

UNIVERSITY BILL TO-DAY.

ENDOWMENT CLAUSES WILL NOT BE CONSIDERED.

Short Session of Legislature—Power Legislation Waiting Decision—San Francisco Acknowledgments—Insurance Investigation—Sundry Matters.

An exceedingly brief session of the Legislature was held yesterday afternoon, Premier Whitney giving the absence of Hon. Mr. Matheson in New York as a reason for not proceeding with measures in which the Provincial Treasurer was concerned. A Cabinet Council was held immediately after the adjournment. The university act, 1906 will be taken up in committee to-day. It is understood that the question of endowments will be laid over till next session. After the adjournment Premier Whitney stated in reply to an inquiry that he would be very sorry indeed to say that the Government would not introduce any electric power legislation this session, but he was not quite prepared to say that they would. The bill dealing with the matter is under consideration.

A telegram from the Mayor of San Francisco was presented to the House in reply to the resolution adopted last week, as follows:—

"Charles Clarke, Clerk of Legislative Assembly: Please accept our gratitude for your sympathy. E. E. Schmitz, Mayor."

In reply to Mr. Clark (Bruce), who asked if the attention of the Government had been directed to the announcement that the Insurance Commission will not sit in Ottawa to complete the investigation of the Insurance Department, and that counsel appointed by the Province had not been afforded an opportunity to examine the Superintendent of Insurance and his assistants, and if it was the intention of the Government to make such representations as would secure for counsel for the policyholders an opportunity to carry out the work for which he retained, Premier Whitney said the Government had been notified, and that counsel had been instructed to take any necessary steps to carry out the work for which he was appointed.

Hon. Mr. Hanna moved the first reading of an act to amend the consolidated municipal act. This embodies the amendments coming up in private legislation during the session.

The House in committee reported Mr. Fraser's bill to amend the act to prevent the wasting of natural gas, and Mr. Tudhope's bill respecting the town of Midland.

It was resolved that the House in Committee of the Whole to-morrow would consider certain proposed resolutions of Hon. Mr. Matheson's relating to the revenue of the Province; of Hon. Mr. Hanna's respecting the salaries of drainage referees; of Hon. Mr. Monteith's relating to the suppression of fowl brood among bees, and relating to the prevention of fraud in the manufacture of cheese and butter, and the appointment of dairy inspectors.

Premier Whitney said that in the absence of the Provincial Treasurer in New York it was inadvisable to go on with any further business that afternoon. The bills to be considered were of a nature to make the Treasurer's presence necessary, and he would return to-morrow morning.

The House then adjourned at 3.40.

Result of Negotiations with the Grand Trunk Pacific Railway Company.

Carried on for Some Time by Minister of Lands and Mines—Company is Relieved of the Clause Requiring the Placing of a Certain Number of Settlers Each Year.

Over half a million acres of land, part of the grant of the Province of Ontario to the Grand Trunk Pacific Railway, are to be returned to the Province by the railway company, and in return for this concession the Government will relieve the railway of its obligation to place a certain number of settlers on the land each year. After some months of negotiation this agreement has been reached.

Premier Whitney handed out to representatives of the press yesterday evening the following statement:—

"Under the provisions of the act granting a cash bonus of \$2,000 per mile and 1,200,000 acres of land to the Grand Trunk Pacific Railway Company for the Fort William branch, the company agreed, among other things, to place 400 settlers per year for ten years on the lands granted. After consideration an agreement has been arrived at by which the company gives back to the Government 525,000 acres of the land, and is released from the condition as to settlers.

"The advantages to the Province of this arrangement are obvious."

Earlier in the day Mr. William Wainwright of the Grand Trunk Pacific Railway was in consultation with the Premier and his colleagues as to the land to be selected by the railway from the land set apart for the purpose. This selection had to be made yesterday to comply with the terms of the act under which the aid to the railway was voted. The negotiations which have resulted as above have been in progress for some time, and, as matters relative to lands come naturally within his department, have been largely carried on by Hon. Mr. Cochrane, the Minister of Lands and Mines. It is said that the company was not at first prepared to consider the surrender of its right to so much land as it now gives up, but Hon. Mr. Cochrane upheld his side of the case with considerable tact, and the statement handed out by the Premier reflects the pleasure of the Government at the outcome of the negotiations. Before he left the buildings yesterday Mr. Wainwright left a plan of the lands selected by the company with the Government.

