

ONTARIO LEGISLATURE.

Notes of Proceedings in the Local Parliament.

THE HIGH SCHOOL ACT.
The bill which the Government intends to introduce amending the High School Act is to prevent any municipality withdrawing its support of the High School in the district. Many cases have occurred in the province where the whole support of the school has been left to the village in which it is situated.

SAN JOSE SCALE BILL.
Hon. John Dryden introduced the bill to amend the San Jose Scale Act. The bill has three important paragraphs. The first of these provides that in any nursery where the scale is discovered the Department of Agriculture must be notified. After this notification has been sent to the Department of Agriculture the nurseryman cannot dispose of any of his stock until the authority of the department has been received. The second clause gives the Government a greater scope than they had in the previous act. It says that a clump of trees may be destroyed in an orchard where the pest is discovered. Formerly only the infected tree could be destroyed. The third clause of the bill provides for the fumigation of all nursery stock by hydrocyanic acid where the stock has been grown in the province or imported.

TO EXEMPT GRAIN ELEVATORS.
The City of Kingston asks that municipalities be given the power to exempt grain elevators from taxation, just as they are given the power to exempt manufacturers.

LICENSE REPORT.
The report on the Tavern and Shop Licenses Act has just been issued by the License Department. It gives a great deal of information as to the licenses granted and shows the decrease in the past year. In 1898 there were 3,123 licenses issued in the province; 2,672 were ordinary yearly licenses; 317 shop, and 22 wholesale; 46 were for 6 months, and 13 beer and wine licenses were for half a year. In 1896-7 the total number issued was 3,160, and the year previous the total was 3,191. In both these years 26 wholesales did business. Twenty-five ordinary licenses were cut off during the past year.

The revenue derived by the province from these licenses amounted to during the past year, \$268,247.40, as against \$270,906 in 1896-97, and \$273,212.44 in 1895-96.

The total collections from licenses and fines, including the sums imposed by municipal by-laws was as follows:—1895-6, \$615,290.38; 1896-7, \$608,067.14; 1897-8, \$602,853.51.

The average yearly commitments for each period of five years from 1876 to 1895 inclusive are as follows:—From 1876 to 1880, inclusive, 3,812; from 1881 to 1885, inclusive, 4,016; from 1886 to 1890, inclusive, 4,311; from 1891, to 1895, inclusive, 2,703.

In 1898 the sum of \$63,595.78 was paid to inspectors as salaries and license commissioners' expenses.

MR. PATULLO'S BILL.
Andrew Pattullo, M.P.P., for North Oxford, has presented a bill to the Legislature that provides for the doing away with votes by ballot in municipal councils. Councils at present are electing wardens and voting on money by-laws secretly. Mr. Pattullo points out. He believes that when the councils are dealing with things that belong to the public it should be done openly.

Another amendment Mr. Pattullo will ask to have passed is to prohibit the bonusing of manufacturing industries altogether. The member for North Oxford also asks that the law passed in 1897 reducing the size of town councils of 5,000 population or less, apply to all towns.

SOME CHANGES SOUGHT.
Donald MacNish, M.P.P., for West Elgin, has introduced a bill which provides for the amendment of the Assessment Act, raising the exemption from income tax from \$700 to \$1,000.

He has also a bill asking for a clearer interpretation of the Municipal Act, in relation to the qualification of aldermen and councillors for office.

W. M. German, M.P.P., has a bill which provides for the amendment of the Ontario Judicature Act, whereby no official in Osgoode Hall may act as a special examiner. There is a provision in the amendment which says that those who are in office when the change is made, may continue to have the power, but none afterwards.

STANDING ORDERS COMMITTEE.
The Committee on Standing Orders passed on the petitions of Hon. Geo. A. Cox and others for an act to incorporate the Haliburton, Whitney and Mattawa Railway Company; of Joseph J. Follet and others, of Toronto, to incorporate the Mutual Life Insurance Company; of the town council of Prescott to legalize and confirm a by-law for the construction of the water-works and sewerage system.

DISTRIBUTION OF STATUTES.
The Provincial Treasurer replied in the affirmative to the question of Mr. Barr as to whether the Revised Statutes of 1897 had been distributed to the clerks of the municipalities, and said he would be glad to have the names of any who did not receive them.

BILLS INTRODUCED.
The following bills were read a first time:—
Mr. Brower—To amend the Education Department Act by providing that three members of the Educational Council shall be teachers.
Mr. Kidd—To amend the Municipal Act so that the provision that where

a county has constructed a court-house, gaol, etc., prior to 1873, the Council of any city or separated town shall pay to the county five per cent. annually on the cost of the building and site shall apply to Ottawa and the County of Carleton.

