

MORE RUNNING RIGHTS ON T. N. O. LINE TO INCREASE ITS REVENUE

Announcement Made in Legislature Yesterday That \$300,000 Agreement With G.T.R. Would Not Hinder Further Rental of Public-Owned Road—French-Canadian Member Stirs Up Lively Debate About Construction of Bridges—New Building for Toronto Exhibition—Amendment to Street Railwaymen's Ten-Hour Day Bill Introduced.

That the income of the Ontario Government for rental of the T. & N. O. Railway line may not be at all limited to the \$300,000 received from the G. T. R. for running rights between North Bay and Cochrane, was brought out in the legislature yesterday afternoon when the agreement was under consideration in committee. The opposition leader took occasion to remark that the \$300,000 rental for the use of the T. & N. O. line is a very small sum when the agreement was under consideration in committee. The opposition leader took occasion to remark that the \$300,000 rental for the use of the T. & N. O. line is a very small sum when the agreement was under consideration in committee.

Hon. W. J. Hanna did not agree with Mr. Rowell. He cited a comparison of the G. T. R. line between Toronto and Hamilton for the use of which the G. T. R. paid \$100,000 rental. This amounted to \$100 per mile. This amount to \$100 per mile for running rights on the T. & N. O. which only one-fifth the traffic of the Toronto-Hamilton line.

Mr. Rowell was afraid that if another railway came to secure running rights over the T. & N. O. tracks, the G. T. R. would receive an abatement in its rental of \$300,000.

Hon. W. J. Hanna explained that the agreement with the Grand Trunk Railway giving that company running rights over the T. & N. O. line did not mean that the commission could not make a similar agreement with other companies and still further increase the large revenue of the government-owned road. If a similar arrangement was made with another railway for running rights, it would not affect the G. T. R.'s present rental.

Mr. Rowell had endeavored to convince the members that the Grand Trunk was getting the long end of the deal. This company would only pay 4 per cent. on half the cost of the road, but still would have full use of it.

After firing a volley of questions at Hon. Dr. Reaume, the subject of the Elk Lake road. "Can the hon. minister tell me if the government sent a party of surveyors up to Elk Lake to make a survey of the road, and if so, immediately preceding the election?" asked Mr. Rowell.

The hon. minister referred to said that he could not keep track of all the movements of the engineers and other by the government at the particular time mentioned by Mr. Rowell.

"Can the hon. minister tell me when the government decided to build this Elk Lake line?" persisted the opposition leader.

"I can't tell you exactly," answered the minister of public works. "We don't keep dates of what goes on from time to time. If the hon. member wishes, he can get facts in regard to the date of the government's decision, he had better ask Mr. Englehart, chairman of the T. & N. O. commission." The incident here dropped.

Just before the house went into committee Sir James Whitney introduced a bill to express the consent of the legislative assembly regarding the extension of the limits of the province.

N. W. Rowell asked if the bill intended to be a formal consent of the house, and Sir James intimated that that was what was intended.

Ten Hour Day Bill. Sir James Whitney introduced an amendment to his bill respecting the Ontario Railway and Municipal Board Act, in which he stipulated that street railway motormen and conductors will work six days a week and ten hours a day in 12 consecutive hours, so far as it is practicable.

Mr. Rowell said that he had discussed the question of hours with the Street Railway Company and employees and he wanted a "stricter" provision in the statutes as to hours of work, so that grievances could be eliminated.

"I have reason to believe that the entire of the motormen and conductors in Toronto is very reasonable," said the premier. "What they desire is a ten-hour day in 12 consecutive hours. Of course there are some who are not contented each day when it would be impossible to carry out such a schedule."

The bill provided that the Ontario Railway Board should regulate the hours during which the conductors and motormen may be required or permitted to work. Sir James said that the men had expressed the utmost confidence in the board. Mr. Rowell asked if other employees were meant, in connection with the ten-hour day, to which the premier replied in the negative. The opposition leader heartily concurred in the provisions, and he made a further suggestion to the effect that the running board, which conductors are forced to use in the summer should be abolished. Sir James said that the government had not yet dealt with that problem.

Sir James said he had discussed the matter with both men and company, had interviewed them separately and had ultimately hit upon a moderate course of compromise between the two.

