

tario to further report how it is that in-statement No. 1 of their report they state that the receipts and expenditure of the Province for the year 1898 were respectively \$3,710,927.79 and \$3,864,970.85, while the public accounts of the Province for the same year state that the total receipts were \$3,647,353.09 and the total expenditure \$3,803,081.38, and why in numerous other years the amounts mentioned in said statement differ from those given in the public accounts of the Province? And, further, why the statement of total receipts and expenditure from 1867 to 1898 inclusive differ by very large amounts from the statements given in the public accounts of the Province?

Charges of Fraud.

Mr. German will move: "That a select committee be appointed to inquire into the charges of fraud made against the late William A. Scott by one John Chambers in 1871 for illegal returns of pine and other timber cut by the said Scott during the years from 1865 to 1871, inclusive, with power to summon witnesses and take evidence under oath and report its findings to this House."

The Bonds Were Stolen.

Unusually interesting was the bill respecting debentures of the Town of Bracebridge and the Township of Stephenson, discussed by the Private Bills Committee yesterday. Mr.

Richard J. Lance seeks relief from a misfortune which befel him by the loss of debentures to the value of \$9,550, issued by the two municipalities, which he had deposited in Alfred Hunt's Bank at Bracebridge, whence they were stolen on May 27, 1897, by burglars. It was asked that the two municipalities be empowered to pay the amounts due on the stolen debentures, and also be authorized to issue new debentures to replace the stolen ones not matured. Dr. Bridgland advocated the bill, after which Mr. S. H. Blake, Q.C., spoke in opposition to it. He said the cancellation of the missing debentures would do a great wrong to the present holder of the debentures, whoever he might be. He said there were two courses open to Mr. Lance, either to bring an action against Mr. Hunt for carelessness in preservation of his property or to give security for the amount and have the interest paid to him meantime.

In reply to Colonel Gibson, Mr. Blake said he appeared for bankers and brokers generally, whose interests were at stake, on account of their continual dealing in such securities. After Mr. Lance had spoken in his own behalf, Col. Gibson pointed out that perhaps the bonds were now in the hands of a bona fide holder, and the House should be very careful in regard to such legislation. Col. Matheson suggested letting the bill stand over, as such an act might lessen the value of municipal bonds to a very appreciable extent. After some further discussion it was decided to postpone consideration of the bill.

Bills Reported.

The bill in the interests of St. George's Church, Ottawa, asking power to issue debentures to the extent of \$14,000 to pay off a mortgage on the church lands and buildings, was reported without change.

The bill asking the House to confirm a by-law of the Town of Durham, loaning \$10,000 to the Durham Furniture Company, led Hon. Mr. Harcourt to draw attention to the discussion in the House on bonusing yesterday. Col. Matheson drew attention to the fact that it was a loan, not a bonus. The bill was reported on the understanding that a schedule be furnished showing that the annual levy for it should not exceed one-tenth of the annual tax—that a schedule be furnished showing with the provisions of the act of 1888.

The bill empowering the Village of Arthur to issue debentures to the extent of \$14,155 to consolidate its debt was reported, after Col. Gibson had explained it.

Elevated Railway for Toronto.

The following petition, asking for the incorporation of a company to build an elevated railway in Toronto, and for other powers, has been presented to the Legislature:—

That it is in the public interests that an act should be passed by the Legislative Assembly of Ontario to incorporate the Toronto Elevated Railway Company, and that such act should provide that the company to be incorporated may, subject to the municipalities affected, and subject to all other existing rights, construct and operate a system of elevated railways in the City of Toronto and adjoining municipalities, and also, in conjunction therewith, a system of surface street railways in the City of Toronto, and other municipalities within a radius of thirty miles of the said city. (Signed).

S. H. Janes,
S. F. McKinnon,
Lyman Melvin Jones,
J. A. Towell.

Railways Do Not Help.

Mr. Thos. Southworth, Director of Colonization, writes:—In The Globe of Monday last appears an item referring to colonization matters, in which it is stated that although no reduced railway rate has been obtained from eastern Canada to New Ontario, the Canadian Pacific had "agreed to give a local rate of one cent a mile to enable intending settlers to look over the land when they got up there." It is also stated that "the Grand Trunk seems to be the stumbling-block in this connection."

Allow me to say that this is incorrect, and, while giving undeserved credit to the Canadian Pacific, attaches to the G.T.R. responsibility for retarding settlement that should properly be shared by both roads. As a matter of fact no reduction has yet been made by either the Grand Trunk or Canadian Pacific for intending settlers on Ontario lands, much to the disappointment of the Government. Your correspondent was probably misled by the fact that the Port Arthur, Duluth & Western and the Ontario & Rainy River roads have arranged to carry prospective settlers at