

ADOPT PRINCIPLE OF HUMBER RAILWAY

RAILWAY COMMITTEE CONCEDES THE RIGHT OF APPLI- CANTS.

Mr. R. Home Smith had the ear of the Railway Committee of the Legislature yesterday morning, and succeeded in having the preamble of his bill to incorporate the Humber Valley Electric Railway Company adopted. The other clauses of the bill will be redrafted by Mr. Smith, Corporation Counsel Drayton and Mr. Farmer, Secretary of the committee.

When the bill was called Mr. Smith announced to the committee that he had been unable to reach any agreement with the city. He had \$1,500,000 invested in real estate in Humber Valley. He did not want to run a railway, he did not seek a franchise. Toronto had grown rapidly in the last ten years in the suburbs, and many of these were without sanitation, without water, without transportation.

"We ask you to allow us to spend our money in building a railway to serve our own land." He was willing that the city should take the line over at any time within five years at cost, with 6 per cent. interest, and the amount of deficit in operation, if any. In addition there was a private right of way worth \$50,000 which he would turn over to the city free.

Mr. Drayton referred to the city's experience before the Privy Council and demurred at any further traction franchises being given. At the present time the citizens had voted over a million and a quarter of dollars to extend the street car lines. Toronto was growing, but the growth had been spasmodic, with no definite end, and he did not want the com-

mittee to grant a charter which would facilitate sporadic growth. The city was spending \$30,000 or \$40,000 to have a comprehensive report on the street car situation prepared, which would be a permanent and sufficient transportation scheme for a metropolitan district. The construction of the Humber Valley line would only make another problem to be dealt with.

Mayor Geary claimed that the city did not want to block the matter, but he thought they were entitled to a delay. "If we do nothing inside of a year, we could not consistently oppose this bill next session."

When passing the preamble Mr. McGarry moved that the operation of the bill be deferred until the second week in January, 1913. This would give the city time to study the expert's report, and if it was decided to construct this line the ratepayers would have an opportunity to vote the money. Meanwhile it is understood that Mr. Smith may go to work and get his right of way cleared and the preliminary work done.

One of Toronto's growin

Mar 7

KEEP HUCKSTERS AWAY FROM EXHIBITION GATES

BILL TO THIS EFFECT REPORT- ED BY PRIVATE BILLS COM- MITTEE OF LEGISLATURE.

The bill restraining ticket traffickers and hucksters outside the gates of the Canadian National Exhibition was reported by the Private Bills Committee of the Legislature yesterday. According to the bill the distance from the gates within which the selling of merchandise is prohibited has been 300 yards. The new bill seeks to extend that distance to 400 yards.

Mr. George H. Gooderham pointed out that at present the ticket speculators were able to camp where the cars stopped and rob the Exhibition of twenty-five cents on each strip of six tickets.

The committee accepted an amendment to the bill by Hon. Mr. Duff whereby five new members were added to the agricultural section of the association.

A bill to authorize the issue of debentures by the town of Sandwich was held over by the committee.

GRADED CERTIFICATES WANTED

Deputation of Stationary Engineers Wait on Minister of Agriculture.

Asking for a series of three graded certificates instead of only one, which is at present granted, a deputation of about fifteen stationary engineers from several cities of Ontario waited upon Hon. J. S. Duff, Minister of Agriculture, yesterday morning. Messrs. W. D. McPherson, M. P. P. for West Toronto, and J. Torrance, M. P. P. for North Perth, introduced the members of the deputation. They pointed out that if first and second grade certificates were given to stationary engineers, these to be higher than the present certificates, it would be of great benefit not only to the manufacturers but to the engineers themselves.