

ONTARIO LEGISLATURE.

What the People's Representative Are Doing at Toronto.

BRANTFORD'S CLAIMS.

Mr. Preston, South Brant, will make the following enquiry of the Ministry; Has the Government come to any decision relative to the application of the city of Brantford to be recouped, to some extent, by the province for the expenditure which that municipality has incurred in flood prevention measures?

TORONTO'S BILL.

Mr. Crawford, West Toronto, introduced the Omnibus bill of the city of Toronto, legalizing its payments in respect of the Technical school, the reception of South African soldiers, and for street improvements.

TO REGULATE VOLUNTARY SCHOOLS.

Mr. Hill, West York, introduced a bill which provides that ordinary school inspectors shall inspect voluntary schools when requested to do so by trustees of such institutions. It also provides that voluntary schools having more than 20 pupils shall use the text-books authorized by the Education Department and employ only certificated teachers.

VARIOUS BILLS.

Mr. Jessop, Lincoln, introduced a bill to amend the Assessment Act; Mr. McKee, North Essex, bill to incorporate the town of Kingsville; and Mr. Pattullo, a bill to incorporate the town of Woodstock as a city. The bill of the churchwardens of Christ Church cathedral, Hamilton, to enable them to sell the cemetery lands adjoining the cathedral site, was passed without opposition. So likewise was the town of Petrolia's bill to raise \$10,000 for the payment of local debts. Mr. Barber's bill relating to the Supreme Court of the Independent Order of Foresters has also passed. It was aimed to remedy one or two technical matters which were overlooked when in 1889 the order exchanged its provincial charter for a Federal charter.

LOCAL IMPROVEMENTS.

Mr. McKay, South Oxford, introduced a bill to permit the extension of the local improvement system in connection with permanent sidewalks, as it at present exists in towns and cities, to villages.

GUARD WIRES.

Mr. Marter, North Toronto, introduced an amendment to the Street Railway Act, providing for a fine of \$100 per day on all companies who after due notice fail to string guard wires in connection with their overhead trolley wires.

THE WARD SYSTEM.

Mr. Little, Cardwell, introduced an Act to provide that towns and cities of more than 5,000 inhabitants may return to the ward system after it has been once abolished.

ROAD COMPANIES ACT.

Mr. Guthard, Russell, introduced a bill to amend the Road Companies Act, whereby, freeholders along a certain road might have an appeal to the Provincial Road Inspector against the engineer's report as to the condition of the road.

BEEF ROOT REPORT.

The report of the beet root sugar investigation, conducted by the Ontario Government, was laid on the table by Hon. J. R. Stratton. It was in two parts, and dealt first with the investigations made by Ontario officials in Michigan, where the industry is established. It was found that a clay or sandy loam was most suitable for the production of the sugar beet.

Prof. A. E. Shuttleworth, dealing with the experiments in the growing of the beet near Aylmer, Newmarket, and Welland, reported that Ontario in these districts was an ideal country for the growing of the beet.

MILLION DOLLARS FOR ROADS.

Premier Ross introduced his million dollar good roads bill. It is entitled "An Act for the Improvement of the Public Highways," and embraces eight clauses, as follows:— That the sum of \$1,000,000 shall be and is hereby set apart to be paid out of the consolidated revenue of the province to aid in the improvement of public highways, subject to the terms and conditions hereinafter set forth.

The highways to be improved may be designated and assumed by by-law of the County Council, with the assent of the Councils of the local municipalities through which such highways pass, provided always that the highways so designated shall, as far as practicable, facilitate the direct transportation of the agricultural produce of the county or townships imme-

diately interested to the local markets of the county.

In the event of the local municipalities or of a majority of them disapproving of any by-law of the County Council, as in the previous section mentioned, then the County Council shall submit such by-law, to a vote of the ratepayers of the county, such vote to be taken and held on the same day as the elections of the local municipalities of said county are held.

When any by-law as aforesaid fails in receiving the support of a majority of the ratepayers of the whole county so voting, then the Council of any local municipality in the county may within one year of the passing of this Act pass a by-law designating the roads within such local municipalities to be improved, but no by-law for the improvement of roads in any municipalities shall take effect until such by-law is approved by a majority of ratepayers.

Any highway, in order to come under the provisions of this Act as to aid, shall be constructed or repaired according to the regulations of the Public Works Department with respect to highways, and shall be subject to the inspection of an officer appointed by said department.

On the completion of any work of road improvement under this Act the Council of the municipality, under which such work was carried on shall submit to the Public Works Department a statement setting forth the cost of such work, such statement to be certified by a competent engineer that the regulations of the Public Works Department have been complied with, and on the receipt of said statement by the Provincial Treasurer certified and approved by the proper officer of the Public Works Department, the municipality shall be entitled to receive out of the moneys hereby set apart for public highways an amount equal to one-third of the cost of the work, but not to exceed the proposition of the appropriation to which such municipality is entitled.

