

ment member, be asked to be present to give information. Mr. Preston's suggestion that the Assessment Commissioners of Winnipeg and Montreal, where a business tax was in force, be asked to give information was also accepted.

Mr. Preston proposed that a part of the bill be passed this year, if not the whole, but this was not agreed to, as parts of the bill hinged on the other parts.

In reply to Mr. Whitney, the Chairman said they did not propose to go over the ground in the manner the commission had done, but it was proper that the interests affected should have a chance to express their views. It was decided to fix certain days for certain interests, and the special interests spoken of were the municipal representatives, the railways, the special franchise holders and the insurance funds. The Chairman suggested next Wednesday for the railways, but Mr. Nicol Kingsmill, K.C., solicitor for the Canada Southern, said that was too soon for them to prepare; then Friday was suggested, but Mr. Kingsmill's further protests were not heeded by the Chairman, who said the companies would be telegraphed to at once.

It was then decided to take up the questions of exemption, personal property, business tax and house tax, or the compensating sources of revenue and the special franchises, if there be time, on Wednesday, and to hear the railways on Friday next.

TO REACH JAMES BAY.

RIVAL RAILWAY INTERESTS HAVE A STRUGGLE.

**Bruce Mines & Algoma Line May
Only Build to Main Line of the
C. P. R. at Present—Clergue In-
terests Show Their Teeth.**

The inhabitants of the James Bay region should feel flattered by the anxiety of railway promoters to lay steel rails from all parts of Ontario to their very doors. Seven charters for this purpose already exist, but when the eighth came before the Railway Committee of the Legislature yesterday "vested interests" rose in opposition, and a compromise was reached. The applicant was the Bruce Mines & Algoma Railway, which desired authority to extend from its present terminus at Rock Lake to Hannah Bay, or some other point on James Bay.

Mr. Caldwell of Sault Ste. Marie opposed the bill, on behalf of the Clergue interests as represented in the Algoma Central Railway, now partially constructed towards James Bay, and Mr. F. J. Andrews spoke against it on behalf of the Lake Superior, Long Lake & Albany Railway, which has a charter. Mr. Caldwell argued that the one line would be ample for many years to come, and that to give rights to all comers would frighten the American capitalists who had invested so much money at the Soo.

Mr. John McKay of Sault Ste. Marie said the proposed line would be a colonization road, and would be of great assistance to the Clergue interests if it was demonstrated that other capitalists were willing to go into new Ontario.

The Chairman, Hon. Mr. Dryden, said seven lines had already been chartered to James Bay, and he feared they might invite so much capital as to frighten it out.

On the motion of Mr. Henry Carscallen the bill was amended and adopted in a form providing for an extension to a point on the main line of the C. P. R. between Chapleau and Biscotasing. This will connect the Soo branch with the main line of the C. P. R. by a cross-country line.

THE AURORA BY-LAW.

**WILL PAY MARKHAM \$300 AS
PART PAYMENT OF COSTS.**

**Ontario Sugar Factory Site to be
Taken Into Berlin's Limits —
Clergue Works to be Consoli-
dated.**

The bill of the Town of Aurora confirming a by-law passed by the town giving a bonus of \$10,000 to the firm of Underhill & Sisman was the subject of a heated discussion in the Private Bills Committee at the Legislature. Representatives from Markham were present to urge their claim for some compensation from Aurora for the loss of the shoe business, which, they claimed, had been induced to leave them by the offer of a bonus by Aurora. The Chairman suggested the possibility of a compromise, and the representatives interested retired to discuss the matter. Mr. T. Herbert Lennox was one of the deputation that urged the claims of Aurora.

When the bonus was voted by Aurora Markham brought action against the town and were defeated before Judge Lount. They appealed the case, and Judge Lount's decision was reversed, so that the granting of the bonus was thus declared illegal. Then Aurora sought confirmation by the present bill. The committee agreed to the bill and ordered Aurora to pay Markham \$300 by way of contribution to their costs.

An act validating a by-law fixing the assessment of the Clifton Hotel Company at \$50,000, the water-meter rate for the hotel when rebuilt at 6 cents per thousand gallons, and the electric meter rate at the present advertised meter rates for ten years, was agreed to.

The committee also agreed to a bill changing the boundaries of the Town of Berlin, in order to take in the land occupied by the Ontario Sugar Factory, so that the corporation may legally pay over to the company a bonus of \$25,000.

The committee agreed without opposition to a bill consolidating the Clergue enterprises, by authorizing the Lake Superior Power Company to purchase the property, stock, etc., of any one or more of the other companies.

St. Thomas Railway Bill.

In the Railway Committee the bill of the City of St. Thomas authorizing it to take over the franchise of the St. Thomas Street Railway Company, in default of payment of bonds guaranteed by the city, was taken up. The city wants to conduct the railway and to extend it six and a half miles to

Port Stanley. The company's debt now amounts to \$50,000, and the proposed extension will cost \$75,000. City Solicitor Dougherty of St. Thomas was present, and stated the city's case. The city is already operating the road under a board of three commissioners. The bill was carried, with minor amendments.