

consent of the Government.

Important Reservation.

In case the Government of Canada shall at any time take over at a valuation the line of the Grand Trunk Pacific, the cash subsidy and the amount value of the land grant which shall have been received by the company shall be forthwith repaid by the said Grand Trunk Railway Company to the Treasurer of the Province of Ontario." The act provided that immediately after being passed this section should be embodied in an agreement between the town and the railway.

History of the Measure.

The third reading of the measure moved by Hon. Geo. W. Ross was opposed by the then Opposition on April 1904, the present Premier moving that it be referred back to the committee of the Whole House, with instructions to strike out the provisions providing for the subsidy and land grant. This was defeated on a straight party vote.

The clause providing that the cash subsidy be counted as part of the purchase price in case the Dominion Government decided to buy the line was an Opposition amendment moved by Mr. Whitney. It was accepted by the House.

The motion for the third reading was then once more put by Hon. Mr. Ross and carried on a party division.

APPEAL TO LEGISLATURE.

DID HON. MR. MONTEITH LEAD FORCES OF MONOPOLY ?

Board of Control Endorses View That Government Has Struck a Blow at Public Ownership to Help the City's Rival in Live Stock Business.

The city was defeated before the Private Bills Committee in its effort to secure from the Legislature the right to sell fodder at the Western Cattle Market—a right which would be worth a good deal of money to the corporation. It is now proposed that the city's bill shall be brought before the Legislature as a whole, and the opposition of the Union Stock Yards, the rival to the city's establishment, will be attacked. Property Commissioner Harris told the Board of Control yesterday afternoon that the city's application was defeated solely through the fight put up by the Junction Stock Yards. He said that the shareholders of this company, many of whom were in the country, had used their influence with their local members and had caused the defeat of the bill. Hon. Nelson Monteith had opposed the application because it meant interference with the Junction Company's business.

The city's market, Mr. Harris charged, had prevented the live stock trade of Ontario from being controlled by a trust. A similar trust, according to the evidence given before the Inter-state Commerce Commission in Chicago in 1904, was proven to have depreciated the price paid for medium cattle by twenty-five per cent., and in a like period appreciated the cost of dressed meat by twenty per cent., thereby netting an additional forty-five per cent. at the expense of the stock raiser and meat consumer.

Mr. Harris said the argument had been used that the Union Stock Yards Company had been forced into existence for the protection of the live stock trade and interests. In this connection he mentioned that the President of the company was a prominent wholesale furrier, the Vice-President a proprietor of a large departmental store, and the Secretary and chief promoter a prominent barrister—all being of Toronto. Out of 334 shareholders there were only twenty-one drovers and seven breeders holding stock, aggregating less than \$11,000 out of \$361,500 subscribed and paid up. The Union Stock Yards, he said, had not until April 27 at least filed a return for the years 1904 and 1905. Mr. Harris further declared that a blow had been struck at the principle of municipal ownership and the people's interest in favor of a private corporation.

The Board of Control decided that Mr. Harris' information and views should be laid before the Government and reconsideration of the matter asked.