For Agricultural Purposes. Hon. J. S. Duff was asked by Mr. Rowell how the government would use the federal grant of \$750,000 for agricultural purposes. The minister of agriculture replied that no definite steps

had been taken in regard to the matter as yet, but he considered the grant very timely, considering the fact that Ontario had been put to great expense in building institutions that will eventually be beneficial to the entire Dominion. For instance, there was the construction of the Veterinary College, which will be of the character of a Dominion university. There was the matter of building a fruit-cooling station in Hamilton at a cost of many thousands, which would serve all the Niagara district prior to the shipments of fruit to the west. Much more could be done in that direction.

"But I can't give any definite information at the present time," added Mr. Duff.

"We have not yet decided what we will do with these funds," said Sir James Whitney. "But Mr. James is entering into an investigation into conditions in all the provinces, and his report will make things easier for all the provincial governments in regard to clearing up these matters."

Mr. Rowell asked if there were more urgent needs to which the money could be applied. The minister of agriculture answered that considerable money was necessary for district representatives. These men were getting more scarce every year, and even the greater portion of the graduates of the Ontario Agricultural College were going back to the land instead of entering into the service of the government.

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years. I am sorry to see an honest and strong government take advantage of a poor population, a poor set of people." Hon. Dr. Reaume interrupted the speaker. "There has been no discrimination," he declared. "We gave your constituency something extra last year on account of the C. P. R. running through there another French-Canadian Liberal rose in the person of G. E. Vanure of Prescott. He raised a big wail about a bridge that had not been built in his constituency. It was to be an iron bridge, and the Ontario government was to give Quebec in giving \$15,000 each.

"The old Liberal government at Ottawa was to give \$75,000 towards the erection of that bridge," said Sir James. "It broke faith. That is why we dropped out. We didn't see any sense in contributing to the bridge when the Dominion government refused to join us. What was the use of two minor governments trying to keep it up?"

Hon. Dr. Reaume said that Ontario had put aside on three different occasions appropriations for the bridge, but the old Laurier government had backed down.

Electors Afraid. Then N. W. Rowell arose and backed up Mr. Mageau in regard to his grievances. Things commenced to get warm. The opposition leader put some questions to the minister of public works regarding the alleged discrimination of the government. It had not treated the Liberal and Conservative districts alike.

"The minister of public works has failed to answer the questions of the member for Sturgeon Falls," declared Mr. Rowell. "It appears to be a fact that some of the Liberal constituencies have been discriminated against in the matter of bridges and good roads. Why, I have it from men up and down the province, that they are afraid to elect a Liberal hat they may get no improvements."

"Name any of these men; name even one of them," interrupted Dr. Preston, government whip.

"I am not going to gratify my hon. friend's curiosity at the present time," replied Mr. Rowell.

The leader of the opposition then asked Hon. Dr. Reaume for a comparison of the districts giving all details on how the districts had been treated.

Sir James Whitney: "The minister of public works is not here for the purpose of acting as a referee between the hon. member and the hon. minister of public works. He is here to give the figures he desires as the minister of public works."

"According to the hon. member, according to the hon. member, we are not proven innocent in the matter of these bridges. He seems to have got these stories about discrimination from rag-tag and bob-tail that he met in the street."

Makes a Charge. "It seems that the government is using public patronage and public money in order to keep itself in office," retorted Mr. Rowell.

"The leader of the opposition needs to talk about promises," chimed in Mr. Champagne, for we in Ottawa have been disappointed in the promises of the Laurier government for the past four years. We have been promised drill sheds, driveways and a lot of other things, but we have not got them."

"The hon. member is aspiring to be a cabinet minister," said Mr. Rowell. "He is answering in the place of the minister of public works."

"I am not going to make comparisons, but I have a good idea as to who will fulfill their aspirations first," retorted the house into roars of laughter.

A Judicial District. Hon. W. H. Hearst introduced a bill to create the judicial district of Timiskaming. The southern boundary of the new district will be Temagami, and it will take in a considerable part of the northern section of Nipissing.

J. C. Elliott, West Middlesex, introduced a bill to amend the Law Reform Act of 1909.

A Bridge Party. The evening session might be described as a "bridge party," for almost the whole time was taken up in discussing the numberless appropriations for bridges throughout the province. Late in the criticism centred on colonization roads.

Z. Mageau, Sturgeon Falls, occupied the seat beside the leader of the opposition, and entered upon a rigid investigation of all the estimates. He particularly complained that his constituency had been neglected, while some of the adjoining ridings had been well attended to.

