

M. H. McGeough, IF YOU ARE GOING TO BUILD, call on me for plans and specifications...

M. H. McGeough, Builder and Contractor, Corner of Melburne and Simcoe...

The Weekly Post, LINDSAY, FRIDAY, APRIL 7, 1899.

EDITORIAL NOTES. The Ontario Telegraph has led the way in Sunday journalism in England...

Germany does not want to fight Britain and the United States, for that would be France's opportunity to get back Alsace and Lorraine.

United States trade journals express surprise at the great falling off in orders from Japan. Meanwhile British merchants and manufacturers are looking heavily and increasingly exports.

Sir Charles Tupper declared that Canada was a paper nation before the bargain with the C. P. R. syndicate was agreed to.

Some day the town will ask itself the straight question: Which is the greater benefactor, the man who improves lands, manufactures, trades and employs labor, or the man who invests in vacant lands or "shacks" and holds the property to profit by the rise in value caused by the enterprise and outlay of others?

The Brantford school board purposes introducing a savings bank system into the public schools for the incultation of thrift.

Mr. J. W. Holmes (Haldimand) explained that there was a large agricultural community in the district of the proposed line, and that it was a busy milk route.

Mr. Crawford (West Toronto) expressed his pleasure that the Attorney-General and the leader of the Opposition were in accord with the move of the amendment.

Mr. German (Welland)—Neither the Attorney-General nor the leader of the Opposition has expressed his true opinions on this question.

Immigration Work in Britain. A recent issue of the Canadian Gazette, (London, Eng.), has a lengthy article on emigration to Canada.

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THE LEGISLATIVE

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THE SUNDAY CAR QUESTION.

Premier Hardy States His Position on the Question—The Revenue Bills Advanced in Committee of the Whole—House—Amalgamation of Trust Companies—Interesting Assembly Notes.

Toronto, March 29.—The feature of the day in the Local House, so far as interest was concerned, was the debate on the striking out of the clause in the Hamilton and Caledonia Railway Company's bill authorizing a Sunday service.

Trust Companies Amalgamation. On the order for the third reading of the bill to amalgamate the Toronto General Trusts Company and the Trusts Corporation of Ontario, Mr. Carleton (East Huron) moved an amendment that there was no restriction on the directors in regard to investments of the trust funds.

Controlled Elections Act. The House considered in committee the Attorney-General's bill to amend the Controlled Elections Act. The bill provides that a petition against an election may be presented by a candidate or four persons who voted, who are severally rated for at least \$1,000.

Sunday Cars at Ottawa. In committee of the House respecting the city of Ottawa, Hon. Mr. Gibson scoured the insertion of a clause that no connection with the corporation's authority to run street cars on Sunday, that shall exempt it from any future amendment of the Lord's Day Act.

Fire Rangers' Salaries. On the motion of Hon. Mr. Harcourt that the House go into committee of supply, Mr. Little (Cardwell) moved the following resolution: That in the opinion of the House under the Department of Forestry the salaries and expenses of the chief clerk and inspector of fire rangers—\$2,400—be deducted from the money provided for the House divided, when there were: For the amendment 40, against 50.

Niagara Falls Power. The Niagara power matter was reached at 3 a.m., when the Premier introduced an amendment to the statute law to give the Government power to acquire the power to make the Government's policy to give to any companies subject to the approval of the Lieutenant-Governor in Council.

Mr. Whitney moved an amendment that the Niagara power matter be referred to a committee of the House on the subject of the power to make the Government's policy to give to any companies subject to the approval of the Lieutenant-Governor in Council.

Mr. Carleton said there was nothing said about such terms in the bill being discussed. Mr. German replied that it was a proposition to give the Government, as a Government, the right to acquire the power to make the Government's policy to give to any companies subject to the approval of the Lieutenant-Governor in Council.

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After a spirited debate on the general revenue bill, the third reading of which Mr. Whitney had moved the six months' hold, in which Messrs. Whitney, Matheson and Carscallen denounced it as a measure of direct taxation and the Premier held that this bill did not tax people generally but wealthy corporations. Mr. Whitney's amendment was then voted down by 46 to 36.

A similar incident occurred in the case of the license revenue bill, and after the six months' hold had been voted down on the same division, the two bills were then read a third time on the same vote.

On the motion for the third reading of Mr. Lumsden's City of Ottawa bill, Mr. Gibson proposed an amendment which, he said, would give the city power to authorize street cars running on a road from the side of the line of the Ontario, Belmont & Northern Railway, from the northern terminus thereof in the direction of the townships of Belmont and Lake, a distance not exceeding seven miles, at the rate of \$3,000 a mile—\$24,000.

Resolved, that there shall be set apart for the use of the Sault Ste. Marie & Hudson Bay Railway and the James Bay Railway out of the lands of the Crown through which they may pass 6,000 acres to the mile of each of the said railways for the portions above mentioned, such areas to be selected in blocks of 5,000 acres on each side of the line alternately by taking the necessary number of lots at the townships are surveyed or outlined, or by taking the proportionate grant for each ten miles of railway (of 50,000 acres) in blocks on alternate sides of the line of ten miles each, or in such other way as may be agreed upon by the said company and the Lieutenant-Governor in Council.

Mr. Whitney, in speaking in his motion, said there was a grave danger to the support of the Government by the Crown in the general and bye-elections. He also quoted from a speech delivered by Hon. Mr. Ross at Madoc during the North Hastings campaign, and which he said was a most successful, bold attempt to bring the electors of that constituency.

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The amendments which you have made to the Statute Laws of the province, and to the Municipal and Assessment Acts for the purpose of facilitating the administration of justice and rendering more effective the government of municipal corporations and for other purposes will, I am confident, be of material advantage to all classes of the community.

I have with much satisfaction assented to an act for facilitating and lessening the costs of procedure by which working men who suffer injuries in the course of their employment may obtain such compensation as I am confident it is the desire of the Assembly they should receive. I have no doubt this act will greatly aid in securing to workmen and render less onerous upon employers the cost of recovering compensation in the event of such accidents as are incident to many of the industries of the province.

I notice that the private legislation this session has been unprecedentedly large, a fact which marks the ever increasing wants of an active population. These measures, some of which are of a very important character, bear evidence of having received careful consideration.

I thank you for the liberal appropriations which you have made for the public service. The supplies which you have granted will be expended with prudence and in the public interest.

The Provincial Secretary then said: Mr. Speaker and Gentlemen of the Legislative Assembly: It is His Honor's will and pleasure that this Legislative Assembly be accordingly prorogued.

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Flint, Mich., April 3.—On March 21, Alexander Marr, an old man of parsimonious habits, living on his farm at Clio, Michigan, was found dead in bed. The local doctor said, as he viewed the body, "Heart failure." But the undertaker, Mr. Abe Goodfellow, who is also a mixer of drugs, said, "Fogal play." He had found a bottle labelled chloroform on the floor of the house. The bottle he identified as one he had sold previously to one William Spens, who was a journeyman paperhanger, with headquarters at Clio.

Mr. Harty wished the grant made on the previous day to the Ontario & Rainy River Railway transferred to that portion of the railway extending from its junction with the Port Arthur, Duluth & St. Mary's Railway for a distance of 35 miles in a westerly direction, and that the time for complying with the conditions on which the grant was made be extended for three years.

The Premier then read the following resolution: That the bill in its various stages, with the concurrent resolution, was law in a few minutes.

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