

give scrip in lieu of land. Should the land be sold the purchaser would be liable to settlement duties.

#### Bills in Committee.

The following Government bills were also considered in committee:—

To consolidate and amend the act respecting public schools—Mr. Harcourt.

To consolidate and amend the act respecting high schools and collegiate institutes—Mr. Harcourt.

Respecting summary convictions—Mr. Gibson.

To amend the Ontario companies act—Mr. Stratton.

The House spent an hour in Committee of Supply in the evening, concluding the balance of the estimates, three items, immigration, \$4,825; Reformatory for Boys, Oxford, \$30,000, and miscellaneous, \$173,069, being allowed to stand, at the Opposition's request, for some further explanation. The Premier explained that it was hoped to erect a suitable statue to the Queen in the Queen's Park with the \$10,000 voted for that purpose. It was probable that a replica of some famous statue in the old land would be secured.

The House passed some second readings of private bills, and adjourned at 9.30.

#### Object to Sunday Cars.

The Railway Committee yesterday approved the extension of the Hamilton, Grimsby & Beamsville Railway to St. Catharines, Niagara Falls and Niagara-on-the-Lake, but declared that the extension must be subject to the provisions of the electric railway act, and not under the provisions of the company's special charter, under which they use freight cars and operate Sunday cars. Opposition was present from the Lord's Day Alliance on the Sunday feature and from Mr. W. H. Biggar, K.C., for the Grand Trunk Railway on the freight question. The bill will be redrawn.

The bill of the Windsor & Kent Radial Railway Company, who propose a line from Windsor to Chatham, with branches, was opposed by the Windsor, Essex & Lake Shore Rapid Railway Company on the ground of parallel lines. A compromise was reached, and the bill reported as amended. The bills authorizing the Guelph Railway Company to extend their line to Hespeler and Puslinch Lake, and granting the Irondale, Bancroft & Ottawa Railway an extension to June, 1906, to complete their line, were reported.

#### Municipal Committee.

In the Municipal Committee Mr. Smith (Peel) withdrew his measure to compel police villages to keep their roadways in repair or to be liable for accidents arising from bad roadways. Mr. Fox's bill to compel owners of lands through which drains pass to keep them free from observation, although their lands do not benefit by the drains was laid over until one of the Government's drainage experts has given an opinion. Mr. Wardell's bill to allow municipalities with a population of 50,000 or over to pay their Police Commissioners was approved of, but was held over until

Tuesday. Ottawa and Hamilton are the only cities affected. Mr. Brown's bill providing that municipalities may include any number of local improvements in one initiative notice was reported, as was also Mr. Graham's bill to allow pneumatic transit companies to lay their lines on

streets subject to municipal regulations.

#### Smallpox Questions.

A deputation from Lindsay waited upon the Provincial Secretary and asked that more stringent regulations than those now enforced by the health officers be applied to lumbermen returning from the camps. Hon. Mr. Stratton thought the present regulations would be found sufficient. The Toronto Board of Health, headed by Chairman Dr. Lynd, and including Dr. Sheard and the other members, waited upon Mr. Stratton in regard to smallpox measures. They asked that a law be introduced compelling municipalities which allow suspected or diagnosed cases of smallpox or other diseases to be deported to other municipalities shall bear the full costs of the cases.

Mr. Crawford's bill to enable A. Montgomery of Toronto, who graduated in medicine from Toronto University in 1892, to practise his profession without passing the Medical Council examination was rejected by the Private Bills Committee. A number of local medical men opposed the bill.

#### THE GOOD ROADS BILL.

**Its General Features Approved by the Witnesses Who Gave Evidence Before the Special Committee.**

The special committee of the Legislature appointed to consider the Premier's bill to provide for grants for road improvement met yesterday. Mr. Pattullo presided, and Mr. K. W. McKay, editor of The Municipal World, was appointed Secretary. Evidence was given by Messrs. Alex. Griffiths, Niagara Falls, President Welland Good Roads Association; J. A. Ramsden, Toronto, Secretary Municipal Good Roads Association; R. J. Jelly, Elizabethtown, Warden of Leeds and Grenville; Hugh Hughes, Hexton; M. T. Buchanan, Ingersoll, and A. F. Wood, ex-M.P.P., Madoc.

The general opinion of the witnesses was in favor of road improvement, and the sum of one million dollars which the Government proposed to give in this direction was thought to be satisfactory. The belief prevailed that the amount should be paid as soon as earned, and not distributed over a period of ten years. It was also thought that power should be given municipalities to expend money for this purpose without submitting a by-law to the people.

The individual opinion of almost every witness was in favor of a county road system, but it was thought the question as to who should control the roads should be submitted to the people. Those who were interested in toll roads favored expending a portion of