

roads to the townships, and the question arose, who should keep up the Rouge River bridge? The structure had cost \$14,000 or \$15,000. The County of Ontario was willing that the cost of maintenance should be divided between itself and the County of York, leaving the Township of Pickering to keep up the approach to the bridge within the latter's limits. That offer was based on the assumption that the bridge was in a good state of repair. It turned out, however, that the contrary was the case and that it would take \$1,400 to put the structure into good condition. During the last eighteen months the County of York had collected from the County of Ontario more than was sufficient to pay the needed repairs, but had not spent \$25 on the bridge. Under the circumstances he thought it was not too much to ask that the compensation to be paid by the County of York should be \$2,000.

Mr. Hill opposed the amendment, and urged the House to stand by the decision of the Private Bills Committee.

Mr. Howland moved that the County of Ontario be ordered to accept the sum of \$2,000 in settlement of all future claims of responsibility in regard to the road.

Mr. Gibson said the County of York before the committee had first offered \$1,000 or nothing, and then for the sake of peace \$1,500, and had added that the bill would be withdrawn if that sum were not accepted.

Mr. Conmee said that if the decision arrived at by the Private Bills Committee was disturbed there would be no settlement.

Hon. Mr. Day's said that the County of Ontario would reap large financial benefit by the ratification of the agreement reached by the Private Bills Committee.

The amendment was voted down and the bill was reported.

Cycle Path Bill.

Mr. Stratton withdrew the cycle path bill with a brief explanation as to his reasons for doing so. He could not, he said, ask for the bill to be sent to committee at the present late period of the session. From the large amount of correspondence he had received since the introduction of the bill the measure was one which met with the approval of a great majority of the wheelmen of the Province. The cyclists of Ontario appreciated the legislation which this House had already granted them, under which municipalities were given power to set aside a certain portion of the highway as cycle paths, and they were pleased with the way in which the Attorney-General had come to their assistance two years ago. In the hope that the Premier would give his favorable consideration to the measure when it came up again next session he begged to withdraw the bill.

Employment of Aliens.

Mr. Wardell moved the second reading of a bill preventing the employment of aliens on works constructed under the provisions of special acts of the Province. He alluded to the practice of importing Italians to work on railways and other works. These were men who lived on macaroni and cheese, and spent nothing in the country, but took everything they earned elsewhere. The Grand Trunk had

shown the bad example of going to the United States for its present Manager, and he had brought with him many employees from the other side, thus displacing many tried and trusted Canadians. He would exclude from employment in the Province any man who did not intend to take up his residence and did not pay taxes.

Mr. Conmee said that the mover had, no doubt, the best intentions in bringing forward the measure. It was not, however, a matter for the Provincial House, but was a question with which the Dominion Government must deal. Canadians were not navvies, and without the labor spoken of by his hon. friend the railways and canals of the Province could not be built. It might perhaps be a good move to pass a bill providing that persons employed in operating railways in the country be Canadians. Care, however, was needed in dealing with such matters. They desired to encourage immigration, and Italians and other foreigners, as a rule, made good citizens, and such a stringent regulation would drive them away before they had an opportunity under Canadian law for becoming citizens.

Mr. McDonald said that in his opinion the shutting out of alien labor in Canada would mean the closing down of almost all the public works and works requiring great numbers of navvies. He took exception to the remarks regarding the G.T.R. going out of the country for a Manager. They had a right to do so if they so desired. The C.P.R. had done the same, and he did not think that a more loyal citizen

lived than the Manager of that railway.

Mr. Pattullo spoke against the bill. The policy of the country should, he said, be to welcome the people of all lands.

Mr. Whitney said it was generally admitted that the principle of the bill was right. That being so, the details were susceptible of easy settlement. There was no reason why the bill should not be read a second time, as had been done in other cases, leaving the details to be arranged in committee. The House had already affirmed its approval of the principle of this bill, and it was crystallized into legislation. In 1898 the Legislature passed a law providing that no subjects of a country which had an alien labor law against Canada should be employed on the construction of railways in Ontario to which Provincial aid had been granted. The Legislature would be stultifying itself by rejecting the bill.

Mr. Auld stated that the whole question was covered in Mr. Cowan's bill passed at Ottawa two sessions ago. It would be a mistake to pass a measure of this kind in view of the repatriation movement now in progress. Many former Canadian farmers, for instance, were coming back from Michigan to settle in his own County of Essex.

The motion for a second reading was declared lost on division.

Mr. Smith's bill for the election of Councillors separately was withdrawn at the Premier's request. Mr. Marter's bill requiring an application for a shop license to be supported by a petition, the same as in the case of a tavern license, went to committee.