

tained in the report of the Commissioner of Highways for 1901.

In answer to Mr. Pearce as to the amount of money received by C. F. Aylesworth as Colonization Road Inspector in the years 1901 and 1902, what kind of work he did, in what counties and for how many days in each, Mr. Latchford replied that he received \$1,610.25 in 1901 and \$1,213.25 in 1902. He inspected colonization roads and bridges, and made examinations, etc., in Hastings, Lanark, Lennox, Leeds, Renfrew, Addington and Frontenac. No record was kept as to the number of days worked in each county.

Mr. Foy moved for a return of correspondence relating to any application by the Toronto & Niagara Power Co. or other persons for waterpower. Mr. Ross replied that it would be down on Monday without fail.

#### Municipal Fuel Yards.

Mr. T. H. Preston moved the second reading of a bill to enable municipalities to go into the fuel business in cases of extreme urgency. He thought the power would be sparingly used because of the experience some had had lately, when the undertaking was not financially profitable.

Mr. Gibson said that in regard to the liability which municipal Councils had incurred during the past year, he had already signified his intention of confirming any action that may have been taken by them. Personally, he was not in favor of indiscriminate extension of these powers to municipalities. He was in favor of their owning and controlling their waterworks, and even, perhaps, their lighting, and exercising a very vigilant control over street railways and those who obtained franchises over the streets. But whether they should go into and operate trading enterprises was another question. As to dealing in coal in general, he had no hesitation in saying they should not do so any more than that they should go into the baking or other businesses. He quite agreed that municipalities should have certain safeguards, and under certain conditions and provisions be authorized to purchase coal and provide against a coal famine. We should not, however, leave it to the municipalities to say when they should or should not enter into the coal business.

The bill was read and sent on to committee.

#### To Make Petitioners Liable.

Mr. Matheson proposed the second reading of a bill to amend the act to make better provision for keeping and auditing municipal and school accounts. The principal provision of the bill renders ratepayers who petition for a special audit of accounts liable for the expense of the audit, in case it is found that there is no ground for suspicion regarding the correctness of the accounts. At present thirty ratepayers by petition can obtain such an audit.

Mr. Gibson said that he could not agree with this feature of the bill. The act had been found to work excellently as it was. The bill was read and sent to committee.

Other bills read a second time were as follows:—

Mr. Dickenson—To amend the municipal act.

Mr. Smith—To amend the public schools act.

Mr. Holmes—To amend the voters' list act.

M. Preston—To amend the municipal act. This bill gives municipal Councils power to lay concrete sidewalks as well as plank walks, if they desire.

The House adjourned at 4.45 o'clock.

#### Bills Introduced.

Mr. Whitney—An act to amend an act to amend the statute law.

E. A. Little—To amend the municipal act.

J. W. St. John—To amend the municipal act.

I. B. Lucas—To amend the municipal act.

Mr. Pattullo—Respecting the Elgin Loan & Savings Company.

J. W. St. John—Respecting the Township of York.

Dr. Beattie Nesbitt—To amend the municipal act.

D. Sutherland—To amend the act for improvement of public highways.

T. H. Preston—Respecting the Town of East Toronto.

J. W. St. John—Respecting the Hamilton & Caledonia Railway Company.

H. Carscallen—Respecting Bruce Mines & Algoma Railway Company.

Daniel Burt—To amend the municipal act.

W. H. Taylor—To amend the act incorporating the Canada Central Railway Company.

W. C. Caldwell—Respecting the Kingston & Gananoque Railway.

J. S. Hendrie—To amend the municipal act.

M. Bowman—To incorporate the Sudbury & Copper Cliff Electric Railway Company.

J. S. Duff—To incorporate the Sarnia, Petrolea & St. Thomas Railway Company.

J. J. Foy—To amend the assessment act.

Colonel Matheson—To amend the street railway act.

Colonel Matheson—To amend the municipal act.

#### Notices.

Mr. Gibson—An act to amend the Surrogate Courts act. Also an act to amend the statute law; and an act to amend the judicature act.

Mr. Pardo—An act to amend the municipal drainage act.

Mr. Nesbitt—On Tuesday next—Inquiry of Ministry: In what banks and branches thereof, respectively, do the Government and the different departments deposit their moneys? What were the average monthly balances to the credit of the Government and departments thereof in these accounts for the year 1902? What rate of interest is allowed on these deposits and what amount of interest was credited to each of these accounts in each month of the year?

Mr. Dickenson—Bill to amend law respecting gas and water companies; also bill to amend the law respecting dower.

