

nd *Del. March 18th*
THE ASSEMBLY.

**The Shamrock Causes An
Early Adjournment.**

PRIVATE BILLS SECOND READINGS.

**Short Discussions on Many of the
Public Bills.**

WORK FOR THE MUNICIPAL COMMITTEE.

**Mr. Balfour's Duck Bill Referred to a
Special Committee—Several Bills
Discussed and Withdrawn
—Deputation Re Lo-
cal Taxation.**

March 17, 1890.

The House got an early adjournment to-day, owing to the conjunction of a Monday and the 17th of March, the effects of both of which were equally visible in the House, the former in the absence of those members who had not got back from their homes in the country, and the latter by the wearing of the shamrock in the button-holes of many members. It was private members' day, and after the second reading of a number of private bills, several public bills, none of them of first importance, were discussed and read a second time or withdrawn, as the case might be.

FIRST READINGS.

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

To amend the Timber Slides Companies Act—Hon. Mr. Hardy.

To amend the Municipal Act—Mr. Freeman.

To amend the Municipal Act—Mr. Dance.

PRIVATE BILLS.

The following private bills were read a second time:—

To incorporate the Town of Walkerville—Mr. Balfour.

Respecting the City of London—Mr. Meredith.

Respecting the Toronto, Hamilton & Buffalo Railway Co.—Mr. Harcourt.

To amend the Act incorporating the Amherstburg, Lake Shore & Blenheim Railway—Mr. Balfour.

To incorporate the Hamilton & Barton Incline Railway Co.—Mr. Awrey.

To enable the City of Brantford to issue debentures for drainage, water, school and park purposes—Mr. Hardy.

For the appointment of new Trustees for the settlement of the estate of William Chaplin—Mr. Leys.

SAULT STE. MARIE & HUDSON BAY RAILWAY.

Mr. Lyon, in moving the second reading of this railway bill, said:—As the promoter of the bill for the incorporation of the Sault Ste. Marie & Hudson Bay Railway, I think it would not be out of place for me, before moving its second reading, to offer a few remarks upon the great advantages to be derived from the construction of this railway, not only to my own constituents, but to the Canadian public. It is only in the last few years that the District of Algoma has attracted any special attention, and the idea is just commencing to dawn upon the people of Canada and the United States of the enormous mineral wealth which it contains and the rich agricultural valleys which are to be found within its limits. The desire of the Company in question is that a charter be granted which will enable them to build the road, starting at Sault Ste. Marie, running in a northeasterly direction for about 350 miles and terminating at James' Bay. This will open up some magnificent country and bring about the development of its resources, an object which it would be impossible to accomplish without the aid of a railway. The mineral wealth of Algoma, now that it is beginning to be understood and appreciated, I am confident will be one of the most successful fields for enterprise that we have, not only in Canada, but upon this Continent. In my opinion, Sault Ste. Marie, in the natural course of things, is bound to become an important manufacturing and shipping centre. The most important factor in the industries of this place will be large smelting works, required for reducing to the desired basis the products of the Algoma mines. In order to successfully operate the works, for smelting purposes, large quantities of coal must necessarily be consumed, and we find that the District of Algoma is equal to the demand in this particular, for the proposed railway will, when completed, run through sections of country in which are to be found some of the most extensive coal beds in the world. I know, Mr. Speaker, there is a disposition on the part of some people to discredit to a certain extent the great possibilities of Algoma, but I think that investigation will amply establish the true state of affairs to be that the District of Algoma, which a few years ago was almost unheard of, is one of the most varied and profitable mineral-producing regions that the people of any country have ever been called upon to develop. I entertain no doubts whatever of the mineral productiveness of Algoma, and the ultimate success of the industries which are now being established within the confines of that district. There are people who attach but little importance to such mines as produce the coarser metals, but this