

described as his impertinence towards himself and other members of the Opposition.

Mr. German followed with a spirited defence of the Government's course on the matter. In the course of it he made some reference to the piggery issue, which drew from Mr. St. John cries of "Order, order." Mr. German's dry reply, "Well, that is all I had to say about it," caused considerable amusement.

Mr. Miscampbell spoke well, as he invariably does, urging strongly that the bargain with the Americans was free lumber for free logs, and when they went back on that they could not complain if the restriction of importation was immediately adopted.

Mr. Conmee declared that it would be little short of scandalous if the Government broke faith by virtually cancelling the licenses that had been issued months ago. The reliability of the information as to the cut which the Commissioner for Crown Lands had communicated to the House could not be assailed. It was an estimate of a cut already made, and it was simply absurd for the gentlemen opposite to pretend that the Government officials would falsify the returns.

The debate was concluded by Messrs. Miscampbell and Willoughby, after which the bill was read a second time.

#### Private Bills.

At the evening session the following bills were put through the committee stage:—

Respecting the Town of Trenton—Mr. Biggar.

Respecting the Town of Toronto Junction—Mr. Middleton.

The bill incorporating the Toronto & York Radial Railway Company (Mr. Stratton) was read a second time.

#### Supplementary Estimates.

The supplementary estimates for 1898 were submitted to-day. They call for an expenditure in addition to the original estimates of \$240,856 83. The original estimates were \$3,397,367 92, making altogether an anticipated expenditure during this year of \$3,638,224 75. To provide for the expenditure of January, 1899, pending the next meeting of the Legislature, the sum of \$80,000 is placed in the estimates. One of the most important items in the list is that of \$25,000 for the commencement of the new Normal School for western Ontario, to be erected at London, \$7,500 having already been voted for the site. Another important project is announced in the form of a proposed vote of \$7,500 to purchase a site for a boys' reformatory and industrial school to be located in the County of Oxford, the present reformatory at Penetanguishene to be used as an asylum for the chronic and harmless insane. The institution at Penetanguishene, built late in the fifties, when men's minds were filled with the idea of punishment rather than of reformation, has long been recognized as unsuitable for the purpose for which it is maintained. Its architectural lines are much like those of the Central Prison, and its interior arrangement, though something has been done to improve it, is ill adapted to the requirements of a reformatory. Another of its disadvantages is that of location. In Oxford County good land may be obtained contiguous to a bright

and flourishing centre of population and well supplied with railway communication. A double object will be achieved by transferring the juveniles to another part of the country and converting the Penetanguishene establishment into a place of retreat for insane patients who are past all hope of recovery. Alienists have agreed as to the propriety of separating the chronically insane from those temporarily afflicted, and if this can be done by providing a place of residence for the former another forward step will have been taken by the Province in a direction in which great progress has already been made. There is an item of \$5,000 to be paid on account of the purchase of the Victoria College property at Cobourg, and another of \$5,000 to be expended in fitting up the building. In addition to the appropriation of \$95,340 there is an estimated expenditure of \$15,050 on colonization roads. For mining roads there is estimated \$5,000 in addition to \$10,500 already appropriated. The supplementary public works expenditure is estimated at \$23,000, of which \$4,000 is to assist the improvement of Payne River, \$4,000 for the Maitland River, \$5,000 for the Cunard River and \$4,000 to assist in building the Des Joachim's bridge across the Ottawa. Conditions are attached to these proposed expenditures. Miscellaneous expenditure is estimated at \$99,175, the largest item being \$86,000 to cover the cost of the impending Provincial election. A grant of \$800 for the meeting of the International Health Association at Ottawa is included. A further grant of \$5,000 to the sufferers by the forest fires in Prescott and Russell is provided for.

#### Railway Subsidies.

Mr. Harcourt has given notice of the following railway subsidies:—

To the Ontario & Rainy River Railway, from a point at the westerly end of the 165 miles heretofore aided to a point at or near Fort Frances, a distance not exceeding 40 miles, a cash subsidy of \$3,000 a mile—\$120,000.

To the Pembroke Southern Railway, between Pembroke and Golden Lake, from a point in the northeast part of the Township of Alice to the north-eastern boundary of the said township, a distance of three and one-half miles, a cash subsidy of \$3,000 a mile—\$10,000.

To the Irondale, Bancroft & Ottawa Railway, from a point 45 miles from Irondale, at the end of the portion of the railway to which aid was granted in 1896, and thence due east for a distance of ten miles, a cash subsidy of \$3,000 a mile—\$30,000.

(Re vote) To the Bay of Quinte Railway (formerly the Kingston, Napanee & Western Railway), for such extension or branches of its projected and authorized line of railway north of the Village of Tweed as will not exceed 30 miles in all, and will enable the said company to connect its existing line of railway with the iron ore deposits lying northward of the said Village of Tweed, in renewal of the amount granted to the said Kingston, Napanee & Western Railway in the year 1893, a cash subsidy of \$3,000 a mile—\$90,000.

To the James Bay Railway, to aid in the construction of 90 miles of the said railway from Parry Sound to a point at or near Sudbury, \$3,000 a mile for a distance not exceeding 40 miles (\$120,000), and the unearned subsidy of \$3,000