Col. Muttie—To amend the Municipal Act to provide that the municipal franchise year shall close on the 1st of December, and the audit be made up to that date before the 10th. The auditors' abstract of accounts and detailed statement to be published and read at the nominations' in lieu of the one now issued by the Council.

Mr. Brower—To amend the Public Schools Act to prevent the granting of permits and district certificates to teachers by inspectors.

Mr. German—To prohibit the practice of veterinary surgery by anyone not registered as a member of the Veterinary College under a penalty of \$25.

Mr. German—To amend the Assessment Act to enable Councils in lieu of taxing personal property of merchants to impose a turnover tax, based upon the business of the preceding year.

Mr. Brower—To amend the Municipal Act, to provide for security in cases where actions are brought against municipalities for non-repair of highways, if the municipality shows by affidavit that it has a good defence, or that the action is frivolous.

Mr. Brower—To amend the Assessment Act.
1. By removing exemptions on lands held by universities and colleges, but not in actual use by them; on church sites and ground used in connection therewith; on the sites of incorporated seminaries of learning.

2. In Toronto, by varying the assessment roll by inserting in second column the names of the occupant, of if vacant, the words v.l. and other particulars in the roll.

3. To declare the ways, rails, poles, wires, gas and other pipes, substations, superstructures, and other plants and appliances belonging to street railways, telegraph, telephone, gas, electric light, water, and other similar corporations, taxable in the municipality in which they are situated.

4. Remove the exemptions on the present property of companies, such as gas, water, plank, or gravel roads, railways, and tramroads, harbours or other works requiring the investment of the capital of the company in real estate.

PETITIONS PRESENTED.
These petitions were presented:—From the Town of Seaford, to borrow \$37,000; from Ed. S. Jenison, re the water works of Kaministiquia river; from the Toronto General Trusts Co. and the Trusts Corporation of Ontario, asking leave to amalgamate; from the Brantford Gas Company, to increase their powers under their charter; from W. Russell, and others, of Pembroke, to incorporate the Toronto, Lindsay, and Pembroke railway; from H. W. Evenden, to incorporate the Worthington and Onaping railway; from Geo. M. Gardner, of Toronto, to practise as a solicitor; from A. B. Burrows, and others, to incorporate the Bruce Mines and Algoma railway; from the Canadian Electric and Water Power Company, to confirm an agreement for putting in a system of water works in the town of Perth; and from the corporations of Blyth, Simcoe, and Smith's Falls to consolidate their debts.

Five different petitions were presented from the township and ratepayers of Fenelon against the incorporation of Sturgeon Point, a summer resort, as a village.
A score of municipalities have petitioned for an amendment of the Municipal Act in its relation to local improvements, so that general corporate funds shall be chargeable with not less than one-third, and not more than half, the cost of such local improvements.
It is probable that never before at any one session were so many amendments to the Municipal Act submitted.

PETITIONS.
These petitions were read:—From the Township Council of Etobicoke, praying that the York County Council be not given control of the street railways within the county; from King Bros. Company, of Whitby, leather manufacturers, capitalized at \$40,000, asking for legalization of a 10 years' loan of \$10,000 from the municipality; from the London Y. M. C. A., seeking incorporation; from the Cobourg Council, asking permission to encourage by exemptions summer hotels, and that season licenses be granted such hotels; from the synd of the Diocese of Toronto, asking that an Act be passed empowering the synd to suspend or remove an incumbent of any rectory, parish, or mission of the Church when the interests of the Church required such removal and for other purposes.

MORE QUESTIONS.
On Tuesday Dr. Barr will ask the Government if it is the intention of the Government to sell the output of the binder twine manufactured in the Central prison in the year 1899 by tender, or may the farmers obtain the same direct, or will they be supplied through the Farmers' Institutes?
Mr. Morrison will ask the Government on Tuesday for the names of all the Belleville hotel-keepers, and how many times any of such hotel-keepers were fined during the five years ending 31st May, 1898, and what was the amount for each offence.
On Tuesday afternoon Mr. Charlton will introduce to the Government a deputation, consisting of Stapleton Caldwell, Robert Kilgour, Jas. Scott, and Mr. Harvey, the civil engineer, who will present for the Government's consideration the claims of the projected railway to James' bay.

SUGGESTION FOR A NEW TAX.
It is possible that the Government may seek a further source of revenue in a tax on the products of the mine. British Columbia put such a tax in force in May, 1896, and during 1897 the receipts from it amounted to \$29,788.64. In 1898 they had increased to \$36,001.35.

