Legislative Council,

WEDNESDAY, August 13.

A petition from the Synod of the U. Presbyterian Church was filed on Bill 74, relating thereto.

Hon. Mr. Crooks gave notice of a motion of Address to His Excellency, for copies of the papers relative to the settlement of the boundary between Canada and New Brunswick.

Hon. Mr. Leslie assented on the part of the Government to the motion.

Hon. Mr. Boulton moved the second reading of the bill to enable the Rector and Church Wardens of St. John's Church, Peterboro, to sell a portion of the Glebe Land.

Hon. Mr. Morris enquired whether these lands constituted one of the Rectories endowed by Sir John Colborne?

Hon. Mr. Boulton—yes.

Hon. Mr. Morris would then oppose the motion for the second reading. When it was known that there was a great deal of diversity of opinion throughout the Province with regard to the legality of the establishment of these Rectories, he thought it would be very unwise to allow a portion to sell any portion of the lands which, as Sir J. Colborne's patent, he understood, was his surplus; that in the present state of the question such a bill should be allowed to pass through the Assembly. If it passed through the Council it would, he felt confident, cause great dissatisfaction throughout the Province.

Hon. Mr. Bezaret advocated the second reading. He conceived that hon. gentlemen who were opposed to the establishment of the Rectories on principle, would not object to this bill if they knew that the lands referred to formed no part of the endowment by Sir J. Colborne.

The Hon. Speaker said if that were the case, it would alter the whole matter. But if the lands did constitute one of the Rectories—

Hon. Mr. Boulton—There can be no doubt about that—they do.

The Hon. Speaker went on to say, that in that case, under present circumstances, it would be better not to confer the power of selling these lots. It would not be altogether just to give the Church Wardens of Peterboro the power, when the legality of the endowment itself was questioned, and might, possibly, be determined in the negative.

Hon. Mr. Crooks supported the motion for the second reading. He did not understand the tenure by which the Rectories were held, but he could really understand that the Church at Peterboro was placed in circumstances which rendered it necessary to sell a portion of the endowment for the purpose of paying just debts, and in such a case he conceived that it would be for the advancement of true religion to pass the bill.

Hon. J. Morris moved, in amendment, the second reading "this day three months"—which was carried.

The Decimal Currency Bill, the Gold and Silver Coins' Bill, the Church Temporalities' Bill, the Bill for Repeal of Tonnage Dues at Montreal and Quebec, and the Bill relative to Free on Crown Patents, were read a second time.

The Council then adjourned.

Legislative Assembly,

TUESDAY, August 12.

The following is a full report of Mr. Holmes' speech on the Main Trunk Railway:—

Mr. Holmes did not think it right to impute sectional motives to the hon. member for Toronto—this was not a political party question, but one in which every member was called upon to vote his honest convictions, and not allow his votes to be influenced by any temporary advantage which the expenditure of a large sum of money in particular localities might balance. He had seconded the resolution now before the Committee, and from a conviction that our best policy was honestly to state what the great interests of the Province demanded, and to leave the question of the Railway which would secure the transmission of the products of the Province to a market—These products came from the western portion of the Province, and unless there was first carried to Quebec or Montreal—there would be no freight to transport up to the west from Quebec to Halifax. The Inspector General in his opening speech had assumed that the whole cost of the completed work should be borne by Canada, which he put at millions from Halifax to Quebec, and that it would cost the Province £1,000,000 per annum, under the present plan, while the Imperial guarantee were not asked—that the main trunk or the road from Quebec to Halifax, which would be £150,000 a-the mile, would be found to cost Canada at six per cent, upon its own side, the hon. Inspector General had also estimated a road which would cost £3,000,000, and that Canada would be saved £3,000,000 sterling, or £600,000 per annum, if the route £2,000,000, and only that, he (Mr. Holmes) thought would be the road that it would be found on. He had shown that real road that a report of country, taking a new route, and a new road there still is the road which he meant as a reasonable estimate of £3,000,000 per annum, which would state it at £600,000 per annum. And when it was collected that the state of the commercial outlay and payment, was to be given to the control and supervision of Government, he asked was it likely the same economy could be expected and that the expenditure would be made by a private company? When he was in Quebec, he had seen some of them, and he had seen the difference between Quebec and Halifax, and from the observations he had made on the subject, he was of the opinion that the opening of the navigation of Halifax, during the month of May, the cost of the road to Quebec would be at least £1,000,000 per annum, and that the opening of the road to Quebec would be at least £1,000,000 per annum, and that the opening of the road to Quebec would be at least £1,000,000 per annum, and that the opening