

# THE LEGISLATURE ENDS ITS BUSINESS.

## Famous Jennison Bill Passes With Amendments.

## NO SUNDAY STREET CARS.

## Ontario Legislation Re-enacted With Important Amendments.

## Mr. Gamey Opposes the Payment of the Judges Who Heard His Case— Renewal of the Printing Contract —Review of More Important Leg- islation.

The second session of the tenth Legislature of Ontario, which ended Saturday afternoon, was the longest on record, lasting sixty-nine days, and one of the most fertile in useful legislation.

Saturday's sitting began at 11 a.m., concluding just before 6 p.m. An amendment to the statute law was made to prohibit Sunday cars, except where permitted, before the recent decision of the Privy Council. The beet-sugar bounty bill was passed. On the third reading of the supplementary revenue bill providing for additional taxation of railways, Mr. Whitney moved to substitute the Pettypiece bill, and the member for East Lambton took the opportunity to recall that the leader of the Opposition had earlier in the session asked that the House kill the Pettypiece bill. The James Bay Railway guarantee was passed, there being a vote on the third reading, in which eight members of the Opposition voted with the Government in support of the bill. Mr. Whitney made the charge that the Grand Trunk Railway Company had made no request for a subsidy to a branch line from Thunder Bay to meet the Grand Trunk Pacific, but this the Attorney-General denied emphatically, replying that the charge could be easily refuted by positive requests made in interviews with the Government by those in authority and by deputations. An amendment by Mr. Whitney to strike out the grant was lost on division. Mr. Gamey's motion against the payment of the commissioners who investigated his charges was also lost on division, and the final topic was the Jennison bill, which, with several amendments, was finally passed. The formal prorogation will take place to-morrow afternoon.

### Local Option in Sunday Cars.

At the opening of Saturday's sitting on the third reading of the statute law amendment act a clause was introduced by the Attorney-General to prevent the running of street cars on the Sabbath. He explained that prior to the passage of the Ontario Lord's Day act there existed a statute prohibiting the operation of street railways on Sundays. That statute was afterwards incorporated in the Lord's Day act. The Privy Council had since decided that, so far as the criminal view of the performing of labor on the Lord's Day was concerned, it came under Dominion jurisdiction, and the clause relating to street railways went with the rest. Those interested

in Sabbath observance had, under legal advice, little doubt that this legislation, put on a civil basis rather than on a basis relating to criminal law, would stand the test.

"Sooner or later," concluded the Attorney-General, "I am convinced this will have to be followed by provisions of this Legislature which will have for their object, in crowded centres at all events, the introduction of local option on the regulation of the running of cars in deference to the views of the people. I have no hesitation in saying that, notwithstanding all the trouble there was regarding the running of street cars here in Toronto on Sunday, you won't find anyone who would now propose to repeal that by-law or withdraw that privilege. It is a great public convenience, and so with some of the other large centres. This is a matter that will have to be dealt with in the future."

Mr. Whitney remarked that he agreed generally with what had been said by the Attorney-General, but would not this be simply encouraging litigation, in view of the decisions of the court?

Hon. Mr. Gibson—I am bound to say that there will be further litigation before this matter is at all reasonably determined; there is no doubt about that.

### Contract For Printing.

On the motion of the Premier, the House authorized the extension of the printing contract with Messrs. Warwick Bros. & Rutter for a period of five years from July 1st next on the old terms, with the exception that for composition 50 cents per thousand ems is to be allowed, an advance of 5 cents per thousand. The Government feared that if they advertised for tenders they would not, owing to the fact that several of the large printing establishments had been destroyed by fire, be able to get as good terms again.

Mr. Matheson saw no reason for objecting to the extension. He believed that the last contract would show a saving of a good many thousand dollars over the previous contract, and the work had been very satisfactorily done.

### Beet Sugar Bounty.

On the third reading of the bill respecting the encouragement of the beet sugar industry, Mr. Kribs moved in amendment the addition of the words "This House regrets that it contains no provisions securing to farmers a reasonable bonus on beets produced and sold."