Any municipality may apply the whole or part of the moneys to which it may be entitled under this Act towards paying any expenses that may be incurred for the purchase or abolition of toll roads within such municipalities, and the purchase of approved road-making machinery.

The statute labour, for which all lands fronting on roads constructed or repaired under this Act may from year to year be liable, shall be commuted and shall be applied towards the improvement of the other highways of the municipality as may be determined by the Township Councils concerned.

AGAIN ESCAPES.

De Wet and Steyn With 1,500 Boers Swam the River.

A despatch from Colesburg states that 1,500 Boers, with whom were General De Wet and former-President Steyn, found a spot at Lilliefontein, near Colesburg bridge, where the Orange river widens, and the current is slow, and they all crossed Friday, both men and horses, by swimming.

CRASHED INTO HAND CAR.

Two Saxon Hands Killed on the G. T. R. Near Listowel.

A despatch from Stratford, Ont., says:—A terrible accident occurred on Friday afternoon on the Grand Trunk railway, between Atwood and Listowel. Three men were pushing a hand car in the midst of the blinding snowstorm which arose so suddenly on Friday. At about one o'clock an engine and snowplough came along the same track, and neither engineer nor the men on the hand car detected the danger. The hand car was demolished, and Wm. Wilson, section foreman, and Samuel Cuthbertson, both of Atwood, were horribly mangled in the collision, and instantly killed. The third man, though hurt, was not seriously injured.

NOTED GEOLOGIST.

Dr. G. M. Dawson Died at Ottawa After a Short Illness.

A despatch from Ottawa says:—By the death on Saturday evening of Dr. George Mercer Dawson, director of the Geological Survey of Canada, the country has sustained a great loss. Early in the week the doctor suffered from grippe, but was at his office as recently as Thursday evening. On Friday, however, he was attacked by illness, and died shortly before 6 o'clock on Saturday evening from capillary bronchitis. His brother, Mr. W. Bell Dawson, Director of Tidal Surveys, was with him at the time, and his mother, Lady Dawson, and sister, Mrs. Harrington, arrived from Montreal a few minutes after his death. Deceased was unmarried.

DOMINION PARLIAMENT.

Notes of the Proceedings in the Canadian House of Commons.

LAND LOCKED UP.

Mr. Charlton also introduced a bill to amend the Dominion Lands Act. He explained that the object was to provide that the sale of public lands, suitable for agricultural purposes, should be to actual settlers only, and in such areas as could be reasonably occupied and cultivated, and also that no grant of public lands should in future be made to railway or other corporations. He pointed out that there were now 67 million acres of land in the North-West locked up and withheld for settlement until the railways should deign to inform the country what portion of these lands they would take under their grants. This state of affairs was highly detrimental. The policy of making land grants to railways had proved a mistake and should be stopped.

RURAL MAIL DELIVERY.

Mr. Maclean asked what was to be done regarding rural mail delivery.

Mr. Mulock answered that it was a very large question. Mr. Ross, the assistant postmaster at Toronto, had been looking into the workings of the system in the United States, but had not yet reported. He had himself talked with some United States officers who were operating the system there, and they appeared to be in some alarm over the situation into which they had got themselves in undertaking such a large task. It was a very large problem, and should only be entered upon after the most careful consideration.

FREIGHT THROUGH CANALS.

Mr. Clancy was told by Mr. Blair that the total quantity of freight which passed through the canals during the season of 1900 was as follows:—Welland, 71,360 tons; St. Lawrence, 1,017,090 tons; Chambly, 348,561 tons; Ottawa, 366,782 tons; Murray, 18,916 tons; Trent Valley, 43,065 tons; Sault Ste. Marie, 2,035,677 tons.

BINDER TWINE.

Mr. Robinson, of West Elgin, was told by Mr. Bernier that before the season for distributing binder twine arrived a circular would be sent to each inspector of weights and measures, calling his attention to the provision of law which says that "upon or attached to every ball of binder twine offered for sale there shall be a stamp with the name of the manufacturer or importer, stating the number of feet of twine per pound in each ball."

PASSES TO MEMBERS.

The much-vexed question of members accepting railway passes came up in a motion by Mr. Jabel Robinson advocating that railways be compelled to furnish passes to members. Both the Premier and the leader of the Opposition spoke. Mr. Borden thought it might be a good thing if the granting of passes to members were prohibited, and Sir Wilfrid did not think that it would be fair to compel the railways to carry members free of charge.

DUKE OF YORK'S VISIT.

Mr. Northrup was told by the Premier that the correspondence with reference to the proposed visit of his Royal Highness the Duke of Cornwall and York was still going on, and no definite arrangements had yet been made. The correspondence was still confidential and could not be brought down at present.

