

was going out of Government employment in a few days. An expert was going to take his place. Many had spoken in the highest terms of the way the farm had been managed, planted, and taken care of.

#### Mr. Anderson Persists.

Mr. Anderson said he would not take back one word he had uttered, and stated that the fact that this gentleman had resigned proved that not only did he come to the conclusion himself that he was not fitted for the position, but the Minister of Agriculture knew that also.

The motion was agreed to.

## CITY REVENUE BILL GOES TO COMMITTEE

### Regulation of Horse Racing Also Proposed

### LOCAL IMPROVEMENT ACT

#### Toronto Member Suggests Taxation for Maintenance of Sidewalks, etc. — Charter of Ontario West Shore Railway May be Extended.

Mr. W. K. McNaught (North Toronto) in the Legislature yesterday moved the second reading of his bill to amend the municipal act, and after Hon. Mr. Hanna had offered a few observations regarding it it was allowed to pass this stage, and was remitted to the Municipal Committee. The bill set forth that by-laws may be passed by the Council of cities having a population of not less than 200,000 requiring all residents in the municipality using any wheeled vehicle to obtain a license therefor before using the same upon any highway of the city; fixing a scale of fees for different vehicles; for allowing any person owning or occupying any building or other erection which by inadvertence has been wholly or partially erected upon any highway to maintain and use such section, and the Council may fix such annual fee or charge as they may deem necessary for the privilege. Another provision prohibits girls and women from operating, assisting to operate, or accompanying anyone operating hand-organs or hand-pianos upon the highways of the city.

Hon. Mr. Hanna remarked that there might be one or two points worth sending to a committee. The bill from start to finish, or certainly at regular intervals, looked very much like what they called in that House a supplementary revenue bill. It was not only a matter of licensing and getting a tag on vehicles so as to know which it is that has run over one, but was a case of a wheelage tax, and that no doubt was the primary object of the bill. Touching on other points, he said he saw no objection where a building was on the highway, put there by oversight or mistake, to the city having the right to exact a reasonable rental for the land so occupied.

#### Amend Local Improvement Act.

Mr. W. D. McPherson (West Toronto) in moving the second reading of his bill to amend the local improvement act did not impress the Hon. Mr. Hanna with the proposition, but after some talk it was remitted to a committee. The purpose of the bill was to amend Section 20 of the act mentioned by adding a sub-section that in all municipalities where such guarantee is required and where any local improvement is undertaken and constructed by day labor, the Corporation may assess as part of the cost thereof and in excess of the actual cost an allowance for the maintenance

of such local improvement during the lifetime thereof, the allowance not to exceed the amount which might have been allowed had such work been executed by a contractor.

Hon. Mr. Hanna said the act as it stood made it the duty of the Corporation to maintain and keep in repair during its lifetime a sidewalk or pavement constructed as a local improvement. Again and again there had been an attempt to hitch on to the cost of the pavement the cost of a guarantee covering the period of five years or ten years as the case may be. What was the practical working of that? The minute the cost of that guarantee for the five or ten years is hitched on to the original cost of construction the municipality was relieved of maintenance just to that extent. The proposal has been before the committee several times. It was partially adopted some years ago, but the move since that time had been to get away from it, and they did get away.

A large number of bills were introduced and given a first reading. To secure further timber limits in Algonquin Park, Hon. W. H. Hearst introduced a bill to acquire the limits of the Pembroke Lumber Company at the price of \$185,000. In explaining the measure, the Minister said that he had an option from the licensees at that figure. The limits constituted the best stand of pine in that section of the Province. The necessary resolution to spend the money, signed by the Lieutenant-Governor, accompanied the bill.

#### To Regulate Horse Racing.

Mr. A. C. Pratt (North Norfolk) presented his long-promised bill to appoint a board of racing supervisors for the Province. Mr. Pratt is of the opinion that there should be some form of Governmental regulation of horse racing.

In the absence of Mr. A. H. Musgrove (North Huron), Dr. Jessop (Lincoln) introduced a bill to extend the charter of the Ontario West Shore Railway. The charter of this railway is expiring, and the equity of the line is vested in a trustee for several municipalities that have guaranteed \$400,000 of bonds. As investigation is now being held before the Ontario Railway and Municipal Board concerning the affairs of the company, and it has been thought advisable to keep the charter alive to see if some relief cannot be found for the municipalities who are compelled to pay the interest on the bonds.

A number of questions put by members were answered. Mr. Hanna told Mr. Anderson (Bruce) that no action had been taken by the Government to fill the vacant bursarship at Kingston Asylum. Mr. Hearst stated to Mr. Mageau that 200 acres of timber on the T. & N. O. were sold to Messrs. Black and Weegar by tender.