The Aid Defined.

Under "An act respecting aid to certain railways," passed during the session of 1904 and assented to on April 26th of that year, the grant to the Grand Trunk Pacific was thus defined: "To the Grand Trunk Pacific Railway from a point on Thunder Bay, on the north shore of Lake Superior, to the intersection of the said railway with the main line of the eastern division of the Grand Trunk Pacific Railway as it may be finally located in the district of Thunder Bay, a distance not exceeding 200 miles, a cash subsidy of \$2,000 per mile and a land grant as hereinafter set forth of 6,000 acres per mile for each mile of the said distance."

This would be equivalent to \$400,000 cash and a land grant of 1,200,000 acres.

The Settlers Clause.

The clause of which the company is relieved, and to which the Premier referred in his statement, provides that during a period of ten years from the first of January, 1906, the company shall place "upon its said lands or the lands of the Crown adjacent thereto at least

four hundred male settlers, each one of whom shall build or have built for him before or within one year of his being placed upon the said land a house fit for habitation, at least sixteen feet by twenty feet, with other necessary buildings, and who (in the case of agricultural settlers) shall also perform within the time specified by the free grants act the settlement duties as to residence, clearing and cultivation by the said act required in order to entitle a free grant settler to a patent of one hundred and sixty acres of land. Employees engaged in constructing the said line of railway, and artisans, operatives and other employees and settlers now residing in the said districts, shall not be included in the designation 'settlers,' but save as aforesaid regular employees of the said company and other artisans and operatives in the employment of any mining, industrial or manufacturing establishment in townships or municipalities in the district of Thunder Bay shall be included in the designation 'settlers.' Provided that every settler's son who is of the age of sixteen years or over and who resides with his father shall count as a settler within the meaning of this paragraph, and the foregoing requirements as to the building of a separate house and other buildings shall not apply in the case of any such settler's son resident with his father."

Some Clauses That Stand.

The agreement reached does not effect sections of the bill other than that mentioned.

The lands, it is provided, may be set apart in alternate blocks of one or more, but not exceeding three townships of six square miles each immediately adjoining the railway, none of the lands to be at a greater distance than eighteen

miles from the line. For a period of one year from the date of the filing in the Crown Lands Department of a map or plan showing the location of the line no lands shall be leased or sold within a distance of eighteen miles on either side of the railway until the lands selected by the railway have been set apart.

The Crown Lands Department—as it was then—is to survey the unsurveyed lands to be granted to the company. Grants of land may be made pro rata upon the construction and completion ready for traffic of any section not less than ten miles in length.

The lands, according to the act, are to be granted in fee simple, and to include the minerals. Right is given to take pine timber for construction purposes under certain conditions and on payment of certain dues. Spruce timber and minerals on the lands are not to be exported in an unmanufactured condition from this country, but must be made into pulp, paper or other finished or partially finished articles of commerce.

Some of the Restrictions.

The act gives the Railway Committee of the Executive Council of Ontario, which will cease to exist when the measure creating the proposed Railway and Municipal Board is passed, control as to rates for passengers and freight. This is subject to regulations which may from time to time be issued or made by the Dominion Railway Commission or any other competent authority under the provisions of any act of the Dominion Parliament applicable to the company. The act requires the fire regulations to be complied with, the rolling stock, supplies, etc., wherever such can be purchased in Canada as cheaply as elsewhere, to be of Canadian manufacture and purchased in this country. Rails, if suitable and obtainable at the same price not greater than the open market price in Britain or the United States, to be purchased in Ontario or elsewhere in Canada.

Provision is made that the Government may require running rights to be given to any railway applying, and which railway grants the same right to the G. T. P. The company may not amalgamate with or lease or transfer the railway or its franchises or make pooling arrangements as to rates, or do anything to put the railway in whole or in part under the control of any other railway or railways without