

back."

Proceeding, he insisted that it was an effort to split the opposing forces. If it was unfair to one municipality it was unfair to them all. "Do not try to ease your consciences and salve the thing up," he said. "Say, I will either enact it in whole or oppose it in whole."

#### Sir Adam Interposes.

Sir Adam Beck took part in the controversies briefly on occasion, once to correct Mr. McCrea's conception of the situation with regard to the Peterboro' Railway, which Mr. McCrea instanced as having increased rates. "You can't bluff me like that, Sir Adam," Mr. McCrea exclaimed, when the correction came.

Mr. McCrea declared that the minute any privately-owned railway tried to charge more than the Hydro the big stick was held up. "Peterboro'," he said, "is charging seven cents on Sundays, and here the line is under the control of the Hydro. Anybody can step in and upset this rate unless the first section of this bill is passed."

Sir Adam—Mr. Chairman, the Hydro-electric has nothing to do with the city of Peterboro' line.

Mr. McCrea—Technically and legally that may be so, but everybody knows that the Hydro is about to take over the line. There is a bill in the Legislature at this minute to bring this about.

Sir Adam—I am informed within the last 24 hours that the bill has been withdrawn.

Mr. McCrea—There may be a reason for that.

#### London & Port Stanley Road.

On another occasion Mr. McCrea cited the London & Port Stanley road as charging more than the fare set out in the law which it was proposed to amend. Said Sir Adam: "The London & Port Stanley is not under the Hydro-electric. It belongs to the city of London, and it is operated entirely by the city itself."

Mr. McCrea—Well, to all intents and purposes, Sir Adam. It is under your advisory control, and you are a member of the board.

Sir Adam—I am a member of the commission.

During his argument in favor of his bill Mr. McCrea declared that it was a question whether Toronto could make its improvements and re-organization when it took over the Toronto Street Railway Company under the present law of a five-cent fare unless the Railway Board is permitted to approve of rates.

#### Mayor Church's Opposition.

Mayor Church, speaking for Toronto, declared that the bill sounded the death-knell for public ownership. Such a course as tearing up contracts, such as was proposed, he said, had never been followed in any British country. In his opinion the Legislature had not the power to enact the legislation under discussion.

Ald. Harley of London told the committee that the representatives of his municipality had gone on record unanimously as opposing the principle of the McCrea Bill, "Their opinion," he said, "is opposed to taking away the powers of the municipalities. I do not know that the city of London objects to raising of fares, but we do object to not having a say in the matter when the fares are raised."

Ald. Wilson of London also took part in the discussion.

Mayor Copley of Hamilton put in vigorous opposition on behalf of his municipality, condemning the McCrea Bill as "vicious in the extreme." Hamilton, he said, was satisfied with existing conditions. It had a satisfactory agreement with its electric railway company for purchase, through arbitration, at the end of the franchise.

"The municipalities," he said, "should have the right to handle these things without interference from the Railway Board."

#### Abrogating People's Rights.

Asked by Mr. McCrea to put his finger on the vicious principle in the bill, Mayor Copley retorted that it proposed to take away the rights of the people with regard to deciding

their own affairs. Mr. McCrea pointed out that, under the existing law, even if the people voted in favor of a necessary increase in fares, that increase could not be put into effect because the law said that it must not be done. "Well," said Mayor Copley, "something ought to be done about that."

Hon. Walter Rollo protested at the cross-floor discussion, stating that Mr. McCrea was taking up the time of the opponents of the measure.

Hon. Thomas Crawford suggested the adjournment until Thursday next, stating he believed that the contestants might be able to get together in the meantime.

T. J. Hannigan enumerated the municipalities opposing the bill as Toronto, Hamilton, London, Chatham, Peterboro', St. Thomas, Galt and Sarnia.

## INSURANCE BILL MEETS DEFEAT

### General Laws in This Regard Coming Down Next Session

Charles McCrea's Bill regarding reciprocal and inter-insurance was defeated in committee of the House yesterday by a vote of 31 to 18.

The attack on the bill was led by Joseph Thompson, Northeast Toronto, who said that he thought it should stand over, considering the Government was bringing in general insurance laws next session. He also objected to United States companies being permitted to get business without paying any fees. He appealed to the Prime Minister to have it withdrawn, as Mr. McCrea refused to withdraw it.

The Premier said he thought the responsibility concerning the fate of the bill should rest with the House, not with him.

The Attorney-General said the bill had been carefully considered and had the approval of the Department of Insurance, but he was not urging its acceptance upon the House.

Mr. Thompson's motion to not report the bill carried, the Prime Minister voting for it and the Attorney-General voting against it.

## GUELPH RAILWAY NOT RADIAL LINE

### Government Cannot Agree to It Being Considered Part of System

The Prime Minister made an explanation to the Legislature yesterday of the Government's stand on the Guelph Railway situation. He made his statement in answer to a question by C. H. Buckland, Wellington South.

Mr. Drury said the Government had had no objection to the City of Guelph Railway being operated by the Hydro-Electric Power Commission, but not as part of the radial scheme. An agreement between the city and the Hydro was voted on in Guelph, but the agreement was only now submitted to the Government.

The Government was giving this agreement careful consideration, but the Premier said he thought the agreement cumbersome and complicated. If the agreement was satisfactory to the Government a bill would be brought in.