

him if he would accept the Chairmanship of the body of engineers who were to investigate the whole scheme. Col. Leonard and four Montreal engineers was the body selected by this "impartial" body of men. He maintained that these were not all impartial men, "and are not such a body as you and I would select if we wanted a fair report upon a matter of this kind. I call this colossal gall. I call it personified gall, that citizens of Hamilton directly or indirectly interested in the power company of that city and the radial railway systems of that city should ask this Government to interfere and show that they have no confidence in the Commission or their ability to nominate or engage men competent to deal with such a great question; that the Commission were incompetent, and that the engineers were incompetent to make their report." The Chairman of the Hydro Commission declared that the Commission had submitted estimates for 250 municipalities annually—railway estimates, Hydro-electric estimates, estimates connected with waterworks undertakings, gas installation, sewage disposal, and many other undertakings—and they had yet to receive the first complaint from the member of any municipal Council or body of men interested regarding the estimates prepared and the final result of the revenue and the expenditure on account of the operation of the system. The best men that were available were in the service of the Commission.

In his onslaught on the Canadian Northern, Sir Adam Beck said it was futile for the people to go on pledging the Dominion of Canada and pledging the credit of the municipalities in the Province "to endeavor to float this bankrupt institution any longer."

#### A Word From Hamilton.

Mr. John Allan of Hamilton West followed Sir Adam. He did not want to be understood as saying anything in defence of the Canadian Northern interests or in opposition to the Hydro-radials, but he would be remiss in his duties if he did not say something in defence of the much-abused people of Hamilton. He did not think they were so strongly opposed to Hydro-radials as some people thought. It was against the cost that they were opposed. They did not think they should be assessed for 55 per cent. of the cost of the proposed line. Change the amount and Hamilton will vote for Hydro-radials, he said. He declared the people of Hamilton wanted both the Hydro and the Canadian Northern Railway lines.

#### Let There Be Light.

Mr. Allan Studholme (East Hamilton) accused Mr. Allan (West Hamilton) of being anti-Hydro.

Mr. Allan—I have got new light since then.

Mr. Studholme—God knows you need still more light. I would not trust these sudden conversions as far as I could throw a bull by the neck.

#### Prevent Export of Power.

Mr. N. W. Rowell urged that steps should be taken to prevent the export of power that was needed in Ontario. The Liberal leader paid a high tribute to the work of Sir George Gibbons of London, Ont., in connection with the international waterways treaty. Sir George Gibbons, he said, was chiefly responsible for negotiating that treaty on behalf of Canada, and few people realized that the treaty represented a landmark in the history of the settlement of international disputes in a peaceable way.

#### Public Ownership of Railways.

Referring to the duplication of railway lines by the Canadian Northern Railway, the Grand Trunk Pacific and the Canadian Pacific Railway in the West, Mr. Rowell said the people of Canada had not received the transportation facilities they were entitled to, nor the rates they were entitled to from these railways. He believed the people would not be satisfied to have a consolidation of the

lines in question under private ownership. The whole system of lines would have to be operated for the benefit of the public.

Alluding to the plans of the Canadian Northern Railway for a line through Hamilton to Niagara Falls, he said the plans of the C. N. R. for entrance into Hamilton should not be approved until the whole question of public ownership of our railways had been thoroughly considered and a policy decided upon.

#### Premier Hearst's Statement.

Premier Hearst said the leader of the Opposition seemed to be somewhat anxious about the position of the Government with reference to securing an adequate supply of power by means of prohibition of export from Niagara to the United States. He assured his hon. friend that the Government had not been idle during past months in this matter, and in conjunction with the Hydro-electric Commission, every legitimate effort had been made to secure power and to bring all pressure to bear that that should be achieved. There were difficulties which confronted them from a number of quarters. One of the troubles they had to meet was brought about by the statutes and the agreements that his hon. friend's friends placed on the statute book. The companies contended that under agreement they were entitled to export one-half of the power they generated to the United States, and there was a condition that what was wanted by the Province of Ontario would have to be paid for at the price the companies were getting across the line. The leader of the Opposition had twitted the member for London (Sir Adam Beck) with being a member of a Government that had made a land grant to the Canadian Northern, but he had said nothing about the many grants made by the Laurier Government. The House owed a debt of gratitude to the member for London for his clear and forceful address and the facts he had presented.

Mr. Marshall, replying to the discussion, said his only desire was to get certain information in a general way as to the cost of the road. He would not expect anything to be brought down which was not in the public interest.

The motion for the return was granted.

## LET OTTAWA SPEND A MILLION AND QUARTER

### PRIVATE BILLS COMMITTEE STRIKES OUT ITEM FOR ST. PATRICK ST. BRIDGE.

The Private Bills Committee of the Legislature yesterday dealt with the city of Ottawa bill which involved the expenditure of \$1,500,000 without submitting the matters to the ratepayers. All the items were finally passed, excepting that providing for the expenditure of \$150,000 for the St. Patrick street bridge. The most important item was in connection with an electric power generating plant to cost \$250,000 for the Lemieux Island pumping station. The committee threw out the prison farm scheme and also the municipal dairy scheme.

### Urge City and Company to Reach Settlement

Expropriation of the Metropolitan Railway by the city of Toronto was briefly discussed by the sub-committee of the Private Bills Committee of the Legislature yesterday afternoon and adjournment was taken in order that the city and the company may get together and draft a clause as to the notice which the railway company must give if it requires running rights over the portion of the line to be acquired by the city. Another point raised was with respect to double-tracking, and an amendment was suggested making it compulsory for the city to double-track the line and give running rights if it finally decides to expropriate.

Sir Adam Beck was absent from yesterday's meeting, and said afterwards that he was not aware a meeting was to be held. He thought everything had been settled at last week's meeting. Another meeting of the sub-committee will take place later, when the whole matter will be reconsidered.