

## 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 looked pretty cheap 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 looked pretty cheap when the agreement was under consideration in committee.

Hon. W. J. Hanna did not agree with Mr. Rowell. He cited as a comparison the G. T. R. line between Toronto and Hamilton, for the use of which the C. P. R. paid \$400,000 rental. This amounted to \$100,000 per mile. The G. T. R. was paying \$1200 per mile for running rights on the T. & N. O. which only one-fifth the traffic of the Toronto-Hamilton line.

Mr. Rowell was asked 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 was only paying 4 1/2 per cent. on half the cost of the road, but still would have full use of it.

**Wanted to Know.** 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 proposed line 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 motor men 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 this hon. member wishes to 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 implied.

**Ten Hour Day Bill.** Sir James Whitney introduced an amendment to his bill respecting the Ontario Railway and Municipal Board Act, in which it is 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 is practicable. The minister said that he had discussed the question of hours with the Street Railway Company and employees and he had reached the conclusion that 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 desire 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 numberless instances each day when it would be impossible to carry out such a schedule."

The bill provided that the Ontario Railway Board 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 treatment they will receive from 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 of conductors should be 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 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 plans

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 of the Dominion grant may go 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 and more 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.

"Very important places should be appointed of fruit inspectors and inspectors of noxious weeds," Mr. Rowell said. "They may look unimportant, but they are very important. This is the appointment of fruit inspectors and inspectors of noxious weeds."

**Open Doors Wide.** The bill regarding charitable institutions and hospitals was given its second reading. The provincial secretary made an amendment to the effect that all hospitals receiving aid must admit patients suffering from tuberculosis.

Hon. L. B. Lucas, W. Proudfoot, George Huron, said there were even greater protection of the public in moving pictures shown provided for than what was stipulated in the proposed legislation. All such places should be put under a more rigid inspection. The only protection now was a fine, usually after an accident. Hon. Mr. Lucas said that there was a close inspection now, and the bill provided for greater rights and protection of the people.

**Grant of "Ex."** There was much criticism of the government by the opposition when the further supplementary estimates were under consideration. Hon. J. S. Duff was asked many questions by Mr. Rowell respecting several grants to agricultural schemes. There was one item of a grant of \$250,000 to the Canadian National Exhibition. The minister of agriculture explained that this would be given to the exhibition in connection with the federal grant of \$100,000 for a Dominion building, and Ontario would share a wing of it. The present annual grant of \$250,000 would be abolished next year.

**Kicked Up a Fuss.** Z. Mageau, Liberal member for Sturgeon Falls, stirred up a lively debate when he charged the government with discrimination in the construction of bridges in Conservative and Liberal constituencies. It was when the further supplementary estimates were under consideration that the French-Canadian member of the north-western arms wildly in a real French style, wildly biting off his sentences, and asked Hon. Dr. Reaume some questions on why the government had allegedly neglected his district.

"I don't find a bridge for Sturgeon Falls district in these estimates," said Mr. Mageau. "What the government has been doing is to build a bridge and improvements to roads." He produced from his pocket a batch of petitions to substantiate his remarks.

"Sturgeon Falls is getting about one-tenth the improvements of the Conservative districts up there," he declared, "and the district which I represent produces more vegetables, grain and other produce than any in Ontario. Why are we neglected by the government? The government of Ottawa has treated us rather generously but we get nothing from Toronto."

"You should not gauge the estimates by the number of petitions sent to the department," said Dr. Reaume. "You come down to my department. I will show you a wheelbarrow of petitions from other districts and still these improvements are not forthcoming."

**Made Promises, He Says.** Mr. Mageau then declared the government had made promises of a new bridge in a certain locality in his constituency.

"To know the dates and all the particulars regarding these promises," said the minister of public works. "My deputies and myself are not in the habit of making promises. Your district is with us fairly as any district represented in this house. Sturgeon Falls has received quite a few grants from this government and I join with the hon. member in the fact that there is not a more flourishing and productive county in Ontario."

Mr. Mageau then pointed to the estimates to show that districts round about were given improvements and his had not. "Why are we treated unfairly?" he asked loudly. "I am not criticizing the bridges to given Sturgeon Falls and other places, but I think we should get a just share."

