

PREMIER PROMISES BILINGUAL DEBATE

Sir James Whitney Will be Surprised if House Does Not Hear of Question.

ABUSE OF PATRONAGE IN NORTHERN RIDING

Agreement With T. & N. O. Shown to be a Good Bargain for Grand Trunk.

During the consideration of the further supplementary estimates in the Legislature yesterday the members had a slight glimpse of what might be expected on the bilingual question.

"When will the Prime Minister make his statement on the policy of the Government on the bilingual situation?" asked Mr. Rowell when certain items for French schools were called.

"I do not understand what the hon. gentleman means by a statement," said Sir James Whitney. "If the question comes up at all I suppose there will be a statement."

"I take it that on all these items relating to French schools there might be a discussion on matters arising out of Dr. Merchant's report, but if it is to come up in a formal way it is not desirable to enter into discussion at the present time," added Mr. Rowell.

"The House is in committee on the estimates and there is no power to prevent a full and free discussion," explained Sir James. "I think it is altogether likely before the House rises that we will all hear something about it. I shall be surprised if we don't," he concluded with a chuckle.

Other Roads as Well.

During the consideration of the act to approve the agreement between the T. & N. O. and the Grand Trunk giving the latter running rights, Mr. Rowell asked if the agreement would exclude the Province making any agreement with any other railway company. Hon. Dr. Reaume replied that the Commission might still make agreements with other lines, and that no subsequent agreement would affect the amount of rent the Commission would receive from the Grand Trunk.

Mr. Rowell observed in the agreement that the right was given to the Grand Trunk Company to pick up freight along the line at points between Cochrane and North Bay. Hon. Mr. Hanna explained that the right was given only to pick up freight along the line and carry to some point not on the Government road.

In carrying freight on the T. & N. O. the Grand Trunk would have to charge T. & N. O. rates. Mr. Rowell claimed that this was depriving the people along the line of the benefits of competition. He pointed out also that the Grand Trunk was required to pay only four and one-half per cent. on half the cost of the railway while still getting the full use of it.

More Than C. P. R. Pays.

Hon. Mr. Hanna explained that for the right of running trains from Toronto to Hamilton the C. P. R. paid the Grand Trunk \$40,000 per annum, or \$1,000 per mile. For running rights on a road that had not one-fifth of the traffic there was between Toronto and Hamilton the Grand Trunk was paying the T. & N. O. an annual rent of \$300,000, or \$1,200 per mile.

A clause that had been added to the bill was to authorize the building of the Elk Lake extension. Mr. Rowell wanted to know why it was to build from Earleton to Elk Lake instead of from Charlton, which would have been shorter. Dr. Reaume explained that of the land that would be opened up from Earleton two-thirds was good agricultural land, while on the line from Charlton only one-third was good land. He admitted that the cost of the whole line was greater than it would have been if built from Charlton. It would cost about \$40,000 per mile to build the road.

Mr. Rowell referred to the correspondence which had been brought down regarding the construction of the branch.

Dr. Reaume Knows Not.

Mr. Rowell—Can the Minister tell us when the Government decided on the construction of this road? The correspondence shows it to be around the last week in November.

Mr. Reaume—I haven't got the date. I don't know whether it was in November or December.

Mr. Rowell—Can the Minister tell us whether subsequent to this correspondence a party of engineers went into Elk Lake to make an instrumental survey through the town? My information is that a party was sent into Elk Lake a few days before the elections. This letter from the chief engineer, written in the last week in November, says that if there is any urgency about it a party will be taken from another section and will be sent in.

Mr. Reaume—I don't know. I can't tell you the exact date. These things are considered from time to time, but we don't keep the dates from one discussion to another. I am not prepared to tell you when this matter was discussed.

Sir James Whitney—The Chairman of the Commission ought to have been here to-day, and we could get that information from him. We will have the Chairman here next day and get all the details. I could myself give an approximate statement, but it would not be exact.

In considering the act for the inspection and enrolment of stallions, Hon. J. S. Duff explained that if there was a demand for inspection under the act the Province would probably be divided into a number of districts, with an inspector in charge of each.

Spending the Dominion Grant.

That the portion of the Dominion grant for the aid of agriculture to be used in Ontario might be spent on institutions coming more particularly under Dominion supervision, was stated by Hon. Mr. Duff in explaining his bill authorizing the Province to come to an agreement with the Dominion as to the best method of employing the funds. Mr. Duff mentioned the Veterinary College, and the fruit-cooling station which was to be established at Hamilton as possible directions of expenditure. Sir James Whitney added that Mr. C. C. James was commencing an investigation, and would report on what he considered the best methods of using the funds.

Abuse of Patronage.

A direct charge of discrimination by the Minister of Public Works against the district of Sturgeon Falls was made by Mr. Z. Mageau. An appropriation of \$127,000 appeared in the estimates for roads and bridges, and little of this went to Sturgeon Falls. Not one-tenth of what was