

are not registered as members of the Veterinary Association.

Mr. Farwell—To enable municipalities to adopt the Imperial automatic voting machine, instead of using ballots. This is a device which on pushing a lever registers the vote of the elector.

Toronto Junction Agreements.

The Toronto Suburban Railway Company, Limited, has a bill, the chief provisions of which legalize certain agreements between the company and the Village of Weston, the Township of York and the Town of Toronto Junction. The bill proposes to change the name to the Toronto Suburban Railway Company (which omits the word "Street" from the company's original name), and allows the conductor to eject passengers refusing to pay their fare.

The agreement with the Village of Weston allows the construction of an iron or steel rail or tram way on the Weston road. This franchise exists for twenty years. It may be extended for ten years if the Legislature will legalize the extension. The motive power is to be electricity, and the Council of the village is to be satisfied with the fenders which may be used, and the company is to have the right to carry freight, express or mail matter within or through the village.

One provision which is unusual is that the company shall pay the village and such engineer as may be employed by the village, and such solicitor as may be employed by the village, for all services given by them for or on behalf of the company. The agreement with the Township of York gives the right to maintain an iron or steel rail or tram way with single or double tracks from the northern limit of Toronto to the eastern limit of Toronto Junction, and provides for the road running on the Weston road and Dundas street to the eastern limit of Etobicoke, crossing the Humber, and northerly along the old toll road leading to Woodbridge. The fares shall not exceed the rate of three cents per mile, which would enable a pretty high rate to be charged, the lowest fare being five cents, unless tickets are bought. The agreement with the Town of Toronto Junction is the same as that attached to the Toronto Junction bill, and the Township of York apparently falls into the same error with regard to effective control for additional trackage of the street in only causing the forfeiture for the individual streets over which the company declines to run.

A deputation from the York Pioneers, consisting of Rev. C. E. Thomson, President; Mr. Rennie, Vice-President; Capt. Jessop, Chairman, and Rev. W. W. Colpitts, Secretary, asked for an annual grant of \$100 towards holding a yearly exhibition at the Toronto Industrial. The Premier thought that some little assistance might be given towards the publication of a history of the early pioneers, and as to the subject of an annual grant, that would be taken into consideration.

Aid for Roads.

A deputation, headed by Mr. Bowman, M.P.P., asked for a grant towards the construction of roads on the east

and west sides of the Bruce Peninsula. The projected roads will pass through the Townships of Albermarle, Eastnor, Lindsay and St. Edmunds. The Government will consider the application.

Mr. Kelso's Salary.

Messrs. Adam Brown, Hamilton; Thompson, Brantford; C. J. Atkinson, James Scott and Dr. Rosebrugh, Toronto, asked the Government to increase the salary of J. J. Kelso, Superintendent of the work for dependent and neglected children, from \$1,500 to \$2,000. No promise was given and the application was placed on the file.

Money For Good Roads.

Municipalities in the southern part of the County of York sent a deputation to protest against the proposition to hand over the \$100,000 a year which the Government will expend on leading roads, to the County Councils, and to urge that the expenditure be entrusted to the townships through which the projected roads will pass. The deputation was headed by Mr. W. J. Hill, M.P.P., and consisted of Reeve Duncan, Township of York; Reeves Straight and Kennedy and County Councillor Evans, Etobicoke; Mayor Davis and Councillor Brownlow, North Toronto; and Councillors Yonge and Jackson, Scarborough. Hon. Mr. Ross promised a careful consideration, but raised the point whether the leading roads would be continuous if entrusted to the townships.

Close Season For Quail.

The County of Lambton is up in arms over the proposition to reduce the open season for quail by two weeks. At present the open season extends from October 15 to December 15. The Game Commissioners recommend that the open season last from November 1st to December 15, thus cutting off two weeks, but the proposition will be withdrawn, in view of the opposition which it has aroused.

Office Chairs Wanted.

Mr. Harrison Watson, curator of the Canadian section of the Imperial Institute, writes that an English firm wants the names of Canadian manufacturers of office chairs.

A large and influential deputation waited upon the Ontario Government and asked that aid be granted for 80 miles of the Thunder Bay, Nipigon & St. Joe Railway.

The deputation, who were accompanied by Messrs. James Conmee and Farwell, M.P.P.'s, consisted of Thomas Marks, D. F. Burke, F. S. Wiley, G. O. P. Clanett, J. F. Ruttam, H. A. Wiley, Port Arthur; A. McDougall, Mayor Jarvis, Mike Rochin, E. A. Carpenter, Fort William; Silas Griffiths and Dr. Pringle, Rat Portage; R. H. Monk, Boston; William Ritchie, Cleveland; Thos. Andrews, Pittsburg; H. O'Hara, Robert Jaffray, Hugh Blain, J. J. Cassidy, Robert Smellie, F. McPhillips, and H. A. Nelson, Toronto.

It was claimed that this railway, when built to Fort Severn, 500 miles, would open up 32,200,000 acres, or more than the whole of old Ontario, and make homes in