

would be equivalent to 12 per cent. of the earnings and 3 per cent. of the paid-up capital stock. Such a tax was altogether out of proportion to that paid by banks, loan and trust companies. Hon. Mr. Hardy dismissed the deputation with the statement that their representations would be duly considered.

Will Not Relax.

For several days a rumor has been current that the Government contemplated the relaxation of the regulations requiring all logs cut upon Crown lands to be sawn in Canada. The rumor probably originated in the report that certain lumbermen who had partially made arrangements to have their logs sawn in Canadian mills had recently given indications of an intention to withdraw from the negotiations, and had hinted that they would not require to make any "sawing" contracts on the Canadian side. A Globe reporter asked Hon. Mr. Hardy whether there was any truth in the rumor. The Premier replied that there was not a shadow of foundation for it, and intimated that there is no intention on the part of the Government of receding from the position which had been taken in respect to securing employment for Canadian workmen in the manufacture of the logs into lumber.

Rainy River Railway.

An influential deputation this afternoon presented strong arguments to the Government in favor of further aid to the Ontario & Rainy River Railway. They were introduced by Messrs. Conmee, Charlton and McKay, M.P.'s, and consisted of Wm. Mackenzie and Judge Kingsmill, Toronto; George T. Marks, Mayor of Port Arthur; Thomas Marks, and D. F. Burke, and ex-Mayor McKellar, L. L. Pilke and John Cooper, Fort William. Mr. Mackenzie said the line had already received a subsidy of \$3,000 per mile for 208 miles from Port Arthur to Fort Frances, and he now asked for another \$1,000 for that portion of the line. It was also asked that the Government give a subsidy of \$4,000 for the remaining 75 miles from Fort Frances to the Rainy River. A subsidy of \$3,000 a mile had been granted by the Dominion, and it was expected to increase that to \$6,400 on account of the difficult nature of the work. Twenty miles had already been constructed, and it was expected to complete the road in two seasons. If the anticipated Government aid was forthcoming three or four thousand men would be put on at once, and 80 miles built by the end of the year. The line from Winnipeg, which it was expected would connect with the Ontario & Rainy River Railway, would be completed before many months. A detour of thirty miles was being made through Minnesota in order to open up the timber belt. After a careful hearing of the deputation the Government promised the request careful consideration.

Valuable Water-powers.

The Private Bills Committee had before them yesterday the bill to enable Edward Spencer Jenison, engineer, of Chicago, to divert the waters of the

Kaministiquia River in order to provide the Towns of Port Arthur and Fort William with a supply of water and electric energy to the extent of 750 horsepower. Both towns were represented and asked for more definite assurances from Mr. Jenison before their agreements with him, which were yet awaiting signature, were ratified. The bill was not disposed of and will be taken up again.

The Tobacco of Kent.

Mr. C. C. James, Deputy Commissioner of Agriculture, yesterday morning received from Mr. W. H. Pardo of Cedar Springs, Kent County, brother of Mr. Pardo, M.P.P., a magnificent bunch of tobacco leaves grown on his farm. The bunch was hung in the members' smoking room, and was much admired by the members who appreciate the qualities of good tobacco.

The Agricultural Department is constantly in receipt of applications from all parts of the world for copies of the various reports and bulletins issued by the department. Recently in response to an application a copy of the annual report of the Agricultural College was sent to a resident of Harrisville, Mich., who, in acknowledging its receipt, wrote: "I have shown the report to several people, and they speak most highly of its excellence."