

LEGISLATURE TO DEFINE P.A.Y.E.'S

Mr. W. K. McNaught Introduces Important Bill.

BUYING TIMBER LICENSES.

Government Asks Power to Spend Half a Million.

Only Part to be Used at Present in Taking Over Licenses in Algonquin National Park—Tilt Over Government House Site—Estimates Passed.

A standard pay-as-you-enter car for the Province is to be defined by an act of the Legislature. The first move toward doing away with the present unsatisfactory state of affairs in Toronto was made yesterday afternoon, when Mr. W. K. McNaught introduced an amendment to the Ontario Railway act fixing the dimensions and the equipment necessary before a pay-as-you-enter car can be operated. The definition of a standard car given in the new bill follows the lines of those operated in the large United States cities, and which the city authorities have contended should be used by the Toronto Railway Company.

The first clause of the bill declares that what is known as the pay-as-you-enter system of collecting fares shall not be operated on any street railway car unless such car complies with the requirements set out in the bill.

The Standard Car.

The car must have a rear platform of at least seventy-two inches deep with a folding step not less than fifty-four inches long. The rear platform must be enclosed and properly heated and provided with a door or doors having an aggregate width of at least fifty-four inches, so arranged as to permit of the entrance and exit of passengers at one and the same time. If there is a partition between the rear platform and the body of the car such partition must have doors or openings so arranged as to permit of the entrance and exit of passengers at one and the same time.

The front platform must be enclosed and properly heated. It shall be provided with an exit door at least thirty inches wide, and a folding step of the same width. If there is a partition between this platform and the body of the car it must be provided with an exit door or opening not less than thirty inches wide.

The standard applies only to cities of one hundred thousand population or over, and a penalty of \$100 a day for each car used which does not conform to the standard is provided for.

Sir James Withdraws Bill.

There was no flourishing of trumpets when the bill amending the Ontario Railway and Municipal Board act and the Power Commission act dropped forever from view. The bill, which, had it become law, would have handed over the control of all elec-

tric power companies, including the municipal systems connected with the Hydro-electric power scheme, to the Ontario Railway and Municipal Board, was withdrawn by Sir James Whitney yesterday afternoon. It was done so quietly that few of the members noted its passing.

When the order came before the House the Prime Minister moved that the bill be withdrawn and the order discharged. "For reasons which I have already stated," was the only comment Sir James made.

To Purchase Timber Licenses.

The Provincial Treasurer, Hon. A. J. Matheson, introduced a bill to empower the Government to expend \$500,000 for the purchase of timber licenses in Algonquin National Park. The bill is a step in the policy the Government has adopted with regard to the park. Last December negotiations were concluded with the Munn Lumber Company for the purchase of timber licenses over several hundred square miles of land surrounding the headquarters of the park, the Government agreeing to pay \$290,000, a sum arrived at after estimators in the employ of the Department of Lands, Forests and Mines had spent months in the lands covered by the licenses. The Provincial Treasurer explained yesterday that it was not intended to expend more than \$290,000 at present. There are still a great number of licenses in Algonquin Park, and these will be bought out from time to time.

The Government House Site.

During the consideration of the supplementary estimates Sir James Whitney and Mr. W. K. McNaught engaged in an argument as to the desirability of the site chosen for the new Government House. When the additional vote for the Government House came up the member for North Toronto questioned whether a satisfactory site had been secured. He thought there was a general objection to it.

"My honorable friend is usually well informed, but in this case he will find that he is not expressing the views of the majority of the people," retorted Sir James.

Mr. McNaught thought he had been "keeping his ear pretty close to the ground." But the Prime Minister was not convinced.

Mr. Valentine Stock thought the site was a pretty one, but too small, and suggested that the northeast corner of Queen's Park would be a desirable one. Sir James agreed that it would