

Feb 4/02

#### The Time to Act.

The capital stock of some of the companies was too large and their bonding privileges too extensive. There was no adequate provision for the public in regard to rates. There should be a Provincial Railway Committee empowered to regulate rates. A score of electric railway bills were now before the House, which meant the giving over of a large area of the Province in perpetuity to those who might either serve the public to the advantage of the country or tax it unduly for the benefit of themselves. All depended on the wisdom or unwisdom of the incorporation acts secured from the Legislature. The bills were inadequately dealt with by the Railway Committee of the House. The point was urgent, and the people looked to the Legislature to protect their interests, not only for the present, but for generations to come.

#### Public Ownership.

Mr. Pattullo, in concluding, referred to the efficient administration of the government in all departments, and said the Legislature would have the opportunity during the next few years of rendering the highest public service in connection with the acquirement of public utilities, which had been publicly managed with great success in Great Britain. He commended the proposal to build a Government railway to Lake Temiskaming as the beginning of a solution of the problem in Ontario. No one longer dreamed of railway competition. We must choose between railway control and State ownership and management of railways.

#### Agricultural Prosperity.

Mr. McLaughlin (Stormont) said that the speech of the hon. gentleman (Mr. Pattullo) contained a good deal of air and little substance. Continuing, he said it was a surprising thing that the gentlemen on the Government side who had spoken of the great things which the Government had done for the farmers were lawyers, doctors and editors. None of the farmers on that side had made such claims, because the people would weigh their words and criticize sharply what they said, but would make allowance for professional men, who knew nothing of practical agricultural affairs. He contended that the farmers themselves had been the leaders in all that had contributed to their advancement and prosperity, and this applied also to the other working classes for which the Government claimed to have done so much. He quite agreed with Mr. Pattullo in the latter's remarks regarding the exercising of care in respect to legislation for electric railways. He criticiz-

ed the financial administration and general policy of the Government, and concluded with the opinion that the Opposition would be victorious in the next election.

Mr. Auld (South Essex) moved the adjournment of the debate.

#### Text-book Commission.

Col. Matheson asked when the evidence of the commission on the school text-books would be brought down.

Hon. Mr. Harcourt said he was not ready to answer the question, and asked that it be put again in a day or two.

On motion of the Premier the name of Mr. Pense, Kingston, was added to the Private Bills, Railway and Municipal Committees, and that of Capt. Robson (East Middlesex) to the Railway Committee.

The House adjourned at 10.25.