The Premier did not think the amendment was in order. The House had already rejected a similar motion on the ground that the farmers did really receive a bonus through the encouragement of the industry. In Waterloo the farmers got as high as \$5 per ton for the beets, the usual price being from \$4 to \$4.50, and they got it because the quality was so good.

The Speaker ruled the motion out, the House having previously voted on the subject.

### The Pettypiece Bill.

Mr. Whitney made another effort to persuade Mr. Pettypiece to vote against his party on the third reading of the supplementary revenue act, but again failed. He moved in amendment that the bill be referred back for the striking out of all the clauses and the substitution of provisions identical with those in what is known as the Pettypiece bill.

The Premier raised the point of order that the House had pronounced an opinion on the Pettypiece bill when it refused to amend the report of the committee which had considered it.

Mr. Pettypiece remarked that up to a certain stage his bill had not been a political issue. When he had moved the second reading of it, the leader of the Opposition had asked if the House could not quietly kill the bill and end the farce. (Applause.) A few weeks later the leader of the Opposition found some good things in the bill and was prepared to support it. (Applause.) "Twenty-four hours after the Opposi-

tion leader made that statement in the House some fifteen or twenty members of the Opposition came to me with the same story, 'Stick to your bill and we are with you to a man.' (Laughter.) It meant that if I, with my bill, should oppose the Government and bring on a vote they were with me. I failed to do that. Although I did not get the bill passed, under the motion that has been carried to refer the matter to a special commission for further investigation I consider that better progress has been made than if the bill had been carried." The Premier's bill was not to his mind just what they should have, but it was a step in the right direction.

Mr. Whitney's amendment was ruled out of order by the Speaker.

### Municipalities' Share.

Mr. Preston (Durham) then moved in amendment:—That this House regrets that the said bill contains no provision for the equitable apportionment between the municipalities of the Province of the taxes to be levied under the bill.

The answer to that, said the Premier, was that the municipalities got it all. It was all expended on education, agriculture, administration of justice, maintenance of asylums, and everything connected with municipal affairs, and the amounts were adjusted by the House in the estimates from time to time. If this bill passed, they would be able to give more for all these purposes, because they would have more money. The motion had no meaning or usefulness.

Mr. Whitney said the usefulness was more apparent to those on the Opposition side of the House. The Premier did not wish the municipalities to have any word to say with reference to the proportion of the taxes that should come to them.

The amendment was defeated on a straight party vote of 35 to 38.

A further amendment moved by Mr. Whitney that on the commission appointed to investigate the taxation of railways no person should sit who had been a member of the House between May 29, 1902, and April 15, 1904, was declared lost on the same division.

The Attorney-General's bill to amend the election law was read a third time after an amendment, moved by Mr. Hugh Clark, providing for the forfeiture of all deposits in all cases not pressed, had been defeated on division.

### James Bay Railway.

On the third reading of the bill guaranteeing the bonds of the James Bay Railway, Mr. Hoyle moved that a clause be inserted empowering the Lieut.-Governor in Council from time to time to fix the freight and passenger rates charged on the line. It was lost on division. Mr. Whitney moved that all the provisions guaranteeing the bonds for that portion of the line between Toronto and the township of Mara be struck out. His object was, he said, to show that the Government was not adhering to its policy of refusing to aid any railway in the older settled portions of Ontario. The amendment was declared lost on division.

When the motion for the third reading was put, Mr. Hugh Clark insisted on the yeas and nays being taken, and Mr. Whitney supported him. Then Dr. Nesbitt, who had not been present during the previous discussion, moved that a clause be inserted providing for a two-cent rate. The Speaker ruled it out of order, recalling the fact, amid laughter, that the House had already voted on the subject after a debate that lasted all night.

The vote on the main motion being taken, the bill was given its third reading by 48 to 20. All the Opposition members voted against the bill with the exception of Messrs. Foy, Crawford, Hoyle, Carnegie, Pyne, Fox, Smyth and Nesbitt.

### Grand Trunk Pacific Branch.

There was a lengthy discussion on the second and third readings of the bill respecting aid to certain railways. Mr. Hanna began it by asking the Premier what was the value of the lands to be granted to the Grand Trunk Pacific for the branch line to Port