

To-day were basing their prices on the prices which were charged for the development of power by steam, and charging all the consumers would stand. Mr. Beck vigorously defended the new measure, emphasizing the Government control of rates and the responsibilities the municipalities would assume. The bill, he claimed, gave the municipalities a chance to get power, and the old act did not, because its provisions were useless. He said the commission had been offered by one of the companies power at \$11 per horsepower.

Impracticable Bill.

Mr. Harcourt thought it much to be regretted that the bill had not been brought down in the first week of the session, when the earnest speech they had just listened to might have been heard and they would have had an opportunity of verifying the figures involved. He doubted if Hamilton or London would avail themselves of the impracticable and unworkable provisions of the bill. The places most to be benefited were those near the power itself. No wonder then that the member for Welland agreed with him. It had been stated that without interference with vested interests the aims desired might be attained. The hon. gentleman had demolished his own case when he stated that he could obtain terms from two of the companies which had offered to negotiate. He hoped that the Government would go to them and tell them that they would not attempt to interfere with their vested interests. Were they to destroy individual initiative? It would be a serious thing to discourage it. The C. P. R. would never have been built without this great quality. He feared there was an anti-capitalistic craze in the minds of some people. It was the sacred duty of the Legislature to see that the rights of capital were preserved.

Tremendous Power for Evil.

The bill had no reason for existence unless the commission had power to vary the conditions of every agreement entered into. There was no appeal from the three men of this commission. They had tremendous power to render unremunerative the millions invested in these enterprises. They might render it impossible to meet the interest on bonds. The majority would rule, and that two men should have this unheard of power of rendering a remunerative investment unremunerative was simply monstrous. He would have relied more on Hon. Mr. Beck had he not appeared as an advocate, and set out to prove that capitalists were obtaining undue profits. Dr. Butler when in Toronto recently with Mr. Andrew Carnegie said that the three foundations of civilization were civil and individual liberty, rights of property, and inviolability of contract. He commended the latter point to the Premier, and concluded by regretting that the bill had been brought in at such a stage of the session.

Premier Closes the Debate.

Premier Whitney objected to the last speaker having occupied so much time on points irrelevant to the bill. He did not think his hon. friend could have read it. The three points he raised were that there was no appeal from the commission, that he deprecated any attack on vested interests, and that the figures on which the report was based were incorrect. Every act of the commission, the Premier pointed out, was referred to the Lieutenant-Governor in Council, and that body would probably include two members of the Government at any rate.

Hon. Mr. Ross—Then the commission will appeal from itself to itself?

The Premier retorted that the Government's appeal would be to that tribunal which gave it existence. He said that many letters and telegrams in praise of the Government's measure had been received. Moreover, one could not ride in a street car in Toronto without hearing one Liberal say to another in discussing the Opposition's attitude, "What do these

leading the Opposition?" The Premier praised the stand taken by Mr. Preston (Brant), who had not hesitated to express his disagreement with some of the views of the Opposition leader. He went on to say, in criticizing the suggestion that the bill be held over, that in addition to the demand from many quarters for action by the Government The Toronto Globe had for weeks passed been clamoring that the Government should bring in a bill. That paper would listen to no explanation, no excuse, and a gentleman named G. W. Ross was one of the directors of The Globe, so that they had a Dr. Jekyll clamoring for a bill and a Mr. Hyde saying you shall not have one. The Premier, after vigorously combatting some of the arguments of the Opposition speakers, said the Opposition leader and the member for Monck (Mr. Harcourt) had much to say for the capitalists and little or nothing for the manufacturers and consumers of power. He declared that there would be no such thing as vested rights and taking people's property from them. If

any harm came to English bondholders or any other investors it would be through their own fault and the fault of their champions in the House. He believed that no expropriation of property would be needed, but without power to expropriate the bill would be useless.

If companies declared they would rather keep their power than sell and transmit it at reasonable rates, only then the Government would do the acts authorized by the bill. The Premier closed with the opinion that in twelve months from now the private corporations instead of being hampered would find that their receipts were increased.

Some Amendments.

This closed the discussion, and the House went into Committee of the Whole to consider the bill.

An amendment provided that two of the members of the commission may be members of the Executive, and that one shall be.

Mr. MacKay, representing a riding not interested in the bill, stated that Mr. Snider, Chairman of the Municipal Power Commission, had said the cost of power from producer gas was \$7.50 per unit for ten hours a day.

Mr. Pattinson said the figure named was merely the fuel factor and cost of installation, maintenance, interest and depreciation, and attendance had to be considered.

Mr. Graham asserted that power could be produced anywhere by producer gas for \$12 a horsepower working ten hours a day. He intended to use it himself.

The references to the control of gas rates were eliminated from the bill.

The bill as amended was reported.

CASH AID TO RAILWAYS.

A VOTE OF \$340,000 IS TO BE ASKED.

Announcement Was Made by the Premier—Manitoulin to Have Connection With Mainland—Bruce Mines Railway to be Aided.

Just before the close of last night's session of the Legislature Premier Whitney made an announcement of the Government's policy with reference to grants to railways. It had been decided, he said, to grant \$8,000 per mile, for 25 miles, or \$75,000 in all to the Bruce Mines & Algoma Railway, commencing thirteen miles north of Bruce Mines. This was done to enable the opening up of the copper mines in the Bruce Mines district. A grant of \$5,000 a mile was to be made to the Canada Central Railway Company, or any company which would do the work, for a railway from Little Current to a point thirteen miles from Sudbury, where it will connect with a line already laid, a distance of fifty-three miles.

At \$5,000 per mile the latter means a grant of \$265,000, and the two grants would therefore total \$340,000.

The Premier explained that the grant to complete the connection of Little Current with Sudbury was made solely for the purpose of giving the people of Manitoulin Island easy means of access to the mainland, something they had never had. No other railway grants would be made this session, the policy of the Government when in opposition, and now, being that they should not be made where they could not be justified on the ground of public interests. A large number of deserving schemes had been brought to the attention of the Government this year, and it might be, if the development of new Ontario was as startling and rapid as some people expected, more railways would have to be aided next year, but he did not promise that. The James Bay Railway (Mackenzie & Mann's line), a very deserving scheme, had asked that the guarantee of bonds given by the Government some years ago for the Toronto to Sudbury section, be continued for extensions of the road. The present Administration, however, had taken the ground when in opposition, that the Province should not guarantee the bonds of railways, and now maintained that position. The legislation necessary for the grants, the Premier added, would be introduced in the House to-day.