

NO CHANGE FOR SEPARATE SCHOOLS

Proposed Amendments Stand Over for a Year.

CASE WILL BE STATED.

Price of Separate School Text Books Reduced.

Registration of Private Detective Agencies—Some Law Reform Sections May Stand Over—Important Recommendations on Control of Automobiles.

There will be no amendments to the separate school act at the present Legislative session. The Premier announced, at yesterday's sitting, the intention of the Government—acting on the recommendation of the Statute Revision Commission—to submit a stated case to the courts to determine the basis for the distribution of the grant between the public and the separate schools. The issue is as to whether the division shall be regulated according to population, as at present, or, as the separate schools claim, according to attendance.

In accordance with this decision Messrs. T. W. McGarry (South Renfrew), and D. Racine (Russell), withdrew their proposed amendments for a year. Twelve months hence, they were assured by the Minister of Education, the Government would be in a position to give the whole question the fullest consideration. In the meantime it was the intention at this session to add a clause to the statute amendment law to give relief by providing means of qualification to religious teachers affected by the decision of the Privy Council in the case of the Christian Brothers.

Reduce Price of Books.

Replying to Mr. Racine's protest that separate school pupils could not secure their text-books at the same cheap price at which public school books were now being sold, Hon. Dr. Pyne, after conferring with Sir James Whitney, made the important announcement that in arranging for the publication of the forthcoming new text-books the Government had required from the contractors an agreement to furnish separate school books at the same price as public school text-books. The Government, however, he added, had not control of the issue of separate school books.

No Religious Strife.

In withdrawing his bill Mr. McGarry expressed regret that its introduction had caused adverse comment by certain sections of the community. There was no idea of aggression or aggrandizement on the part of its promoters. Those who criticized did not understand exactly what the bill meant. It represented the request of the minority for what they sincerely believed to be their right to a share of the taxes from public utility and bonus companies. He had been urged to bring the measure forward for the past three or four years, and was prepared to wait the determination by the Judges of the constitutional points affected by the principle of the bill.

A Government bill was introduced by Hon. Dr. Reaume under which it

is proposed to give the Government power to extend colonization roads in the north. The Minister explained that between sessions there was frequently necessity for extensions. The bill also provided for the purchase of easement rights instead of buying the land outright. One of its clauses placed the Government-owned T. & N. O. Railway on the same basis as all other railways in regard to the expropriation of highways. The clause was inserted on account of some trouble at Haileybury over the railway crossings on some of the streets.

Detective Agencies.

On the House taking up in committee the bill with regard to the registration of private detective agencies, attention was drawn to the practice which has existed whereby men appointed as Provincial and county constables have also been connected with private detective agencies and utilized their official position in getting information. The Provincial Treasurer explained that it was the intention of the bill to prevent county and Provincial constables acting as private detectives.

Mr. McGarry's bill respecting companies for the improvement of rivers and streams received short shrift. The member for Renfrew explained that the measure practically had arisen from conditions peculiar to his constituency. He proposed that where companies desired to establish storage dams with a view of developing electrical powers on small streams the companies should be given expropriation powers, subject to control of the Hydro-electric Commission. The Premier pointed out that the proposal opened wide possibilities, and at his request the bill was withdrawn.

Postpone Some Reforms.

When the Government's law reform bill was taken up again in committee Mr. Wm. Proudfoot (Centre Huron) suggested that perhaps it would be better, in view of the fact that the profession had had but a short time to consider it, if the measure stood over for a session.

The Premier reminded the House that last session a strong resolution had been passed, and it had become the Government's duty to bring forward a measure. It might, he conceded, be well to allow certain sections to stand over.

Mr. A. E. Fripp (West Ottawa) contended that it was negligence actions which had caused all the talk about law reform. He thought in such actions no appeal at all should be allowed in cases where the damages were less than \$1,000; then the public would know that the Legislature had really done something which they could understand. Mr. Fripp's suggestion, however, did not meet with the approval of the other legal members of the House.

The Elgin License Inquiry.

Mr. P. H. Bowyer (East Kent) gave notice that he would on Monday move for an order of the House that the report of the commissioner who held the recent inquiry into the conduct of W. B. Andrew, the License Inspector of East Elgin, together with the evidence, on which same is based, be laid on the table of the House.

To Punish Speeders.

It is probable that the only division of importance which will be forced to an actual vote in the Legislature this session will be on the question of the regulation of automobiles. The Select Committee appointed to consider the various measures which have been introduced dealing with this subject have decided upon recommending several important amendments to the law in regard to the punishment of speeders. In their report, which will be submitted to the Municipal Committee and to the House next week, they will recommend that fines for excessive speed shall be largely increased, even in the case of first offences. The committee has also decided to recommend that third offences against the speed laws shall be punishable by imprisonment without the option of a fine, and that the automobile shall be impounded for a certain period as well.

It is understood that Mr. D. C. Ross (North Middlesex), the principal proposals of whose bill have been adopted by the committee, will also urge upon the House the desirability of passing regulations preventing automobiles using the roads during certain hours on Saturday and Sunday in each week. Mr. Ross will make this proposal in the interest of the farming community, and, as his views are shared by members on both sides of the House, a division on the question will be interesting.

HON. MR. MACKAY'S BILL.

IMPORTANT AMENDMENT TO SURROGATE COURT ACT.

Mr. McNaught's Bill for the Street Car Conductors—Insurance Companies and the Damage by Explosions.

The Legal Committee of the Legislature yesterday accepted in toto the bill framed by the leader of the Opposition for the amendment of the Surrogate Court act. The bill, if it passes the House also, will be a valuable contribution to the law reform movement, its object being to enable Surrogate Court Judges to try all disputes no matter what the amount of the claim is.

Mr. W. K. McNaught appeared before the committee in support of a bill to compel all street railway companies operating cars without rear vestibules to allow the conductors to remain inside the cars. The bill, he contended, was the outcome of an order by the Toronto Street Railway Co. which said that conductors must remain on the platform.

Mr. Wallace Nesbitt, K.C., on behalf of the Street Railway Company, said that in a majority of the damage suits brought against the company it was complained that the conductors were inside the car instead of being in a position to see what passengers were endeavoring to enter or leave the car. The order was made in the interest of the safety of the public. Consideration of the bill was adjourned.

The question of whether insurance companies should be made liable for damage done by explosions of natural gas also occupied the attention of the committee.

Mr. Brewster (Brant) explained that it would be optional with the companies whether they would issue a policy containing such a clause. Several insurance men opposed the bill, and suggested that if any amendment be made in the bill it should be clear-cut and specific. Mr. Brewster's suggestion, they said, would make insurance companies liable for all explosions.

After a prolonged discussion the bill was withdrawn.

TO RUN THROUGH CEMETERY.

Bill for New Road to Relieve the Traffic on Yonge Street.

The question of cutting a road through the Mount Pleasant Cemetery in order to relieve the traffic on Yonge street again occupied the attention of the Private Bills Committee of the Legislature yesterday morning. Hon. Dr. Reaume, Minister of Public Works, stated that after inspecting the ground he was of opinion that the line suggested by the Burial Trust was more convenient than that outlined in the bill promoted by North Toronto. A report by the Deputy Minister also recommended the same route. Mr. T. H. Lennox considered that if the report of the engineers were correct from an engineering point of view, yet the committee must remember that it was the people who lived in the district who were asking for a road nearer to Yonge street. On the matter going to the vote the committee declared in favor of the road as proposed in the bill.