

Mining at Kingston, \$5,000; Big Creek drain in West and North Tilbury Townships, \$4,567.30; timber explorations, Mississauga River, \$2,000; stocking inland waters with bass, etc., \$1,000; United Empire Loyalists, \$200; plans for cold-storage, \$500; estimated cost of printing report of exploration parties of 1900, with maps, \$4,000; prevention of export of sawlogs and pulpwood, \$1,000; vote to families of Surveyors Davidson and Tiernan, who died as a result of disease contracted on exploration work, 1900, \$600 each, \$1,200; widow of Thomas Young, Chief of Police, one year's salary, \$1,095; widow of Constable Stafford, one year's salary, \$638.75. The balance of the amount is made up of items for colonization roads, public works, public buildings, and other departments.

The Railway Subsidies.

The railway subsidies bill, which was brought down yesterday, provides aid for the following lines:—

Bracebridge & Trading Lake Railway, from Bracebridge to a point in the Township of McLean, near the Village of Baysville, Muskoka, a distance not exceeding sixteen miles, a cash subsidy of \$3,000 a mile—\$48,000.

Bruce Mines & Algoma Railway, from the Village of Bruce Mines to a point near Rock Lake copper mines, Algoma, a distance not exceeding 13 miles, a cash subsidy of \$3,000 a mile—\$39,000.

To a railway at or near Bolton Creek, in Oso Township, to the iron mines in Lanark Township, a distance not exceeding 25 miles, a cash subsidy of \$3,000 a mile—\$75,000.

Norwood & Apsley Railway, from the Village of Norwood, on the C. P. R., to the Village of Apsley, Peterborough County, a distance not exceeding 25 miles, a cash subsidy not exceeding \$3,000 a mile—\$75,000.

Port Arthur & St. Joe Railway, from the Town of Port Arthur in a northeasterly direction towards Lake Nepigon, Algoma, a distance not exceeding 30 miles, a cash subsidy of \$2,000 a mile and a land grant of 5,000 acres per mile.

University Aid.

The university resolution, providing that the Province shall maintain the departments of physics, chemistry, mineralogy and geology, was passed in committee.

When Hon. Mr. Harcourt moved the consideration of his university bill in committee, he said that there was a strongly expressed opinion in some quarters that the name should be changed. He therefore proposed adding a section providing that, if a three-fourths majority of the senate so decided, at a meeting called for that purpose, the name should be changed to the "University of Ontario."

Messrs. Whitney and Pattullo were of opinion that a change of name would not be advisable for many reasons, which they thought would suggest themselves to all concerned.

The bill was under consideration for a few minutes, when Mr. Hoyle drew attention to the fact that members had not been provided with reprinted copies. Further consideration was then postponed.

Municipal Amendment Act.

The municipal amendment act, embodying the report of the Municipal Committee, was discussed at considerable length in committee. The sections providing for the separation of farming lands from towns and villages was objected to by Mr. Whitney, Mr. Crawford (West Toronto) and others. It was contended that such separation prejudiced the interests of the debenture-holders. The machinery for separation was also criticized. The clause was finally passed.

Hon. Mr. Stratton moved to strike out the clause empowering the Mayor or Chairman of committee to administer oaths to witnesses in investigations into supposed malfeasance, breach of trust or misconduct by any officer of the corporation, or persons having a contract with the municipality. He said the Mayor might frequently be an interested party in such an investigation, and a judicial investigation, though perhaps more expensive, would be more satisfactory.

Mr. Whitney thought the provision should stand until it was seen to work unsatisfactorily.

On a standing vote the clause was struck out by a large majority.

Police Commissioners' Pay.

Mr. Lumsden (Ottawa) contended that the clause empowering cities of 50,000 or more to pay the Chairman of the Board of Police Commissioners should be made to apply to cities of 10,000 and upwards.

Mr. Colquhoun (West Hamilton) supported the clause, which was finally passed.

Mr. Marter (North Toronto) objected to the clause requiring personal service or by registered letter of local improvement notices, as it would involve a very large expenditure in Toronto.

Hon. Mr. Gibson pointed out the importance to taxpayers of being notified, and the clause passed.

The bill will be further considered.

Penalty For No Fenders.

The special committee appointed to consider Mr. Marter's bill amending the street railway act met yesterday, Hon. Mr. Dryden in the chair. The bill was amended by striking out the penalty of \$100 per day against companies for not having guard wires. The penalty of \$10 per car per day for not providing proper fenders was approved, but amended so as not to apply to cities or towns, such as London, where the fender in use was approved by the municipal authorities. The question of rear vestibules will stand until next session, companies in the meantime to allow conductors to stand inside during the winter months, so far as consistent with their duty; also that it will not affect pending legal proceedings, such as in Toronto.

Bills in Legal Committee.

The Legal Committee disposed of several bills at a brief meeting, Hon. J. M. Gibson in the chair. The following bills were reported:—Amending the Industrial Schools act, by compelling parents to recoup municipalities for