MARKETS OF THE WORLD.

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

Toronto, Feb. 21.—At the western cattle yards to-day we had about 85 loads in, all told, including 1,800 hogs, 160 sheep and lambs, a few calves, and less than a dozen milkers.

Trade was quiet; the market was dull, and prices were weaker; there was considerable of the stuff here unsold.

Very little export cattle came in, and prices were, while not notably changed, weaker, ranging from 4 to 45-8c, and for choice 43-4c per pound.

Like shipping stuff butcher cattle was easy, and sales were few and in no sense representative. The prices of Tuesday nominally prevailed, but trading was slow and altogether unsatisfactory.

Stockers were dull at from \$3.40 to \$3.60 per cwt.

Bulls were worth, for export, from \$1.4 to 4c per pound.

Feeders are worth from \$1.4 to 4c per pound.

A few choice milkers are wanted at from \$40 to \$50 each; three here sold from \$25 to \$40 each.

Sheep were quiet at from 3 to \$1.40 per pound.

Lambs are unchanged at from 4 to 41-2c per pound.

Calves are wanted at about 51-2c per pound for any good veal.

We received 1,800 hogs, and prices were unchanged, but it is only fair to say that much dissatisfaction is being expressed at the grading of hogs. Practically a monopoly exists in part of the trade; it is not necessary to-day to mention the name of the firm exercising the monopoly, but if a let-up does not at once occur some very plain truths can be told. Prices are unchanged.

Following is the range of current quotations:—

CATTLE.

| | | |
|------------------------|--------|---------|
| Shipping, per cwt. | \$ 425 | \$ 475 |
| Butcher, choice, do. | 350 | 412 1-2 |
| Butcher, med. to good. | 325 | 350 |
| Butcher, inferior. | 275 | 312 1-2 |

SHEEP AND LAMBS.

| | | |
|-----------------|-----|-----|
| Ewes, per cwt. | 325 | 335 |
| Lambs, per cwt. | 400 | 450 |
| Bucks, per cwt. | 225 | 250 |

MILKERS AND CALVES.

| | | |
|---------------|------|------|
| Cows, each. | 2500 | 4500 |
| Calves, each. | 200 | 600 |

HOGS.

| | | |
|-----------------------|-----|---------|
| Choice hogs, per cwt. | 425 | 450 |
| Light hogs, per cwt. | 400 | 425 |
| Heavy hogs, per cwt. | 375 | 387 1-2 |

EGGS.—Market steady and unchanged. Choice boiling stock sells at 20 to 22c; held fresh and lined, 14 to 15c.

POTATOES.—Ample in for the demand. Car lots, on track, are quoted at about 60c per bag; dealers sell out of store at 65 to 70c; farmers' loads sell at around 60 to 70c.

POULTRY.—Receipts light and a good demand for turkeys. Quotations are: Chickens, per pair, 25 to 40c; ducks, 40 to 60c; geese, per lb, 6 to 7c; turkeys per lb, 11 to 12c.

BEANS.—Rather dull. Choice hand-picked beans sell at \$1.10 to \$1.25; and common at 60 to 75c per bush.

DRIED APPLES.—Dealers pay 5 to 51-2c for dried stock, delivered here, and small lots result at 51-2 to 53-4c evaporated, 8 to 9c for small lots.

HONEY.—Round lots of choice, delivered here, will bring about 51-2 to 6c; dealers quote from 6 to 7c per lb for 10 to 60-lb. tins, and in comb at around \$1.25 to \$1.50 per dozen sections.

BALD HAY.—Dull and easy. Strictly choice hay is quoted at \$6.50 to \$7.50 per ton; and No. 2 at \$6.

STRAW.—Demand nil. Care lots are quoted at \$4 to \$4.50, on track.

HOPS.—Unchanged. Dealers here sell at 16 to 20c, and are paying holders, outside, about 14 to 18c.

PRESIDENT OF FRANCE,

SUDDEN DEMISE OF M. FELIX FAURE ON THURSDAY NIGHT.

He Died From an Attack of Apoplexy—Causes Consternation at Paris—Effect on the National Crisis.

A despatch from Paris, says:—M. Felix Faure, sixth President of the third French Republic, died suddenly from apoplexy at ten o'clock on Thursday night. He had been slightly indisposed for a day or two, but he did not consider himself as really ill.