**Taking Advantage.** "Is it because I am a Liberal?" he asked. "It is because I am new in this house and the humble servant of those northern industrious people? There has been a great difference in the matter of grants this year compared with other

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 thru there."

At this point another French-Canadian Liberal rose in the person of G. E. Vanurel of Prescott. He raised a big wall about a bridge that had not been built in his constituency. It was to be an interprovincial structure 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. "But 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 with some questions to the minister of public works regarding the alleged discrimination of the government. It had not treated Liberal and Conservative districts alike.

"The minister of public works has failed to answer the questions of the member for Sturgeon Falls," declared the opposition leader. "It appears to be a fact that some of the districts in this constituency have been discriminated against in the matter of bridges and good roads. Why, I have it from men up there that the people are afraid to elect a Liberal lest they may get no improvements."

"Name any of these men; name even the name 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 comparative figures 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 public works member. The hon. member is just as capable to get the figures he desires as the minister of public works."

Mr. Mageau said the premier, according to the hon. member, was a suitably ill we are proven innocent in the matter of these bridges. He seems to have got these stories about discrimination from rag and bob-tail that he met in the north."

**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 getting promises from the Laurier government for the past 15 years. We have been promised drill sheds, driveways and a lot of other things, but we never 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."

"And I may get there before you get to be premier," fired back Mr. Champagne.

Sir James remarked: "I am not going to make comparisons, but I have a pretty good idea as to who will fulfill their aspirations first. They will fill the house into roars of laughter."

**A Judicial District.** Hon. W. H. Hearst introduced a bill to create the territorial and 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 into 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 take up the subject of bridges, but rather the twelfth of July. (Laughter.)

"I would like to go over each of these items," added Mr. Mageau, "and find out in what township each of these bridges are. I want to know whether they are in town or villages, or agricultural districts."

**No Partisanship.** Hon. Dr. Reaume assured the members for Sturgeon Falls that no political partisanship would influence the amount of appropriations for any necessary public work. During the year the cabinet will consider requests for grants needed improvements that have been overlooked.

**Not a Kindergarten.** "I don't propose to make this a kindergarten," replied the minister of public works. "My friend should learn his geography. However, I have no objection to telling him where some of these places are." This was Hon. Dr. Reaume's comment when the member for Sturgeon Falls kept asking where each township road was situated.

The hon. member is perfectly reasonable and perfectly fair," said N. W. Rowell. "We're only asking questions that are fair and reasonable and we'll have to get answers to them or we won't vote."

Mr. Rowell said it was quite apparent that the constituency of Sturgeon Falls had been neglected in the estimates and he thought that as Sturgeon Falls had contributed its share of the revenue it should receive some consideration for roads and bridges.

"I am sure if the leader of the opposition understood the manner in which these colonization roads are built and distributed," said Hon. W.

## 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. Osler 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.

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. Osler, 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. Osler 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 couldn't 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 they were 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 which a private company can get.

**The Moral Understanding.** Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

Mr. Osler said that at the time the agreement was made between the city and the company the moral understanding was that the railway company should have a monopoly of the streets. At the time the agreement was made the city was not in a position to do anything but what it was doing. The railway company was not in a position to do anything but what it was doing.

proved of the city's request without a dissenting voice.

**For Model Houses.** Mayor Geary outlined the city's model house-building scheme. The city was asking power from the legislature to go to the people at a general election and ask what course should be adopted. He thought the city should guarantee the bonds of private corporations of public-spirited men seeking to do away with the slum problem.

J. R. L. Starr thought that if this legislation passed there would be a population in York County for which the county would be supposed to supply sidewalks, streets, etc., which would be a right.

Mr. Drayton explained, however, that the moment the first house was built and the first occupant took possession the taxes would start and the county would suffer no expense.

Mr. Starr agreed that it would be satisfactory to grant the city authority to issue debentures, etc., for the building of houses, but not directly undertake the scheme itself. The clause was passed.

The clause was carried without dissent providing that any debt incurred in the street railway construction should not be counted as part of the general city debt.

**To Spend a Million.** A second bill introduced by Mr. McNaught contained a clause giving the city power to pass bylaws necessary to authorize the issue of 30-year debentures to the extent of \$1,000,000 without submitting the same to the vote of the ratepayers.

