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Mr. Gibson, however, stuck to the principle that the essence of the condition at least must be so printed. The deputation was relieved to learn that the sections requiring all insurance agents to be registered did not apply to friendly societies. Strong objection was raised to the section which provides that no forfeiture of benefit shall be incurred by reason of default in paying any contribution or assessment except annual, semi-annual or quarterly dues, which are payable at fixed dates, until after written notice has been delivered to the member in fault. One member of the deputation remarked that this section would break up all friendly societies within five years. Another claimed that if the clause went into force speculators would buy up lapsed claims and involve the societies in no end of litigation. The deputation also discussed a number of other sections and agreed to put their views in writing for consideration by the Government.

A CUSTOMS SMELTER.

A deputation consisting of Messrs. E. W. B. Snider, M.P.P., James Conmee, M. P.P., J. M. Clark, Toronto; James Worthington, W. J. Skynner, John MacKay, Sudbury, and others waited upon the Government this afternoon to ask aid in helping to establish a customs smelter at Sudbury. It is proposed to establish a company with \$50,000 capital for that purpose, and the deputation asked the Government to assist the project by granting \$3,000 for a laboratory and an annual sum of \$3,300 for a chemist, assistant and chemicals. A resolution of the Toronto Board of Trade was presented expressing the opinion that it would be in the public interest that the Provincial Government should grant the petition of the Sudbury Customs Smelting Company. Letters were read from Prof. Galbraith, Dr. Ellis and Prof. Coleman of the School of Practical Science strongly endorsing the proposition. Mr. W. J. Skynner, secretary of the company, stated that the Town of Sudbury had agreed to take \$5,000 of the capital stock. Mr. Mowat promised to consider the matter.

WINE MERCHANTS' DEPUTATION.

A deputation of Toronto wine merchants, headed by Lawyer M. G. Cameron, waited upon the Government at 7 o'clock, and urged the propriety of allowing the holders of shop licenses to sell less than three half pints, the minimum amount at present provided for by law. Among the reasons advanced why the change should be made was that the holders of tavern licenses were now permitted to sell more than the glass over the bar and thus infringe upon the business of the shopkeeper.

COMMITTEE MEETINGS.

The following committees meet to-morrow (Friday):—Private Bills, 10.30 a.m.; select committee regarding protection of sheep, 2.30 p.m.

NOTICES OF MOTION.

- Mr. Miscampbell—On Monday next—Bill to amend the Sawlogs Driving Act.
- Mr. Davis—Monday next—A bill to amend the General Road Companies Act.
- Mr. Davis—Monday next—A bill to amend the act respecting truancy and compulsory attendance.
- Mr. Tait—Monday next—A bill to amend the Free Libraries Act; a bill to amend the Public Health Act; a bill to amend the Debentures Registration Act; a bill to amend the Land Titles Act; a bill to amend the Municipal Act; a bill to amend the act respecting truancy and compulsory attendance at school.
- Mr. Gilmour—Monday next—An act to amend the Street Railway Act; also an act to amend the Municipal Act.
- Mr. O'Connor—Monday next—A bill to amend the act providing against frauds in the supplying of milk to cheese or butter factories.
- Mr. General—Bill respecting County strates.

HURONTARIO SHIP RAILWAY.

ENGINEER CORTHELL, INTERVIEWED CONCERNING THE PROJECT IN THE CITY OF MEXICO—HIS FAITH IN IT.

The Two Republics, published in the City of Mexico, in its issue of February 26, referring to the proposed improvements at the mouth of the Mississippi River, says:—"The bill to that effect, which has been introduced into the United States Senate, names Mr. E. L. Corthell, the eminent civil engineer, now in this city, as the contractor. Mr. Corthell was associated with Capt. James B. Eads for years, and is thoroughly imbued with the ideas of that great man respecting the improvement of the Southwest Pass. Seventeen years ago Capt. Eads made a proposition to the United States Congress for improving this pass for \$8,000,000, the estimate of a board of Government engineers being \$8,253,124. He also agreed to maintain the channel for twenty years for \$150,000 per annum. The estimate of the board for maintenance was \$390,000 per annum. It is now probable that the bill recently introduced by Senator White of Louisiana will pass, with all the principal features of Capt. Eads' first proposition.

Mr Corthell has renewed the faith of Governments in the jetty system by his latest achievements at Tampico in this republic; and now comes word from Toronto, Ontario, that a most important petition has been presented to the Ontario Legislature by Mr. Corthell and other engineers. They ask for permission to change the name of the Huron & Ontario Railway Company to the Ontario Ship Railway Company; also to enable the company to build double lines of railway so as to transport freight and passengers between the upper lakes and Lake Ontario, operated by steam or electricity; to establish telephone and telegraph lines and to build or construct steam and sailing vessels; to build and maintain wharves, docks, warehouses and elevators, and also to possess all the usual powers and privileges appertaining to the working of railways and shipping.

The charter for the Huron & Ontario Railway Company was granted many years ago, and, as it is on the eve of expiring, the petition above mentioned asks for an extension of the charter, as well as for a change in the name.

The question of an enlarged waterway between the upper lakes and the ocean is one to which Mr. Corthell has given much thought and study, and the practicability of which he argued in an exhaustive paper read before the Canadian Society of Civil Engineers in Montreal. Between Chicago, Duluth and Liverpool there are 4,000 miles of water navigation, 71 of which only are restricted by obstacles in the channels. These obstacles he would remove by deepening the Canadian canals and other water courses so as to permit vessels of 3,000 tons capacity to pass through to the ocean and return the same way with unbroken cargoes from Europe to ports of original departure. Artificial boundary lines running athwart a national waterway could not, he says, be permitted longer to restrict, hamper and delay commerce and divert it into unnatural and artificial channels. Direct trade with Europe, he thinks, should be the demand of the Northwest and of the country tributary to the great lakes.

Mr. Corthell, in conversation with an editor of The Two Republics yesterday, expressed his belief that the time would come when large freight-carrying vessels from Liverpool could cross the Atlantic, ascend the St. Lawrence, cross by the Ontario Ship Railway to Georgian Bay, thence via Lakes Huron and Michigan to Chicago, thence by ship canal to the Illinois River, thence down past St. Louis, Cairo, Memphis and New Orleans to the Gulf of Mexico. This great water route may be delayed some decades, but the commercial interests of the lake region, of the great Northwest and of the Mississippi valley are

awakening to the importance of this plan for the development of their interests, and they will unite in demanding the support of the Canadian and American Governments for this gigantic measure.