

Diocese of Toronto; the Childrens' Home, Orphanage and Refuge; National Trust & Investment Co., of Toronto; Gatling & Silver Mining Co., amendments; The Continental Fire & Marine Ins. Co., of Canada; a Company to construct Public Works, Railways, &c., no names given; and the Home Fire and Marine Ins. Co. of Canada. This is not so formidable a list of new companies as we have seen on other occasions; but still the question is pertinent: Are they needed, and will they pay?

The Canada Permanent Loan and Savings Company, and also the Western Canada, each want certain by-laws legalized; the Huron & Erie, of London, to make an unimportant change in the name of the Company; and the Canada Landed Credit Co., to obtain an extension of its borrowing and lending powers.

The greatest demand for Private Bills this Session comes from municipalities, which appear to require legislation on almost every subject under their charge. We can do little more than name the municipalities which are interested therein:—

Townships of Scugog and Cartwright.
Village of Grimsby—incorporation.
Front of Yonge and Escott in Leeds.
Lindsay and Township of Ops.
Oshawa—to legalize bonus.
Toronto—new charter for city.
Town of Cobourg—two Bills.
Port Hope—new debentures.
Township of Park and Sault Ste. Marie.
L'Original—incorporation as town.
St. Catharines—incorporation as a city.
Newboro', Leeds—incorporation.
Board of Education, Lindsay.
Ottawa—to change street names.
Middlesex—to divide county.
Meaford—amendments to charter.
Toronto—the Garrison reserve.
Town of Sarnia.
Township of Oro—to divide it.

The places desirous of becoming new county towns are on the alert as usual, and notices of Bills to create new counties have been given in several cases. The names are as follows: County of Howland—Durham the county town; County of Blake—Harriston the county town; Palmerston—with Mount Forest as county town; and Couchiching—with Orillia as county town.

The Bills relating to Railways will be fewer than usual, and embrace few new enterprises. They may be briefly noted as follows: Niagara Falls and Lake Erie Railway Co., new line from the Falls to Port Maitland; Whitby and Port Perry Extension Railway Co., power to acquire Whitby harbour; the Grand Junction Railway Co., Dresden & Oil Springs Co., Ham-

ilton and Northwestern Co., Huron and Quebec Co.; Lake Simcoe Junction Company; Port Stanley, Strathroy, and Port Franks Company; and the L'Original and Caledonia, all want amendments to their charters; the London, Huron, and Bruce Co. to authorize amalgamation with the G. W. R.; and a measure will be brought in relating to the registration of a document from the Canada Central to one Henry Lancelot Redhead.

Numerous measures of a general character are to be sought for. The Central Station and Warehousing Co., of Toronto, the directors of Guelph General Hospital, Thunder Bay Silver Mining Co., the Trustees of the Toronto General Burying Grounds, and the Simcoe Mechanics' Institute, all have legislative wants. The Trustees of Mrs. Nina Elmsley's estate want power to sell the "Barnstable villa" lot; the St. Catharines Water Works Act requires amendments; the Vaughan Plank Road Co. want relief; George Taylor, paper-maker, and Geo. Dennis Morse, of Toronto, want power to convey certain lands; and the Law Society to make important changes in the Acts relating thereto. As closely related to the latter, we may mention that several legal gentlemen give notice of Bills to enable the Law Society to admit them to the degree of Barrister without undergoing all the formalities of the law.

Several churches, too, want legislation, but fortunately not of a character to ruffle the theological mind. Nathaniel Dickey and other Trustees will ask to have the true construction of a certain church deed declared, and St. Andrew's Church congregation, of this city, to have a measure passed to legalize certain church arrangements.

The foregoing Private Bills are only a portion of those which will engage the attention of the Local Legislature, for doubtless notices for other measures have already been given, and do not now appear in the official paper. That so much legislation is asked for, is not an unhealthy sign—in fact, it indicates in some degree enterprise and spirit on the part of the community. But the opinion is quite prevalent that, as in business we have had overtrading and over-importation, so of late years in the Local House, we have had over-legislation; and not a few thoughtful minds believe that the Province would be benefitted by the adoption of a once famous motion slightly altered: "Resolved—That legislation in Ontario has unduly increased, is increasing, and should be diminished." Whilst not exactly expressing acquiescence in this opinion, we are quite prepared to

look favourably on their curtailment, in the cases of all measures, public or private, which are not of manifest and undoubted advantage.

BRITISH LEGISLATION PREJUDICIAL TO CANADIAN TONNAGE.

Quite recently, the Hon. the Minister of Marine and Fisheries was waited upon by a gentleman just arrived from London, who on behalf of shipowners, brokers, and merchants, representing the management in Great Britain and Ireland of upwards of seven hundred thousand tons of Canadian shipping, presented the following memorial:

LIVERPOOL, 1st Oct., 1875.

To the Honourable A. J. Smith, Minister of Marine and Fisheries for the Dominion of Canada.

SIR:—We the undersigned merchants, shipowners and agents, residing in Liverpool, interested in Canadian shipping, would beg most respectfully to bring under your notice the injurious consequences likely to arise to Canadian shipping by the interference of the English Board of Trade, and you are no doubt aware that the Imperial Act passed in August last, entitled an Act to "make provision for giving further powers to the Board of Trade," and which came in force on this first of October, is made to apply to Canadian ships, and if carried out will be very detrimental to the interests of said vessels, as it subjects them to many restrictions and expensive exactions not required of foreigners; and without giving them all the advantages a ship registered in England can claim, thereby placing them at a great disadvantage as compared with either. In the first place, the Act gives no definition of what constitutes either a seaworthy or an unseaworthy vessel, but leaves the control of the whole matter in the hands of the Surveyors of the Board of Trade, who are mostly selected from officers of the Royal Navy, and whose particular training would tend to disqualify them from acting as Surveyors in connection with merchant ships. Yet Canadian vessels can be detained at the pleasure of such Surveyors. Secondly—Section 2 of the Act says that if one fourth of the crew make a complaint that the ship is unseaworthy the officers of the Board of Trade can stop such ship and there is no means of redress. It is a well known fact that the crews are not shipped till the vessel is ready for sea, and never go on board until an hour or two before sailing, and in most cases in a state of intoxication; how then is it possible for them to know before the vessel sails whether or not she is deficient in hull, equipments, machinery, overloaded or unseaworthy? Nevertheless the ship and owners are to a great extent in their power, with no provision in the Act to bring them to justice if wrong. Section 4 has already been admitted not applicable to Canadian shipping, and we respectfully request you to consider whether any Act granting powers to an English Board of Trade can be made to apply to Canadian vessels, without violating those conditions which grant to our Colony the right to legislate upon all subjects not involving Imperial interest, and whether such Acts are not strictly local and not Imperial, and ought not to be applied to Canadian vessels, and we would therefore urge that the Canadian Government pass, without delay, such laws as would place Canadian vessels under their own control, and appoint proper and qualified Surveyors to see that such vessels are kept in a seaworthy condition.