew the attention of the Government to the fact that there was not a single "drunk" in the Police Court the day after the municipal elections. This was due to the closing of liquor places by the Ontario Government law. Why could they not go a step further and close saloons on all public holidays? The deputation wished also to draw the attention of the Government to the fact that the unlicensed sale of liquor was said to be carried on even in the precincts of the legislative buildings themselves; also to the harm done by the drinking that goes on in club rooms; and finally, that the police have power to arrest any persons found in illicit liquor dives, just as they can arrest frequenters of houses of ill-fame.

The Attorney-General briefly thanked the speaker for the facts and arguments presented, and the deputation made room for others.

#### AID TO RAILROADS.

ANOTHER LARGE DEPUTATION YET TO HAVE THEIR INNINGS.

Shortly after five the ladies and the Temperance deputation withdrew, and the Attorney-General was as yet only half through with the immense business of the

afternoon. His energies must have been greatly taxed to stand all the speeches which now began to be showered on him by the speakers who appeared in behalf of grants to proposed railways. Some of the gentlemen considerably refrained from making lengthened remarks, but others were not so mindful of the fatigue to which Mr. Mowat was subjected. The deputation was large, several members of the House being present in the interests of roads proposed to be constructed in their own districts. Mr. Conmee was there representing Northwestern Ontario; Mr. Lyon, Manitoulin; Mr. Armstrong, Parry Sound; Mr. Evanturel, the Prescott & Vaudreuil railway; Messrs. O'Connor and Dack, the Saugeen Valley and the Teeswater & Kincardine railways; Mr. Guthrie, the Guelph Junction, and last, but not least, W. B. McMurrich, Mayor Clarke and Ald. Swait, McMillan, Maughan, Ritchie, Carlyle (St. Thomas), Denison, Frankland, Small, Gibbs, Baxter, St. Leger, P. Macdonald, Vokes, Hill and Davies appeared in the interests of the Nipissing & James' Bay railway.

Mr. Conmee and Mr. T. A. Gorham, Mayor of Port Arthur, urged, as the first speakers, the importance of the district west of Thunder Bay. They asked for aid to the Ontario & Rainy River railway, believing that it would be the means of opening up the rich silver and iron mines west of Port Arthur. Having waited upon the Government so frequently in the interests of railway construction in Northwestern Ontario, they refrained from entering into any minute details, their object in appearing being to know whether the Government intended to formulate a railway policy.

Mr. J. B. McMurrich, president of the Nipissing & James' Bay railway, introduced Ald. McMillan, who urged upon Mr. Mowat in a few words the importance to Toronto of opening up the Upper Ottawa by the proposed Nipissing & James' Bay railway. The country through which the road passed was rich in minerals and timber, which could not fail to be of immense advantage to Toronto. He assured the Attorney-General that if he were to assist in the construction of the road the City of Toronto would not be slow to recognise this as amongst the many other boons conferred upon the city by the Government. Mr. McMillan was followed in the same strain by Mr. Ince, representing the Toronto Board of Trade. Then Mr. Murray, Renfrew, took a hand in, dwelling upon the necessity of opening up to trade the Upper Ottawa, so that Ontario would receive all the advantages of the rich resources remaining undeveloped there.

Mr. Lyon asked for aid towards the construction of the Manitoulin & North Shore railway, arguing that the future of the island depended upon the speedy construction of the road. He was assisted by Mr. A. P. Kilganner, of Little Current, Manitoulin Island.

Messrs. William Beatty and Samuel Armstrong strongly commended the claims of the Parry Sound Colonisation Railway Company to Government aid. Then came Mr. Evanturel, and Mr. Foster, of Montreal, who, in eloquent language, dwelt on the good to result to the eastern portion of the Province by the construction of the Prescott and Vaudreuil railway.

The Attorney-General simply said that the Government would consider the claims set forth by the various speakers.

#### THE GRANGE TO THE FRONT.

Mr. Glendenning, Manilla, president of the Dominion Grange, was still to be heard by the Attorney-General, it being now almost six o'clock. Mr. Glendenning wanted legislation to compel manufactures of agricultural engines to construct on their machines safe spark arresters, and under penalties, the users to keep them in proper condition. Secondly, that mutual fire insurance companies be permitted to give five-year policies. Lastly, some plan to reduce the size of County Councils.

#### FINALLY FINAL.

When the president of the Grange unburdened himself of his bill of grievances the Attorney-General evidently thought that he could now retire to the calm which the Council Chamber grants, but he was disappointed, for Messrs. J. A. Halstead, W. Colclough, J. Hampton, W. H. Kingston, Mount Forest, and J. W. Scott and T. E. Hay, Listowel, advanced and to their credit, he it said, shortly urged the formation of two new counties from Wellington, Perth and Grey Counties. They got the usual reply.

#### COL. GILLMOR'S PARTY.

Lieut.-Col. Gillmor entertained the following gentlemen at dinner last evening in room 16, Parliament Buildings:—Hon. Speaker Baxter; J. B. Freeman, M.P.P.; Geo. W. Monk, M.P.P.; Major Delamere, F. J. Glackmeyer, Sergeant-at-Arms; C. H.

Thompson, Mr. Joseph S. J. Crosby, Capt. Duggan, A. E. Thompson, J. G. Rosseau, P. McQuaid, Mr. Kent, John Notman, F. A. Ackland, C. W. Hurlburt and G. E. Thomas.

#### NOTICES OF MOTIONS.

VARIOUS IMPORTANT MEASURES GIVEN NOTICE OF BY MEMBERS.

Mr. Wood (of Brant)—Inquiry of Ministry—Is it the intention of the Government during this session to take any steps towards granting the prayer of the petition of certain chiefs of the Six Nation Indians?

Mr. O'Connor—Bill to require the owners of elevators and hoists to guard against accidents.

Mr. Willoughby—Monday next—Resolution—That in the opinion of this House it is expedient that all police magistrates should make the same returns of convictions and fines imposed by them in respect of infringements of the Canada Temperance Act as are made in other cases to the clerk of the peace, and that such returns, when made, should be published; and that all expenses in connection with the enforcement of said Act should be submitted for audit to the county auditors.

Mr. French—Monday next—Bill respecting actions at law.

Mr. Clancy—Monday next—Bill to amend the Ditches and Watercourses Act. Also—Monday next—Inquiry of Ministry—Whether any reduction has been made by the Government in the indebtedness of the Township of Ralleg to the Province for drainage works? If so, what is the amount of such reduction?

Mr. Meredith—Tuesday next—Bill respecting policies and contracts of life insurance. Also—Tuesday next—Bill to amend Chapter 169 of the R. S. respecting building societies. Also—Tuesday next—Bill to amend the Judicature Act. Also—Tuesday next—Bill to amend Chapter 53 of the R. S. respecting arbitrations and references.

Mr. Whitney—Monday next—Bill to amend the Act respecting seduction. Also—Monday next—Bill to amend the Election Act. Also—Monday next—Bill to amend the Act respecting mortgages and sales of personal property. Also—Monday next—Bill to amend the Ditches and Watercourses Act.