

Globe, Mar 18.

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to regulating the transportation of gunpowder, dynamite and other explosives.

The bill was read a second time without discussion.

Mr. Wood (Brant) moved the second reading of his bill "To amend the act for the protection of the public interest in rivers, streams and creeks." The bill, he explained, was to give municipalities power over streams and river beds so as to prevent parties entering the river beds in the dry season and carrying off stones to the endangerment at times of the abutments of bridges. The bill was read and referred to the Committee on Law.

Mr. Sharpe's bill to amend the Municipal Act was passed on to the committee without discussion.

CENTENNIAL ANNIVERSARY.

Mr. Bishop asked whether it was the intention of the Government to ask the Legislature to assist in duly celebrating during the recess the centennial anniversary of the Parliament of Upper Canada.

Mr. Mowat said it was understood that the celebration referred to would take place in the Niagara District, and it was the intention of the Government to ask the Legislature to assist in its due celebration. (Applause.)

LIQUOR LICENSE RETURN.

Mr. Clancy moved "For a return showing the number of liquor licenses issued in each year from 1869 to 1891, both inclusive; the gross fund raised from licenses in each of the same years; the sums paid out of the said fund in each of the same years to the Province and municipalities respectively, and the sums the municipalities have imposed by by-law over and above the statutory duties in each of the same years."

Mr. Harcourt said it would be difficult to get at the information asked for prior to 1876, but since that date he would have the returns brought down. He would also see that the information was compiled in future in the annual report of the department.

The House then adjourned at 5.30.

LEGISLATIVE NOTES.

AFTER A LONG DISCUSSION THE PREAMBLE OF COL. ALEXANDER'S BILL IS ADOPTED.

The Private Bills Committee room was thronged again yesterday morning with prominent citizens interested in the bills affecting the city and the Ashbridge's Bay improvements. The city's bill was taken up first. The clause giving the city power to contract for the reclamation of Ashbridge's Bay was allowed to stand until the other bill was decided. The clause to confirm the Esplanade agreement was amended by consent of the parties as follows:— That an agreement between the Corporation of the City of Toronto, the Grand Trunk Railway Company and the Canadian Pacific Railway Company, which is known as the tripartite agreement, and which is printed as schedule A. hereto with any modification thereof which the said parties thereto may agree upon shall, when duly executed by the said parties thereto respectively, be valid and binding on the parties thereto, and the said Corporation of the City of Toronto is hereby declared to have and shall have full power to do all the acts necessary to give full effect to the said agreement, provided always that the said Corporation of the City of Toronto shall pay any persons whose lands are injuriously affected by any acts of the said corporation in the execution of the said agreement compensation or damages therefor, which if not mutually agreed upon shall be ascertained by arbitration in accordance with the provisions of the Municipal Act. The clause to confirm the \$300,000 by-law passed in July, 1891, was adopted. The clauses referring to the Gas Company were dropped.

A long discussion took place over the clause providing that the city may construct pavements on the portion of the streets occupied by the street railway and defray the cost by issuing debentures which shall be a first charge on the mileage revenue received from the Street Railway Company. Mr. Mulock, as a property owner, objected to such a clause until it was stated what was the total amount of the liability that might be incurred. Mr. Biggar said there were about 70 miles of track, and the cost would be about \$300,000, and suggested that the clause might be amended so as to prevent the cost being such that the interest, etc., would exceed the mileage revenue of \$800. Mr. E. B. Osler said that under the clause the city might put down expensive and unnecessary paving away out in the suburbs, and it would be a continued temptation to rush into contracts. The city was now in terrible mess of debt for the reason that the issue of debentures was not limited. Mr. E. F. Clarke, with some warmth, denied that the city was in a mess of debt. After some further discussion the clause was allowed to stand. The clause providing that the city may by by-law, to be passed with the assent of the electors, exempt wholly or partially from taxation, for a period to be mentioned in the said by-law, all personal property, buildings and other improvements in the said city, was promptly thrown out, no one speaking in support of it.

THE ASHBRIDGE'S BAY BILL.

The bill to incorporate Col. Alexander's company as the Toronto & Ashbridge's Bay Improvement Company was next considered. Mr. Gibson asked if any settlement had been reached.

Mr. S. H. Blake, Q.C., said he appeared on behalf of the company. Every suggestion made the day before had been accepted by the promoters. The suggestion with regard to the capital was reasonable. The company agreed to place the subscribed capital at \$500,000 instead of \$100,000, and the paid-up at \$100,000 instead of \$10,000.

Mr. Gibson asked if that concession satisfied every one as to the good faith of the company.

Mr. J. K. Kerr, Q.C., said no. In view of the enormous expense, the paid-up capital required should be placed at \$200,000 at least.

Mr. Blake proposed with regard to the bonds that a clause should be inserted requiring the whole proceeds of the bonds to go into the undertaking.

Mr. Kerr said that there should be some guarantee that the proceeds of the bonds should be spent on the work and not divided among the wicked partners.

Mr. Blake remarked that Mr. Kerr was not in the company and knew nothing of the partners.

Mr. Kerr retorted that he was not, but saw those who were promoting it. (Laughter.)

Mr. Blake replied that he could see warehouse and other schemes behind the opposition to the bill.

Mr. Kerr said he was not connected with any warehouse scheme.

Mr. Blake finished this little passage at arms by saying:—"Oh, no! You are the only good man in the room!" (Loud laughter.)

Mr. John Leys suggested that the issue of bonds should depend on the amount of work done. For example, when the city engineer's certificate said that \$200,000 worth of work was done then they might issue bonds for that amount.

Mr. Blake suggested that the bonds should not extend beyond the holding of the company, whether it was a 30 or a 40 year lease, or in fee simple. As to the cry that it was a scheme of speculators, he said that for years the unsanitary condition of that portion of the city had been discussed by the citizens and it was necessary to do something. No other company applied to do the work. The corporation passed on this scheme as one way of getting rid of the nuisance. Rival schemes and selfish interests were trying to prevent this from being carried out. He suggested they should vote on the preamble as to whether