

law had been almost as stable as one of the Medes and Persians, and now it was proposed not to double or treble the taxation of the railways, but to multiply it by 50 at least. Did anyone suppose that members could slip into the committee for a moment during the many important duties of the session, and give a proper consideration to the great questions which were before that committee.

The report was concurred in.

No Morning Sessions.

Mr. Ross moved that the House on and after Thursday next should hold morning sessions, commencing at 11 o'clock. He thought they could now finish the business of the session comfortably next week. Of course, in saying this, he wanted it to be distinctly understood that he was expecting the report of the commission upon the Gamey bribery charges to be down before the House rose, although he had no information when the presentation would be made. It might, perhaps, be necessary for the House to adjourn until that report came down. There was no desire, however, to hurry the session through, and to avoid being in session when that report was presented.

Mr. Whitney Objects.

Mr. Whitney said that he did not see any need for the step. There were reasons which might be adduced to show that the latter part of the session was not a time at which any such action should be taken, because the nature of the business before the House rendered it undesirable to adopt any such course, particularly during the present session. They were getting on very well with the business and could finish it now, he believed, in forty-eight hours if they wished. He thought it would be very improper and undesirable that the House should rise before the report of the commission was sent in, even if it had to sit for another three weeks. He thought the best interests of the country would be served by the House sitting quietly until the report was received.

Mr. Ross assented to this view, and the motion was left on the paper.

The House approved in committee Colonel Gibson's bill respecting the Ontario insurance act, Mr. Stratton's bill respecting municipal houses of refuge, Mr. Latchford's resolution respecting the Temiskaming & Northern Ontario Railway.

Temiskaming Finances.

In committee on Mr. Latchford's bill to amend the Temiskaming & Northern Ontario Railway act, Mr. J. S. Hendrie (Hamilton) expressed disfavor of the plan of setting apart 20,000 acres per mile. If it was intended to build the railway without cost to the people he favored setting apart 300,000 or 400,000 acres of land, the pine, minerals and lands on which to be sold for the benefit of the construction fund.

Colonel Matheson favored setting apart the timber to pay for the road. Why should old Ontario pay for the road, while there was plenty of timber available in new Ontario to pay for it? A strip of timber a mile or so on each side of the line would pay for it.

Mr. Powell thought that the extensions should not be included in the \$25,000 per mile bonding provision. They had no details given as to the cost of extensions, which in some districts could be built for \$20,000.

Hon. F. R. Latchford, replying to Mr. J. S. Hendrie's remarks that fire might destroy the standing timber, said that every care was being taken to prevent fire from breaking out.

Hon. F. R. Latchford, replying to Mr. Powell's criticism of bonding the extensions at \$25,000, said that it was important, in view of the importance of the extensions which may become necessary, to have all the securities rank equally. In reply to Mr. Whitney, Mr. Latchford said he did not think the \$25,000 per mile for which bonds may be issued would be sufficient to pay for the rolling stock. An additional amount might have to be provided for, but, of course, there would be an income which might meet

part of it.

Mr. Whitney remarked that, as the railway was being built as a Government line, he favored operating it as such, and allowing other railways to run over it for a time.

The bill was reported.

Col. Gibson's bill respecting police villages was reported without amendment.

Statute Law Amendments.

The House then went into committee on Colonel Gibson's statute law amendment act, 1903. The first clause provides that whenever a holiday falls on Sunday the day following shall be observed as a legal holiday. Another clause provided that in election trials, where the trial Judges disagree, there may be an appeal, and the Court of Appeal, if of opinion that a corrupt practice was committed, shall set aside the election; but in such case the candidates shall not be disqualified. Another clause provided that the Lieutenant-Governor in Council may, with the consent of the Judges of the counties of York and Wentworth, commute their fees, and direct payment to them and to the junior Judges of such sums as may be fixed by order in Council, not to exceed the receipts for fees during some preceding year.

A Chief Coroner For Toronto.

"A coroner for the City of Toronto" is to be appointed, under one of the clauses, who is to exercise supervision over the holding of inquests. This is meant to put a stop to the scrambling by coroners for inquests. Other coroners are to be called "associate coroners." The clause was allowed to stand, pending some perfection of its details.

It is made possible by one of the clauses for the Crown, in a criminal case, to employ sufficient expert evidence to answer the evidence presented by the defence.

The incorporated companies in which trustees' funds can be invested have formerly had to have a capital stock of \$100,000. A clause in the bill raised this sum to \$200,000.