This expenditure dealt with the construction of new bridges at Crawford, Strachan and Gerrard streets and at Rosedale and the cattle market. The expenditure of the latter one, all the items were passed. George W. Goodenham claiming that the money for the cattle market bridge ought to come out of current rates instead of debentures.

Permission was also granted to the city to expend money raised under the by-law of Jan. 25, 1906, to the extent of \$300,000 for the improvement of buildings in Exhibition Park. Authority was also given to the city to take over the Toronto and Scarborough branch of the York Radial Railway Company on the expiration of the franchise on Nov. 15, 1912. Power was also given the city to issue debentures for raising \$200,000 for intake pipe extension.

Mayor Geary at the close of the meeting thanked the committee for the courteous treatment they had accorded the city of Toronto, not only this year, but in years gone by.

**EXCELSIOR RINK OPENS SATURDAY**  
A Welcome Announcement to 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. The rink is a new and better shape. While they would have liked to have opened a week ago it was thought advisable to delay for a week in order that all might be in the usual good condition and up to the Excelsior standard.

The floor, skates and the rink in general is now ready for the Excelsior patrons and ready for the heavy patronage which necessarily follows the opening announcement of the ever-popular Excelsior.

**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.

A private service at the residence, 223 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 Brown, 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. McLean Macdonell, K.C., Mr. G. R. McKie, Dr. R. 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 Yacht 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., 192-193-197 Dundas-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 perfect condition. 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. The soloists will be Mr. A. C. Fairweather and Mr. Meredith Hooper, and the service will be under the direction of Mr. W. E. Fairclough, the organist of All Saints.

## VIDEO LECTURE ON 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 were all 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 throughout 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 waiting 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 soon.

Regarding his mission work along the coast he told of the hospitals established and the circuit system by which the doctor was able to keep abreast of the medical needs of the people. Schools also were being established and their lives brightened and improved without, as he explained, acquiring any of the fads of the present-day civilization.

The possibilities of an extension of this work among the deep-sea fishermen of Labrador were discussed. He explained systems of co-operative stores which had been established and which had worked out most successfully. Prospective new industries were discussed. In this connection the raising 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.

With an armful of papers, Aubrey White, deputy minister of lands and forests, marched into the public accounts committee room yesterday, followed by two men from his department carrying an additional basketful of documents of all shapes and sizes.

J. C. Elliott, Liberal member for West Middlesex, was the principal interrogator. He asked the deputy minister to explain the methods of forest ranging, which had cost the province \$104,714 last year.

Mr. White said the territory was divided into eight or nine divisions, each under a superintendent. It developed from interrogations made by Mr. McGarry that the system of ranging timber had been pretty largely under the old forest ranger system. The new system was then kept only sometimes by the timber estimators and under the present administration the regular estimators employed under the deputy minister are a check on the ranger system, but in special instances, like the transaction with the Munn Lumber Company that is under consideration, the responsibility for the estimated amount of timber, hence no disbursements are required from the men.

Mr. Elliott wanted to know if men sent out specially to estimate timber lands were required to give affidavits as to the amount of timber they had estimated.

Mr. McGarry enquired as an alternative if the government required affidavits for such cases.

"We're not asking that," interrupted Mr. Elliott.

"No, but I will," replied Mr. McGarry.

After making a request that some accounts re drug stores accounts and supplies for the provincial secretary's department be produced at its next meeting, the committee adjourned to meet again next Wednesday.

**CHANGES IN CUSTOMS**  
After Monday Ward Seven Branch Will Be an Outpost of Customs.

The custom house in Ward 7, Keble and Dundas-streets, formerly West Toronto, has for some years been a separate and distinct point of entry, having no connection with the custom house, Front and Yonge-streets.

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

**Will Launch New Fire Tug.** The new tug "Joe Goodwin" will be launched from the Arnott shipyard, at the foot of Berkeley-street, at three o'clock this afternoon. The new tug is the property of Capt. Joe Goodwin and will be commissioned for use in Toronto Bay. It will also be utilized by the city as a fire tug, both at the island and along the water front.

**Poisoned by Pork and Beans.** BELLVILLE, March 29.—(Special.)—Addison Thompson, a G. T. R. engineer, residing in this city,