

ATURDAY, MAY 30, 1903.

SCHOOL BOARDS AMALGAMATION.

Mr. Harcourt's Bill Passes Committee.

NOT OPPOSED IN HOUSE.

Business Can be Concluded Next Week.

That Is, Barring Contentious Matter, Such as the Gamey Report — A Short Sitting.

Mr. Harcourt's bill to amalgamate the Public, High and Technical School Boards in Toronto was the chief subject of interest that occupied the attention of the Legislature yesterday afternoon. Mr. Harcourt told the House in committee that he believed that the bill to be effectual must include the Technical School Board in the amalgamation. This was assented to by committee, so that the provision is now practically assured. The question of the election of the amalgamated board was not dealt with, but will be taken up later. A number of bills were read a third time.

The House ends the week with the work of the session in excellent shape, and with the prospect that, barring the Gamey report, or other unforeseen contentious matter, the business could be concluded next week. What the actual date of prorogation will be, however, it is impossible to say, but both sides profess to be ready to adjust themselves to the circumstances as they arise.

It is expected that the supplementary estimates will be brought down early next week, probably on Tuesday.

School Boards' Amalgamation.

Mr. Harcourt, in moving the House into committee on the bill providing for the amalgamation of the Public, High and Technical School Boards, said it had been before the country now for some time, and only one objection had come from the bodies concerned. The Technical School had asked to be left out of the amalgamation. The Trades and Labor Council and the Stationary Engineers had also objected to

the inclusion of the Technical School. His own opinion was that the Technical School should be included. He had received communications from other cities, who were interestedly watching the bill, and none of them had taken any objection to the form of the bill.

Mr. Thomas Crawford (West Toronto) thought the measure, if it were to be of any value, must include the Technical School.

The bill was assented to with the exception of the sections relating to the election of the board, which were allowed to stand for further consideration.

Mr. Latchford fixed Tuesday next for consideration in Committee of the Whole of the resolution setting apart 20,000 acres of land per mile for the construction of the Temiskaming Railway.

Third Readings.

The following bills were given their third readings:—

To amend the high schools act—Mr. Harcourt.

To amend the children's protection act of Ontario—Mr. Gibson.

Respecting the Hamilton & Caledonia Railway Co.—Mr. Holmes.

Respecting the property of public and separate schools in the city of Windsor and other matters—Mr. Harcourt.

Amending an act respecting the town of Sault Ste. Marie, the Lake Superior Power Co., and certain other companies and persons—Mr. Conmee.

To incorporate the Stratford Radial Railway Co.—Mr. Brown.

Providing for the construction of works of improvement along the bank of the upper Niagara River—Mr. Ross.

Respecting the city of St. Catharines—Mr. Jessop.

Respecting the Township of Pelee—Mr. Auld.

Providing for the incorporation of the city of Niagara Falls—Mr. Gross.

Mr. Foy's bill respecting the Township of York and the Glen road bridge was referred back to committee and amended. It will be read a third time on Monday next.

Government Bills.

The following Government bills were given second readings:—

To amend the municipal act—Mr. Gibson.

The statute law amendment act, 1903—Mr. Gibson.

A second reading was given to Mr. Pense's bill to amend the general road companies act.

Col. Matheson's bill respecting the payment of wages was withdrawn.

The House adjourned at 4:50 p.m.

More Witnesses Wanted.

Col. Matheson gives notice of a motion for an order of the House that the manager and keeper of the deposit ledger of the Central Canada Loan & Savings Co. be ordered to attend before the Public Accounts Committee and submit to examination by the said committee as to the account of Captain John Sullivan in the said company from the first day of June, 1902, to date, and that he be further ordered to produce before the committee all books of the said bank showing the said account, deposit receipts, checks and other memoranda in his possession in connection therewith.

Mr. Sutherland will move for an order of the House for a return of copies of all correspondence between any department or member of the Government and any person or persons respecting the establishing of a reformatory in the county of Oxford.

Will Extend Pumping Plant.

Mr. John A. Auld, M.P.P. (South Essex), introduced a deputation to the Provincial Secretary yesterday from the Town of Kingsville. The members of the deputation were Mayor S. L. McKay; W. A. Smith, Solicitor; C. W. Hendershott, Chairman of the Water Board. They asked for an order in Council approving of a by-law to issue \$10,000 to improve and extend the pumping plant of the town. They

stated that the citizens were all in favor of the measure. Mr. Stratton undertook to meet their wishes.

WANT TO KEEP FENDER.

London Street Railway Think It as Good as Others.

Mr. C. H. Ivey, solicitor for the London Street Railway Company, appeared before the Legal Committee of the Legislature to object to Mr. Beck's bill to amend the street railway act. The bill seeks to compel all street railways to put on fenders which satisfy the Commissioner of Public Works. A clause in the act already provides this, with the proviso that in cases where the City Engineer and the company have agreed upon a fender the clause shall not apply. Mr. Ivey claimed that this was the case in London, and that the fender in use was an excellent one. There had not been a fatality, as far as the fenders were concerned, since they were adopted, about eight years ago. It would cost the company about \$4,000 to make the change, and the city itself had not asked for it. The bill was allowed to stand over until the city can be heard on the subject.

Mr. Smith's bill providing for the equalization of assessment for public school taxes in union sections every five years instead of three was passed.

Mr. Holmes' bill providing for a small alteration in the method of printing voters' lists to make it easier to insert additions was thrown out.

WANT A SUBSIDY.

Bruce Mines & Algoma Railway Ask For Land Grant.

The Bruce Mines & Algoma Railway Co., who have already constructed seventeen miles northward from Bruce Mines to the Rock Lake copper mines, and were given a charter this year to build to the main line of the C.P.R., are applying to the Government for a land grant of 7,400 acres per mile for 100 miles. Michigan capitalists, including Mr. M. J. Clark, of Grand Rapids, are said to be behind the enterprise, looking to the development of this rich copper-bearing section. Mr. John McKay of Sault Ste. Marie, President of the road, said yesterday he believed if the subsidy was granted at least thirty-five miles more would be built this year.

HARVEST WILL BE EARLY.