

other papers in connection with the appointment of license commissioners for the East Riding of Lambton.

To Amend Companies Act.

Mr. Hoyle's bill to amend the Ontario companies act by compelling the publication of all details as to capital stock, and so on, with the prospectuses, was read a second time, and on Mr. Hoyle's motion referred to a select committee.

Convict-made Goods.

Mr. Preston (South Brant) moved the second reading of his bill respecting convict-made goods, which in effect compels the marking of such goods as convict-made, and provides that the Secretary of the Bureau of Labor enforce the act. The bill embodied several advantages, he said, one of them being that those who objected to buying such goods would be able to easily discriminate. The time would come, he thought, when the example of the old country would be followed, perhaps with the aid of the Dominion Government, in confining prison-made goods to the use of public institutions. He understood the Government proposed to abolish the making of brooms at the Central Prison on July 1.

Government is Considering.

Hon. Mr. Hanna said some of the clauses of the bill were too sweeping. The question was one, however, which all agreed merited consideration, and he could say that the matter was being considered by the Government. The contract for broom making at the Central Prison would not be renewed after July 1. The department believed it had a plan whereby the prisoners would carry on labor that would not come in contact with free labor. The hon. gentleman from South Brant (Mr. Preston) had indicated in his reference to the manufacture of goods for public institutions a plan whereby the prisoners not now employed in making binder twine could be actively employed without conflicting with free labor. In view of the fact that the principle involved in Mr. Preston's bill was being favorably considered by the Government and that action would be taken, he urged that the bill be withdrawn.

Mr. Graham thought he could fully understand the position of the Provincial Secretary. It was not so much a question of moneymaking as of employing the men. If they were not employed they would degenerate, and more men would be required to look after them. Without disparaging the work of the prisoners it was impossible that they should compete with outside labor. They were short-term prisoners, and could not gain skill unless re-committed again and again.

Mr. Preston agreed that the reformation of the criminal was the chief point. There were no industries that could less easily stand competition than the binder twine industries of Brantford, which had been stripped of every advantage. He withdrew the bill.

No Need for Alarm.

Dr. Jessop, in speaking to the second reading of his burial purposes bill, said his friend from Brockville need not be alarmed, as he did not possess enough grey matter to attract medical students in search of subjects for anatomical purposes. The bill was referred to committee.

Mr. Sutherland's bill to regulate the speed of motor vehicles on highways enabled him to state that at present the rights of the travelling public were entirely ignored by the motor people. The roads were built by the people of the Province, who would never be able to use motor cars.

Mr. Atkinson did not think Mr. Sutherland had ever operated a motor car. Mr. Atkinson had used one for three years, and was accustomed to go out after breakfast and run about the country on business for a hundred miles or so before 10 o'clock. This would take three days with horses. He thought the bill went too far.

Mr. McDougall thought the measure too drastic.

The Premier thought the measure one

worthy of consideration by the Municipal Committee.

Mr. Kidd thought the bill did not go far enough.

Dr. Jessop thought the legislation sought was desirable.

The bill passed its second reading.

Stationary Engineers.

Dr. Smellie moved the second reading of his bill to regulate stationary engineers, which provides in effect that engineers be properly certificated.

Hon. Dr. Willoughby moved that the bill be referred to a special committee, and this carried.

Mr. Fox wished to give further powers by his municipal drainage bill to the municipalities.

Mr. Hislop thought the effect would be to increase the ditches on the highways.

Mr. Auld believed the present drainage act covered all that was required.

The Premier and Mr. Hoyle spoke in favor of the bill going to committee, whither it was sent.

Dehorning of Cattle.

Mr. Crawford's bill to provide for the dehorning of cattle carried him back to 1888, when a commission reported in favor of the measure. Dark spots in meat, with jelly-like deposits, which could not in the strictest sense be considered good food, were the result of animals horning each other. He hoped for a full discussion.

Mr. Racine believed they might as well ask farmers to cut off the ears of cattle as their horns.

Mr. McCoig thought cattle judges would be placed in a difficult position by the bill, which Mr. Dargavel also opposed.

Mr. Reed found a serious objection in the impossibility of selling dehorned cattle to western and other buyers.

Mr. Rohler was in favor of dehorning, but would not make it compulsory.

The Minister of Agriculture thought the measure too drastic, and likely to injure the breeding of cattle, and Mr. Gamey, Mr. Hislop and Mr. Kidd continued the discussion against the bill, which Mr. Crawford withdrew.

The Evening Session.

On resumption in the evening a number of private bills were advanced a stage in committee.