MARKING OF FRUIT.

Mr. Fisher introduced a bill to provide for the marking and inspection of packages containing fruit for sale. Serious complaints had been made that fruit in closed packages, was not always what it purported to be. In this way the reputation of Canadian fruit was injured both at home and abroad. The bill provided that closed packages of fruit should be marked in such a way as to indicate the quality. It also provided that such packages should be inspected, with penalties for improper marking. The measure was largely the result of consultations which he had held with fruit shippers and fruit packers.

FOR UNIFORM CONDITIONS.

The bill of which Solicitor-General gives notice to secure uniform conditions in policies of fire insurance is the measure which was printed and distributed at the close of last session, and which sets forth in the schedule a set of conditions applicable to all the provinces, and to displace the provincial forms at present printed on all policies which vary in minor particulars. The measure has been in the hands of the insurance companies for almost a year, so that they have had ample opportunity to present their views to the Government.

The bill will apply to all companies but those incorporated under the Legislature of the old Province of Canada or under a purely provincial charter.

TO REGULATE RATES.

Mr. Reid, of Grenville, introduced a bill to regulate freight and passenger rates on railways. He explained that it was the same bill as he introduced last session, the object being to appoint a commission to regulate rates.

RE-ARMING OF N.-W. M. P.

The report of Commissioner Perry on the North-West Mounted Police gives the total strength as 936, of whom 682 are in the Territories, 254 in the Yukon; 800 recruits joined during the year. The total number of horses is 452. The police contributed 18 officers and 160 non-coms and men for service in South Africa.

The commissioner says the Indians have been very quiet, and the state of the country has been satisfactory. He strongly urges that the force be entirely re-armed.

PATRIOTIC FUND.

Mr. Costigan introduced a bill to incorporate the Canadian Patriotic Fund Association.

ADMITTED FREE.

Mr. Cargill was informed by Mr. Paterson that during the years 1898, 1899, and 1900 machinery was admitted free for use in binder twine factories. This was done under clause 620 on the free list of his tariff, which provides for the admission free of duty after January 1st, 1898, of all articles which enter into the cost of the manufacture of binder twine.

TRENT VALLEY CANAL.

Mr. Ward was informed by Mr. Blair that a survey was made last summer between Rice lake and the town of Port Hope, with the view of connecting these two points as part of the Trent Valley canal system.

RAILWAY AMALGAMATION.

Mr. McCreary presented a petition of the Canadian Northern Railway Company, "An Act to confirm the amalgamation with the Ontario and Rainy River railway, and the Manitoba and South-Eastern, and authorizing the company to make traffic and other arrangements with the Minnesota and Manitoba railway, and with the company constructing a bridge over the Rainy river."

TRADING STAMPS.

Mr. Culbert, M.P., presented a petition from the Town Council of Brockville asking that legislation be enacted to abolish trading stamp companies.

THE KING'S DECLARATION.

The resolution moved by Hon. John Costigan that his Majesty the King be petitioned to effect the abolition of words in the coronation declaration offensive to Roman Catholics, was carried by a vote of 125 to 19.

THE SITUATION.

What Kitchener is Doing to End the War.

A despatch from London, says:— "There is a rare flow of spirits in the War Office over the South African situation," said a prominent official the other day. "Kitchener is fast mauling the life out of the Boer resistance. He is showing the same relentless temper that marked his advance on Khartoum. He gives little attention to polite despatch-writing, and none to strategical or tactical hair-splitting. Only one consideration weighs with him—that of pressing, day and night, after the fleeing enemy, and smashing him wherever overtaken."

"It is doubtful if any other officer of the British army could have grappled with the peculiar problems of the South African war, in its late phases, as Kitchener is doing. The immense area of the fighting zone and the high mobility of the Boers, have made necessary feats of sustained endurance such as only a commander of the ex-Sirdar's stamp could have compelled his troops to perform. We are happy to believe that the struggle is rapidly nearing its end."

BURNED A TEMPLE AT PEKIN.

Italian Troops Are Rapidly Destroying the Summer Palace.

A despatch from Peking says:—The Italian troops are rapidly destroying the summer palace. Yesterday they burned an important temple in the centre of the panorama.

The missionaries here are greatly surprised at the charges of looting on their part which are contained in Peking despatches to the latest home papers received by mail here. The missionaries say their acts were justified by the existing circumstances and were due largely to the necessities arising out of the military occupation.

MARKETS OF THE WORLD.

Prices of Cattle, Cheese, Grain, &c in the Leading Markets.

BREADSTUFFS, ETC.

