

that Mr. Stone was a Conservative worker, and he had not thought about the proximity of the election.

Some of the members were critical about the working out of the O. T. A. J. A. Pinard brought up the question of dispensaries. Mr. Flavelle said he was prepared to recommend that a dispensary be located in the North country, but he could not see the advisability of opening up any more in old Ontario. M. M. MacBride thought opening one in Brantford would make it easier to fight "boot-leggers" in that city. The Chairman, in reply, said that the experience of the board had been that the opening of a dispensary increased the amount of drinking, and did not check "boot-legging" to any extent. This, he said, was shown in Windsor.

The Chairman informed Mr. Dewart, who said that the act, strictly interpreted, would prevent any doctor from issuing a prescription to a patient for illness which might develop, that the board did not take such a narrow view.

Dr. Forbes Godfrey resented reflections on doctors and thought that the element of profit to physicians should be removed. If doctors were not allowed to charge for prescriptions, then they would issue them only when needed.

W. B. Cleland, General Manager of the dispensaries, was examined as to his duties. Before joining the Government service he was with the Munitions Board and received \$5,000 a year.

IS PREPARING A BILL TO HELP TOWNSHIPS

Hon. F. C. Biggs to Extend Their Rights Regarding Local Roads

Hon. F. C. Biggs, Minister of Public Works, is preparing a bill to help townships in their local road-making. He will probably introduce a measure that will allow residents who want to contribute to good roads to do so. This measure will make it possible for those who desire to secure better roads by paying their own money to do so. The townships will be given greater freedom than they now possess, and given the right to accept the offers of citizens who are willing to pay more than others for road improvement.

Good Roads Deputations Get No Promise From Biggs

Two more deputations saw Hon. F. C. Biggs, Minister of Public Works, yesterday, about roads, and got no promises. A deputation from Dufferin wanted the road from Arthur to Orangeville made a Provincial highway. They were told this was impossible. It has been designated a county highway.

A deputation from Ontario county asked that the road from Port Hope to Lindsay go through Little Britain and Mariposa. They were told that this route had not been decided yet, and would not be until the engineers reported.

CITY'S RAILWAY BILL SURVIVES THE COMMITTEE

One Change Empowers Council to Pay Commission if It Sees Fit

MOVE BY SIMPSON

Toronto's bill for the acquisition of the Toronto Street Railway and the operation of it by a Commission got through the Private Bills Committee of the Legislature yesterday with only one important change. The change made by the committee gives the City Council power to pay the members of the Commission a salary if it sees fit.

A debate and several divisions followed efforts to have those other than ratepayers eligible as members of the Commission. But this and another suggestion, that the word "ratepayers" be replaced by the words "those entitled to vote on money by-laws," were given sparse support by the members.

Hon. Thomas Crawford led the attack on the city's bill to exempt owner-occupied houses from taxation on a graded scale, and it was finally thrown out by the committee. "The result of this bill," said Hon. Mr. Crawford, "would be to make the tenant pay, and pay well." There was also objection to the manner of introduction of the proposal.

Will Redraft Clause.

Mayor Church withdrew a poorly worded clause which sought to give the city permission to raise \$200,000 for securing and equipping recreation and athletic centres. It is to be reintroduced, along with a redraft of clause ten of the Railway Bill. The latter change will give Council the power to refuse the requisitions of the proposed Transportation Committee for funds.

Although there are 76 members on the committee, only 30 of them voted on the controversial point of whether membership on the Transportation Commission should be restricted to ratepayers. The vote was 22 for and 8 against. Ex-Controller Joseph Thompson, M.P., introduced the bill, and there were in attendance Mayor Church, Controllers Maguir, Cameron and Ramsden, city officials, and a Labor delegation headed by James Simpson.

Mr. Simpson led the demand for permission to pay salaries to the Commissioners, and he had practically no opposition. Capt. Thompson thought the intention was that only a person entitled to vote on money by-laws should be qualified for Commissioner.

Mr. Karl Homuth, M.P.P. (Labor), declared that any man with brains should be eligible.

Must Have Early Action.

"Transportation facilities in Toronto call for something to be done immediately," said Hon. Thomas Crawford, in pleading for the clause that the city may enter into operation and management of lines of motor busses and any other method of underground or overhead local transportation, and it passed.

According to the opinion of the committee, the city's park case is a matter for the law courts. "The city of Toronto makes an agreement with property-owners and it must not come to this committee and ask it to help in breaking that agreement," said the Attorney-General, when the committee was asked to consider the clause dealing with the assessment on the Kennedy estate, which, under an agreement with the old town of West Toronto, is assessed at \$500 an acre "so long as it is held in block as a park."

There was no opposition to the city bill authorizing the city to erect dwelling houses. The bill provides for the appointment of the Toronto Housing Commission. Last year it was too late to put the bill through.