Mr. Craig's bill to amend the assessment act by providing that Treasurers of townships, towns or villages shall on or before December 31 pay over to county Treasurers the moneys collected for county purposes was read a second time.

Mr. Downey moved the second reading of his bill giving township Councils the power to exempt woodlands from taxation, such exemption to apply to not more than one acre in ten and not exceeding twenty-five acres in the whole of the lands held under a single ownership.

Mr. Harcourt said in an economic sense, aside from other conditions, any step towards the preservation of woodlands and farm reforestry was worthy of attention.

Mr. MacKay thought the amount of land proposed to be exempted might well be doubled.

Hon. Mr. Monteith held that all possible should be done to carry out the principle of the measure, but thought the bill needed revision in some respects.

Mr. Hislop argued the question as to what kind of trees must be on the "woodlands" should be left to the municipal officers and not designated in the bill. The bill was read a second time.

Views on Assessment Act.

Mr. Downey moved his bill to amend the assessment act by exempting interest on mortgages or any other source to the amount of \$300 when the total annual income of the person named does not exceed \$700, and to repeal the clause fixing the minimum assessment on property at \$250.

Hon. Mr. Hanna said the feeling of the Government was against changes in the act in view of the time so recently spent on the measure.

Mr. Craig favored the proposed

changes.

The bill was read a second time.

Measures of Varied Intent.

Mr. Hodgins' bill to amend the municipal act drew the remark from Mr. Graham that he agreed with the Premier that the general law should not be changed to suit a special condition. The bill received its second reading.

Mr. Thompson (Simcoe) wished by his bill to place the office of Sheriff on the same footing as other officers in respect of salary.

Mr. Harcourt felt sure there had been remonstrances from many Sheriffs. They were the most ill-requited of officers.

Hon. J. J. Foy believed that the reference of the bill to committee might raise the whole question and result in the raising rather than the lowering of Sheriffs' emoluments.

Dr. Nesbitt had a bill amending the assessment act in respect of dividends from shares in a telephone or telegraph company which will make them assessable. He also had an additional clause declaring the jurisdiction of the Court of Revision, County Judge, Board of County Judges, or a Judge or Judges of the Court of Appeal. After some discussion between Mr. Harcourt and the Attorney-General, who thought a question of principle was involved, the bill was allowed to stand.

The Cumulative Vote.

Mr. Harcourt had not observed any pronounced feeling against cumulative voting, so he said, on Dr. Nesbitt's motion for the second reading of a bill to abolish this procedure in Board of Education elections. The system should be given a fair trial.

The Premier believed that it would fully appear in committee whether there was a desire to repeal the act.

Mr. Graham said cumulative voting had had a fair trial, and if the Toronto members wished it changed he had no desire to oppose them. The second reading was carried.

License Act Amendment Withdrawn.

Mr. Crawford thought his bill to amend the liquor license act a simple one. If the municipalities desired to increase the license fees for their own use the bill would authorize such action. Another clause provided for the cancellation of a license in case of a second conviction.

Mr. Graham doubted if a private member could introduce a bill interfering with the revenue of the Province.

Hon. W. J. Hanna, in view of the fact that the Government had the whole question under consideration, asked for the withdrawal of the bill.

Mr. Harcourt asked if the Provincial Secretary intended to take up the bill.

Hon. Mr. Hanna—Not this clause.

Mr. Crawford thought the point introduced by Mr. Graham might be well taken. The city wished to reduce licenses, but if he was asked to do so he had no alternative, and would move for the discharge of the order.

The House adjourned at 10 o'clock.

Railway Committee.

Mr. A. T. Drummond addressed the Railway Committee yesterday in favor of the incorporation of the Western Central Railway Co. The proposed route is from London to Guelph, through East and West Zorra and East and West Nissouri, and equidistant between the C. P. R. and G. T. R. Two branches are asked for. One to Stratford, another to Woodstock, making with the main line 93 miles of track. The bill was carried.

In support of the bill to incorporate the Hamilton Terminal Railway Co., Geo. Lynch-Staunton, solicitor, explained that the Hamilton Steel and Iron Co. were seeking a charter to incorporate twenty-five miles of track on the lake front, already the property of the company, and over which they operated over 18,000 cars yearly. He stated that the advantage of this was in making those who wished to expropriate treat the steel company as a railway company.

City Solicitor MacKelcan, on behalf of the Corporation of Hamilton, opposed the granting of the charter on the ground that they wanted, in effect, the right to construct switches on any property they now held or in future