The Private Bills Committee met yesterday. They put through bills respecting St. James' Cathedral, the Town of Strathroy, the Township of Thorah, the Village of Beaverton, the Town of Huntsville and bills confirming by-laws 534 and 610 of the Town of Ingersoll. The City of Toronto's annual private bill will come before the committee on Wednesday. The Standing Orders Committee also dealt with a number of bills.

#### BY-LAW HAD SWIFT PASSAGE.

##### Niagara Falls Ratepayers Up in Arms—Other Private Bills.

The Private Bills Committee opened business for the session with a characteristic skirmish over the supposed invasion of municipal rights by a corporation. The bill was that of the Town of Niagara Falls, which confirms an agreement with the Ontario Power Company, under which the latter agrees to supply to the town 1,000 horsepower at \$10 per year, their property being exempted from taxation, except school taxes, at the same time, until the end of 1914. Mayor Hanan and the members of the Town Council were present to support the bill, while Mr. Geo. H. Watson, K. C., presented a petition from 200 ratepayers in opposition. Mr. Pattullo suggested deferring consideration for two weeks, to await the declaration of the House's position on power matters. Rev. John Crawford of Niagara Falls said the by-law had been rail-roaded through the Town Council in one night. He thought the ratepayers should have a chance to vote on the matter. Mr. A. W. Anglin, for the power company, said the plant would not be complete until near the exemption term, so that the loss in taxation would be small. The Attorney-General thought the ratepayers would have a very good time as between the various corporations. He, however, favored laying over the bill for two weeks, and in this view the committee concurred.

The bill re-incorporating the Hamilton Electric Light and Cataract Power Company as the Hamilton Cataract Power, Light and Traction Company also come up, but was opposed by Col. Matheson and Mr. Hoyle and others, on the ground that the powers of expropriation were too large. The bill was laid over until Tuesday next.

The following bills were reported:— Respecting the assessment of the Town of North Toronto, respecting the Canadian Oil Fields, Ltd., respecting the Ross Memorial Hospital, Lindsay, to consolidate the debt of the Town of Deseronto, respecting the Necropolis Burying Ground, South Dorchester; respecting the municipality of Dysart, to confirm by-law 31, 1902, of Town of Goderich, respecting the Jane Laycock Children's Home, Brantford; respecting the City of St. Thomas; to legalize and confirm by-law No. 679 of the Town of Petrolea; to confirm by-law No. 575 of the Town of Sarnia; to incorporate the Brantford Young Men's

#### RAILWAY BILLS AMENDED.

#### PUBLIC INTERESTS PROTECTED BY COMMITTEE.

#### Preventing Companies From Obtaining a Monopoly of Right of Way and of Entrance to a Town—Five Bills Reported and Four Arranged For Next Meeting.

The Railway Committee of the Legislature has reported five bills and set down four others for consideration on Tuesday next.

The following bills were reported with amendments. One amendment was included in each of them, to prevent their rights on the highway from interfering with the rights of companies to conduct power along the same way. The bill respecting the Embro Radial Railway was also amended so as to provide right of entrance into Embro. In cases where railways already enter a town, difficulty has been experienced by electric roads in obtaining an entrance. This amendment was introduced to obviate the difficulty. These two amendments are along the lines of similar ones adopted last year in similar cases. They have in view the protection of the public interest against any one company obtaining a monopoly of a right of way:

#### Bills Reported.

Respecting the Ontario & Sault Ste. Marie Railway Company.

Respecting the Huntsville & Lake of Bays Railway Company to extend the time for commencing the road until two years, from September 1, 1903, and for completion until five years from that date.

To amend the act incorporating the North Lanark Railway Company increasing the company's capital stock from \$250,000 to \$450,000, and its bonding powers from \$10,000 to \$20,000, and fixing the time for completion at five years from the passing of the act.

To incorporate the Embro Radial Railway Company, proposing an extensive system of radial lines from Embro.

Respecting the London, Parkhill & Grand Bend Electric Railway, proposing an electric line from a point on Lake Huron at the boundary between Lambton and Huron to the City of London passing through Parkhill.

#### Bills for Tuesday.

The following bills will come before the committee on Tuesday next when it meets at 10.30 o'clock:—

Sandwich, Windsor & Amherstburg Railway and the City Railway Company of Windsor.

Respecting the Fort Francis, Manitou & Northern Railway Company.

Respecting the Colonial Cement Company.

To incorporate the Minnetakie, Lac Seul & Aibany River Railway Company.