J. I. Hartt, East Simcoe, thought that every member should not make the same complaint about not receiving enough consideration in the estimates.

"Why, if each of us start to air our complaints we will not get thru by Easter," said Mr. Hartt, "perhaps by the twelfth of July." (Laughter.) "Evidently these hon. gentlemen are not interested in bridges, but we are."

TORONTO GIVEN PERMISSION TO OPERATE MOTOR BUSES

Private Bills Committee Passed City's Legislation Without a Dissenting Voice—Power Given Also to Build Model Suburbs—Can Spend a Million Without Vote of Ratepayers.

In spite of the protests of H. S. Oser on behalf of the Toronto Railway Company, the private bills committee of the legislature yesterday morning granted the city's request for the right to establish and run a motor bus line. In this clause in the bill was brought in by W. K. McNaught and every one of the Toronto members was in attendance at the committee meeting, with the exception of the minister of education. Mayor Geary and H. L. Drayton appeared on behalf of the city while H. S. Oser, K.C., represented the Toronto Railway Company. General Manager Fleming was also present.

"Unjust, inequitable and a gross breach of good faith," was the way Mr. Oser characterized the request. He even intimated that there were reasonable grounds for a lawsuit on account of it.

H. L. Drayton explained that the traffic was so congested at present that the street railway could not handle it. The proposal to establish a motor bus line was merely to supplement the street railway company. Under agreement with the company some years ago there was given the right to run a surface street railway, but terrible conditions of overcrowding had resulted. In fact the courts had found that the railway company had been maintaining a common nuisance. In order to relieve that condition the city wanted to establish the motor bus service—in other words, the city wanted the right to have a private company set up.

The Oser Understanding. Mr. Oser said that at the time the agreement was made between the city and the Toronto Railway Company, the understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the streets were in such a condition that nothing but steel rails was contemplated as a means of conducting a regular system of passenger traffic.

For the first four years the company has been blocked in its effort to extend new lines," added Mr. Oser. "The railway board ordered them, but they blocked them." Mr. Oser believed that no system of cars or buses would relieve the rush that comes at factory closing hours.

After all the Toronto members had spoken, the committee had only one thing to do, and that was to pass the bill, which was done.

H. Hearst, "all over the province he would know that no boundary lines of constituencies affected the localities where the roads are built. I've never before heard any hon. member of the house make objections such as we've heard to-night."

Hon. W. H. Hearst in reply to the leader of the opposition said that the bill would not affect the territory added to the province and mark out the terminals of the Hudson Bay Port.

Finally the entire list of further supplementary estimates were passed with the exception of two items—one of which was \$12,515 to defray the expenses of the territorial and judicial districts of Timiskaming. The sum of \$188,000 for colonization roads in the northern division of the province.

750 Buys a Square Piano. Simply by paying seventy-five cents a week one can become the owner of a square piano, bearing the names of such manufacturers as Chickering, Steinway, Miller & Sons, Heintzman & Co., and others. This is the offer made by the old firm of Heintzman & Co., Ltd., 193-195-197 Yonge-street, which have a surplus of square pianos taken in exchange, that they wish to clear at a price that is very low.

Y. W. C. A. At the meeting for women at 415 Sunday in the parlors of the educational building, 415 Dundas-street, West, Toronto, will be held on Monday evening, April 1, 1912. The remains were conveyed to Mount Pleasant Cemetery for interment.

A private service at the residence, 22 West Bloor-street, was attended by the members of the family and near relatives, including Sir William Meredith, deceased's father-in-law, the officiating ministers being Rev. T. Crawford, M.A., of St. Andrew's Presbyterian Church, King-street, and Rev. Thomas Eakin, Toronto University. The remains were conveyed to Mount Pleasant Cemetery for interment.

The pall bearers were: Mr. A. McLeod, Macdonell, K.C., Mr. G. R. McKie, Dr. J. Dwyer, Mr. Norman MacLaurin, Mr. W. F. Maclean, M.P., Dr. Herbert Bruce and Dr. Leopold Goldman of Toronto, and Dr. Osborne of Hamilton.

There were a great number of floral offerings of a beautiful description, including wreaths from the North American Life, the Ionic Lodge of Masons, and the Toronto Yachting Club.

