

HENRY DECLINES TO ANSWER QUERY ON SALE OF POWER

About One-fifth Drop in "at Will" Exports Over Last Year

L.C.A. APPEAL QUERIES

On the ground that the Ontario Hydro-Electric Power Commission considered it unsound tactics to expose details of its contracts with consumers or any other business arrangements with them, Hon. George S. Henry, Acting Prime Minister, declined yesterday before the Legislature to answer the question of P. W. Pearson (Liberal, North York), as to whether the Commission sells "at will" power to the Canadian Niagara Power Company.

Mr. Henry did state, however, that the Commission, under a yearly license from the Department of Trade and Commerce, exported "at will" power—that is power that can be shut off at any moment—to the extent of 427,293,000 kilowatt hours during the fiscal year ending March 31, 1928, but that during the fiscal year up to the last of January, 1929, the export of this class of power was about 85,000,000 kilowatt hour less than during the corresponding period a year ago.

Government replies to Opposition interrogations furnished the bigger part of yesterday's House bill of fare, with Hydro matters occupying the lion's share of answers. Mr. Henry informed R. F. Miller (Liberal, Haldimand) that the cost of the construction of the Hydro-electric transmission line from the Ottawa River to Leaside, including right of way and rights to erect towers on private property, had amounted to \$2,757,212.20 up to the end of January of this year. Of this amount \$100,000 remains to be paid. The Commission, he stated, has not fixed any rate of payment to farmers for rights to erect and maintain towers.

Appeals Under L.C.A.

Attorney-General W. H. Price stated that two applications have been made to him by informants or complainants for leave to appeal to a County Judge from dismissals by Justices of charges laid under the Liquor Control Act since it came into force. One of these applications was granted. He said that no appeals have been made by him or by his direction from judgment of County Court Judges as provided for by Section 139 of the Liquor Control Act. He said that four appeals have been made by convicted persons with leave of the Attorney-General.

Mr. Henry informed J. G. Lethbridge, Leader of the Progressive party, that the cost of grading on Provincial Highway 22 from Hickory Corners to the town line between Middlesex County and Lambton County, cost \$28,099.17. This work was done by a contract, given to Johnson Brothers. He said that 1,560 cords of crushed stone or 9,752 tons, had been used on this piece of road, costing \$25,169.27. He said that 920 cords of gravel costing \$5,520 had also been used.

One private bill, four public bills and six Government measures were given second reading during the afternoon, and one Government bill passed Committee of the House. Two new bills to amend the Municipal Act were introduced.

GOVERNMENT DEFERS FERRY DEFICIT BILL

Action Delayed Pending Visit of Civic Deputation to Ottawa

Ex-Ald. A. E. Burgess is forcing the city's hand in connection with the proposal to secure a bridge over the Western Gap to the Island and permit the operation of street cars, to do away with the present ferry service.

Yesterday, at a conference regarding the bill to legalize the payment of ferry deficits, at the Parliament Buildings, the former Alderman suggested that no action be taken until after the civic deputation had been to Ottawa asking for the cost of the bridge to be placed in this year's supplementary estimates. This was agreed to. Then the former Alderman asked the Board of Control to send the deputation down tonight.

Mayor McBride opposed this in view of the fact that the members of the deputation have not been chosen, and the appointment with the Minister of Public Works has not been secured.

Apparently Queen's Park is awaiting the result of the visit to Ottawa, and the legislation is in danger of being deferred.

Ald. Stewart, at the next meeting of Council, intends to ask a number of questions regarding ferry operation. He wants to know the remaining lifetime of the ferries, the probable amount of new capital required to maintain the service, and the amount of insurance carried against loss of life in case of an accident on the boats.