

lington; J. Kirkwood, M.P.P., East Wellington; Major Rorke, M.P.P., Centre Grey. The Government were not waited upon as the meeting was simply convened to discuss the best means of furthering the interests of the scheme.

#### TO DEEPEN THE SCUGOG.

A deputation from Lindsay consisting of Mayor Ray and Messrs. Winters, Connolly, Kylie and Crandall waited upon the Government to ask for an appropriation of \$2,000 to complete the improvements on the Scugog River. The Attorney-General said he would consider the request.

#### POOR SCHOOLS IN NORTHERN ONTARIO.

A thoroughly representative deputation of the reeves and leading men of the northern district of Parry Sound waited on the Minister of Education yesterday and strongly urged the necessity of increasing the poor school grant to \$100 for each school. Mr. James Sharpe, the member for Parry Sound District, who has always taken a deep interest in the question of education, introduced the deputation and strongly urged the Minister to make the increase asked for. Mr. John Armstrong, reeve of Chaffy; George Morrison, reeve of North Himsworth; Col. Gregory, reeve of Widdifield; William Carmichael, reeve of South Himsworth; M. E. Tookey, reeve of Sundridge; George McKnight, reeve of Chapman; James Campbell, reeve of Stisted; Peter Shaughnessy, reeve of Machar; Sheriff Bettes of Huntsville, Wm. Carr of Trout Creek, Israel Lucas of Powassan, B. McDermott of Sundridge, explained minutely the position of the schools in new townships and the difficulties experienced by the Councils of municipalities in their efforts to establish and support schools in scattered and isolated settlements. The Minister admitted the force of the facts presented and assured the members of the deputation that he would try to meet their wishes in this matter.

#### RESPECTING WAGES.

Mr. Biggar has introduced a bill to amend the act respecting wages by extending the provisions preserving the rights of employees of execution debtors. At present all persons in the employ of an execution debtor at the time of failure or within one month shall be entitled to be paid his wages prior to other claims. Mr. Biggar's bill extends the time to three months before failure.

#### THE VICTORIA INDUSTRIAL SCHOOL.

Messrs. W. H. Howland, Beverley Jones, D. J. McKinnon and Fred J. Stewart waited upon the Government at 5 o'clock with reference to the Victoria Industrial School. The board holds at present the fee simple of eight acres on which to erect buildings, in addition to 42 acres of farm lands. They wish to obtain the fee simple of eight acres more to provide room for three new cottages and workshops and to enable them to bond the property for \$50,000 to carry on the enlarged work of the institution. They also asked to have the grant increased from nine to ten cents per day. They were received by Hon. Messrs. Mowat, Hardy, Ross, Harcourt, Dryden and Bronson, and a general discussion took place regarding the work of the institution. Mr. Howland stated that 100 boys had already passed out of the school and that nearly 200 were waiting for admission. Hon. Mr. Mowat promised that the subject would receive due consideration.

#### COMMITTEE MEETINGS.

The first meeting of the Public Accounts Committee was held to-day, when Mr. Awrey was elected chairman. The committee meets again to-day at 11. The Printing Committee meets at 11.30 to-day.

#### A NEW RAILWAY FOR TORONTO.

The petition presented by Mr. Tait on behalf of John Leys, Q.C., Mr. W. Hamilton Merritt, Chas. H. Keefer, Frank A. Fleming, C. N. Shanly, George F. Harman, Arthur G. Peuchen (Toronto) and Edward A. Dodd of New York, financier, states that it would be desirable and of great

public convenience that a warehousing and railway company should be incorporated with power to construct a line of railway from a point at or near the crossing of the Canadian Pacific Railway and the Grand Trunk Railway tracks at or near Parliament street in the city of Toronto; then easterly south of the Grand Trunk Railway Company's property, crossing the Don south of the Grand Trunk Railway bridge, along the north shore of Ashbridge's Bay to the extreme easterly limit thereof, near Kew Beach; then in a northeasterly direction, crossing Queen street, to a point at or near where the Kingston road crosses the town line, between the Townships of York and Scarborough; then in a northwesterly direction to a point on the Grand Trunk Railway near Little York, and also from a point on said proposed line of railway west of Kew Beach and extending westerly along the arm of land which bounds Ashbridge's Bay, on the south of the extreme westerly point of said arm, and also from the extreme westerly point to extend northerly to meet the first above-mentioned line at a point east of its crossing over the Don.

Also to construct swing bridges over the River Don and Coatsworth's cut, and any other channel or cut which may hereafter be made or constructed, and also to construct any line or lines of railway to connect with the present and other systems of railway entering the City of Toronto, and to connect with any union station which may hereafter be built in the said city, and to erect warehouses along said railway for the storage of goods, wares and merchandise, and to carry on a general warehousing business. The petitioners therefore pray to be incorporated under the name of the Toronto Transfer, Warehousing and Railway Company, Limited, for the purpose of constructing, equipping and operating such railway and warehousing company.

#### DEPARTMENT OF EDUCATION.

The report of the Minister of Education for the year 1891 was presented to the House to-day. The statistics are those of 1890. From these figures it appears that there was a falling off in the public school population in 1890 of 5,250, as compared with 1889. The school population in 1890, as ascertained through the assessors, was 496,565, while in 1889 it was 500,815. The average attendance of rural pupils was 47 per cent. of the registered attendance, while in towns it was 59 per cent. and in cities 62 per cent. The average for the Province as a whole was 51 per cent., the same as last year. From the figures it is evident that trustees do not exercise their powers to compel the attendance at school of children between seven and thirteen years of age for a period of at least 100 days. Female teachers still continue to gain on male teachers, being now 67 per cent. of the whole. There is a gratifying increase in the better class of certificates. While salaries in cities and towns have gone up considerably there is not much improvement in the rural districts. The average salary of male public school teachers was \$423 and of female teachers \$292. There were 5,763 school houses in 1890, an increase of 91 over the year before; 3,564, or 66 per cent., of the public schools use the authorised Scripture readings, 41 per cent. the Bible. The total receipts of the public schools for 1890 amounted to \$5,016,212, against \$4,851,061 in 1889. The total expenditure was \$4,295,678, against \$4,198,517 in 1889. Notwithstanding the large expenditure for school sites and buildings and the large increase to the teaching staff, the cost per pupil has but slightly advanced in fourteen years. The average cost per public school pupil was \$8 67, against \$6 26 in 1877; 5.67 per cent. of the receipts is furnished by the Government, the balance by the people. The number of separate schools has advanced from 175 to 259 in fourteen years. The expenditure is now \$289,703, an increase of \$174,397 in the same period, and the number of teachers 569, an increase of 235 in the same period. The high schools now number 120 and the collegiate institutes 31. The most grati-