Bargains in Player-Pianos. No player-piano can be a very old piano as it is only within recent years that this class of instruments has been put on the market. The old firm of Heintzman & Co., Ltd., 193-195-197 Yonge-street, have some four or five player-pianos that have come into their hands in exchange when selling their own instruments. They have been only slightly used, and are guaranteed in every respect.

This firm are ready to sell them at a large reduction from the first price and on easy terms of payment.

ALL SAINTS' CHURCH. Stainer's sacred meditation, "The Crucifixion," will be sung by the choir of All Saints' Church, Sherbourne-st., next Monday evening, April 1, 1912. The soloists will be Mr. C. Fairweather and Mr. Meredith Hooper, and the service will be under the direction of Mr. W. E. Fairclough, the organist of All Saints.

LABRADOR ON THE LABRADOR

Dr. W. T. Grenfell Gave Interesting Description of Practically Unknown Country at Massey Hall Last Night.

Labrador, its people, its industry, its geography and its possibilities, its life dealt with in a most interesting lecture at Massey Hall last night by Dr. W. T. Grenfell, C.M.G., the medical missionary who by his writings has brought the northeastern coast of Canada into prominence through the Dominion. Dr. Grenfell took his audience on a trip from Newfoundland northward along the coast of Labrador. Multitudes of lime-light views were shown of the numerous little fishing villages along the coast, the various missions, schools and hospitals in connection with the mission work under the supervision of Dr. Grenfell, and the work was explained by the lecturer. Every point of interest in connection with the country and the people was dwelt upon, and everything was illustrated by a series of magnificent colored slides.

He explained that Canadian people had no conception of their vast heritage in Labrador. It was in exactly the same position, he said, as the great Northwest was in before the railways spanned across the continent. Many sources of wealth existed there awaiting for exploitation and for transportation facilities. The mineral resources, the pulpwood, the furs, the meat, the fish, and the scenic beauties of the country all offered inducement for a railway, which the doctor was quite sanguine would be built in the future. He also hoped to see better shipping communications established across the coast he told of the hospitals established and the circuit system by which the doctor acquired the people's medical needs of the people. Schools also were being established and their lives brightened and improved without, as he explained, any loss of the fads of the present-day civilization.

The possibilities of an extension of this work among the deep-sea fisheries of Labrador were discussed. He explained systems of co-operative stores which had worked out most successfully. Prospective new industries were discussed. In this connection the doctor of reindeer was one of the coming industries there, and in time, he said, Labrador should be able to export two or three million of these annually for meat purposes.

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Mayor Geary at the close of the meeting thanked the committee for the courteous treatment they had accorded the doctor, but they had only this year, but in years gone by.

Excelsior Rink Opens Saturday. A Welcome Announcement for the Skaters of Toronto. The management of the Excelsior Rink announce the opening of the rink to-night with all the big features of last season and a host of new ones.

DR. THORBURN BURIED. Large Number of Physicians and Surgeons Attended Funeral. Most of the city's prominent physicians and surgeons and many public men were present Friday afternoon at the funeral of the late Dr. James D. Thorburn, who died at Guelph on Tuesday, after an operation for appendicitis.

CHANGES IN CUSTOMS. After Monday Ward Seven Branch Will Be an Output of Customs. The custom house in Ward 7, Keele and Dundas-streets, formerly West Toronto, has for some years been a separate and distinct part of entry, having no connection with the custom house, Front and Yonge-streets.

On and after April 1st, it will be simply an output of customs and all entries, revenue, etc., will be turned over to the collector at Toronto dock. This change will not interfere with importers who have their place of business in West Toronto and who find it convenient to contact to make their customs entries there.

Only One "BROMO QUININE" that is Laxative Bromo Quinine Cures a Cold in One Day, Grip in 2 Days. E. W. Brown on box 25c.

When the Lungs Are Weak

To every person with weak lungs or who has a family history with records of consumption, a cough or cold is a serious matter. Colds have a tendency to hang on. They irritate the weakened membranes and prevent a cold that may get a firm foothold and settle on the lungs. It is not easy to suppose that the original possesser merit of an unusual degree.

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Advertisement for horse and carriage services, including 'FOUR AUCTIONEERS', 'HOFBRAU LIQUID EXTRACT OF MALT', and 'INSPECTORS TRANSFERRED'.