Toronto, March 5.—Wheat No. 1 hard, g.i.t., selling at 98 1-2. Quotations are as follows:—Red wheat 66 1-2c; white, 66 1-2c; and goose, 66 1-2c; low freights to New York; red and white, north and west, 64 1-2c bid and 65 1-2c asked; Manitobas, No. 1 hard, old, g.i.t., 98 1-2c; No. 2, 94 1-2c; No. 1 hard, North Bay, 97 1-2c; No. 2 hard, 93 1-2c.

Millfeed—Scarce and firm, bran especially. Ton lots, at the mill door, Western Ontario points, sell as follows:—Bran, \$14 to \$14.50; and shorts, \$15.

Corn—Steady. American, No. 2 yellow, on track here, 47c; and No. 3, 46c. Peas—About steady. No. 2, middle freights, at 63c; and east, at 63 1-2c.

Barley—Export demand for barley continues, and as the crop is pretty well cleaned up, higher prices are being paid. There were bids of 43 1-2c for No. 2, G.T.R., east, to-day. Prices are as follows—No. 2, G.T.R. east, 43 1-2c; C.P.R. east, 43c; and middle freights, 42 to 42 1-2c; No. 3 extra, C.P.R. east, 42 1-2c; and 42c, G.T.R. east.

Rye—Steady. Car lots, 48c west and 49c east.

Buckwheat—Quiet. Car lots, west, are quoted at 49c, and east at 50c.

Oats—Demand fair, and prices about steady. No. 1 white, east, 29 1-2c; No. 2 white, north and west, 28 1-2c.

Flour—Prices were a shade easier to-day, 90 patent offering, in 60s. Export agents were disposing of the heavy purchases made in the past two days. They will likely be in the market again shortly, though doing nothing to-day.

Oatmeal—Car lots of rolled oats, in bags, on track here, are quoted at \$3.25 per bu.; and in wood, at \$3.35 per bu.

Duluth, March 5.—Wheat—No. 1 hard, cash, 75 5-8c; May, 78 3-8c; No. 1 Northern, cash, 73 3-8c; May, 76 3-8c; July, 77c; No. 2 Northern, 67 1-2 to 70 1-2c. Corn—30 3-4c. Oats—26 3-4 to 26 1-2c.

Milwaukee, March 5.—Wheat—Dull. No. 1 Northern, 75 1-2 to 76c; No. 2 do. 72 to 73c. Rye—Lower; No. 1, 52 3-4 to 53c. Barley—Dull; No. 2, 57 to 58c; sample, 40 to 54 1-2c.

DAIRY MARKETS.

Butter—There is a rather easy tone in the local market, owing to a free supply. Quotations are as follows:—Dairy, tubs and pails, choice, 17 1-2 to 18 1-2c; medium, 16 to 17 1-2c; poor, 13 to 15c; dairy prints, choice, 18 1-2 to 19 1-2c; large rolls, good to choice, 17 1-2 to 18 1-2c; creameries, boxes, 21 to 22c; and pounds, 23 to 24c.

Cheese—Full cream, July and August make, sells at 10 1-2 to 11c.

LIVE STOCK MARKETS.

Toronto, March 5.—Stockers are dull, and a little off.

Sheep and lambs are unchanged. Export ewes are worth from 3 to 3 1-2c per pound.

Bucks fetch from 2 1-2 to 3c per pound.

For butcher sheep the price ranges from \$2.50 to \$4 each.

Good grain-fed lambs sold to-day at from \$4.25 to \$4.65 per cwt.

Other lambs, barnyards, fetch from 33-4 to 41-4c per pound.

Calves are worth from \$2 to \$10 each; with a steady enquiry for good to choice veal calves.

Hogs are steady and wanted "Singers" are selling at 6 7-8 per pound, and light and fat hogs, 6 1-2c.

Hogs to fetch the top price must be of prime quality, and scale not below 160 nor above 200 lbs.

Following is the range of quotations:—

Cattle.		
Shippers, per cwt.	\$ 4 00	\$ 4 75
Butcher, choice do.	. 3 75	. 4 00
Bu cher, com. to good.	3 40	3 00
Bu cher, inferior.	. 2 75	. 3 00
Stocks, per cwt.	. 2 75	. 3 00
Export bulls, per cwt.	. 3 75	. 4 00
Sheep and Lambs.		
Export ewes, per cwt.	3 00	3 50
Butcher sheep, each.	2 50	4 00
Lambs, g.f., per cwt.	4 25	4 65
Do., barnyards, per cwt.	3 75	4 25
Rucks.	. 2 50	3 00
Milkers and Calves		
Cows, each.	. 20 00	50 00
Calves, each.	. 2 00	8 00
Hogs.		
Choice hogs, per cwt.	6 60	6 87 1-4
Light hogs, per cwt.	6 25	6 50
Heavy hogs, per cwt.	6 25	6 50
Sows.	. 3 50	4 00
Stags.	. 2 00	2 25

Rinderpest prevails in the Philippines.