One of the clauses of the bill amends the act respecting benevolent, provident and other societies. It makes it possible to refuse or cancel charters of societies reputed to be maintaining or using a place for any gambling or unlawful gaming purpose.

When the House met at 8.30 o'clock it went again into committee on the statute law amendment act. The Algoma Central Railway Co.'s time for completing 225 miles of road was extended until May 1, 1906, by a clause of the bill, and the Lake Superior Power Co.'s time for developing 40,000 horsepower in addition to that already developed at Sault Ste. Marie is extended until June 30, 1906. The Manitoulin & North Shore Railway is given an extension of time by one year for commencing its road.

Two Judges For Nipissing.

A second Judge for Nipissing district was provided for by a clause added to the bill by the Attorney-General. The great extent of the district and the rapid growth of North Bay made it necessary to appoint a junior Judge, in order particularly that North Bay might not be inconvenienced by the absence of the one Judge for weeks at a time. Municipalities are given power by a clause added by the Attorney-General to make a grant to the National Consumption Sanitarium, as well as to municipal sanitarium. Another clause enables sanitarium to be established 150 feet, instead of 150 yards, away from a private house. The clause enabling the public library to raise the moneys required to pay the interest and principal or sinking fund on moneys borrowed for the purpose of acquiring a site and purchasing or erecting buildings was allowed to stand over, on account of the objections of City Solicitor Caswell before the Legal Committee.

The House went into committee on the consolidated municipal act. Col. Gibson explained the clauses in detail. There are 129 sections in the bill, and on only a half dozen of these was there any discussion. One or two clauses stood over, the others being passed.

The House adjourned at 11.10 p.m. The twenty-fourth report of the Ontario Agricultural and Experimental Union was laid on the table by the Provincial Secretary.

New Bills.

First readings were given to two bills, one by Hon. E. J. Davis, entitled the municipal amendment act, 1903, and one by Mr. Harcourt, entitled an act to amend the separate schools act.

The bill to make the London Street Railway Co. put on a new kind of fender was thrown out, because it was shown that the fender at present in use had been agreed to by the City Engineer.

"CAP" SULLIVAN GIVES EVIDENCE.

His Partner Was a Crown Lands Clerk.

TAYLOR, NOW SUSPENDED.

Received Half the Profits of Shannon Deal.

E. R. Wood Produces Sullivan's Accounts, and Sullivan Produces the Checks Himself—Other Evidence.

Captain John Sullivan appeared before the Public Accounts Committee yesterday, but his examination came near the end of the sitting, was not concluded, and he will be called again to-day. The main feature of his evidence was to the effect that T. C. Taylor, accountant of the woods and forest branch of the Crown Lands Department, had been his partner in the Shannon deal, had paid Grant the first \$250 for it, when it stood in Shannon's name, and that he (Taylor) had received \$4,012.50 of the profits thereof. After the adjournment of the committee, Hon. Mr. Davis, Commissioner of Crown Lands, stated that, in view of that evidence, Taylor would be suspended at once. Capt. Sullivan's other evidence was more of the nature of identifying checks. Mr. E. R. Wood, Manager of the Central Canada Loan & Savings Company, gave evidence respecting Sullivan's accounts, and Mr. Thomas Charlton produced the check given to Sullivan. Patrick McDermott of South River said he offered Frank Sullivan \$4,200 for the Rutherford limit last April, and would have offered \$7,000 if he had thought he would not have another chance to bid.

There was a full attendance of the committee, with many other members of the House, including Mr. Gamey, and many outsiders.

To Call Others.

On motion of Hon. Mr. Davis, the following persons will be ordered to appear before the committee:—W. J. Shepherd, Waubashene; D. L. White and J. Playfair of Midland, D. G. Cooper and W. T. Toner of Collingwood, to give evidence in connection with the Shannon limit.

Hon. Mr. Latchford presented a motion for the appearance of Mr. T. G. Brough, Manager of the Dominion Bank, to produce the account of Theodore C. Taylor. The motion carried.

Mr. Thomas Charlton was the first witness called. He produced the original check for \$4,500, made out by his brother, J. Charlton, M.P., on July 24, 1902, in favor of John Sullivan, payable five days after date.

Mr. Latchford asked what the timber cost delivered on shore at Collingwood. Col. Matheson objected to the question, as it would lead to a lengthy inquiry into the cost of the logs. The question was asked, however, and the answer was \$25,000.

Col. Matheson and Mr. St. John tried to get a statement of the amount of