The news of the death of the President did not reach the public for more than an hour after it had occurred. It is impossible to describe the first effect of the intelligence upon the public mind. The announcement which flew through the boulevards was simply that M. Faure was dead. It was received with general incredulity. Confirmation of the news followed swiftly, and disbelief gave place to excitement, almost terror, for nobody believed the statement that his death had resulted from natural causes. The public quickly leaped to the conclusion that another President had fallen the victim of an assassin, and a majority believed that the coup d'etat which for weeks has been dreaded had fallen.

It is no exaggeration to say that for an hour Paris believed that Friday's sun would rise upon some form of dictatorship in France preliminary to the restoration of a monarchical Government. The official news that the head of the State had been stricken with apoplexy finally gained credence and then the alarm, which was at most a panic, subsided, and the crowds, which had been momentarily expecting the trampling of the horses of the cavalry, and the

RATTILING OF SABRES, began to discuss the effect of the sudden tragedy in the midst of the great national crisis.

It must be admitted that the personal feature of the calamity is subordinated in most minds, according to the comments everywhere heard on the boulevards, which were still thronged at midnight to-night, to the political situation, which it terribly complicates. This argues no lack of sympathy or respect for the dead President.

The French people did not regard M. Faure as a great figure in their national history. He was no popular hero. Perhaps he was not appreciated at his true worth, but he commanded the confidence and respect of all parties and all classes. He was remarkably successful in the difficult and delicate task of keeping clear of all the complications of the terrible scandal, which now blights the national life, although it was well known that his sympathies were on the side of those who oppose a revision of the Dreyfus case. He had sometimes been accused, in a value way, of aspiring to greater power than attaches to the office of President, under the present constitution, but nobody seriously believed that he was seeking to overthrow the Republic.

But another question, ominous in its importance is asked many times to-night. It is, "Will there be another President?" None but hopeless pessimists give a negative answer to this query, and they are few in number. Even assuming that there exists

AN EXTENSIVE PLOT, to overthrow the Republic, it is difficult to see how to-night's tragedy will do other than embarrass it. The constitutional machinery for dealing with an emergency like the present fortunately acts quickly. The National Assembly, comprising the Senate and Chamber of Deputies, will meet at Versailles Saturday or Monday, and will sit until the Presidency is filled.

It was learned only an hour before M. Faure's death that one of the pretenders to the French throne, who is credited with activity against the Government, has decided not to make a move until Dreyfus should be brought back to France. It is impossible that he will raise his hand against the Republic while the President is lying unburied. In the meantime, another man will be installed in the palace of Elysee, who, perhaps, will be, even a stronger defender of the Republic than he who died on Thursday night.

M. LOUBET PRESIDENT.
M. Loubet has been elected President of the French Republic by 483 votes against 270 votes cast for M. Meunier, and President Loubet's selection has been officially announced.

SLOWLY FROZEN TO DEATH.
West Selkirk Man Falls into the Water While Rescuing His Horse.

A despatch from Winnipeg, says:—News has been received from Lake Winnipeg of the death by freezing of W. Scott, of West Selkirk. He was engaged in drawing fish from Rabbitt point, when one of his horses got into the water. He succeeded in getting the animal out, but in doing so fell in himself. He got out and made his way to shore. There are indications that he attempted to make a fire, but the matches, being wet, he failed in this, and slowly froze to death.

ATTACHED IT TO A DRILL TO OPEN A BANK VAULT.

A despatch from Oberlin, O., says:—Crackmen gained an entrance to the vault of the Oberlin Banking Company between midnight and 3 o'clock this morning. The robbers connected the trolley wire of the Cleveland, Berea, Elyria and Ohio Electric road, which runs directly past the bank to a drill machine to operate on the outside door of the vault. After forcing the door, the robbers inserted a big charge of powder and blew the interior of the vault into a thousand pieces. The walls on all sides were badly shattered, plastering was torn off, and the vault doors were blown over twenty feet out of the fitting. However, no money was secured, as the robbers failed to get into the big safe, evidently for lack of time. The papers and books inside the vault were damaged beyond recognition. The perpetrators are unknown.

BELGIAN RAILROAD HORROR.
Twenty-One People Killed and a Hundred More or Less Injured.

A despatch from Brussels, says:—The express train from Calais for this place, carrying passengers from London, collided with a train which was at a standstill at Foret, near this city on Saturday. Twenty-one passengers were killed outright, and one hundred others were more or less severely injured.

The train left Tournai at 5.22 o'clock Saturday morning, and reached Foret at 8.14 o'clock. Immediately afterwards the Mons express dashed at full speed into the station, and ran into the Tournai train, which was standing at the platform. It is said that owing to the fog the engineer of the express train did not see the signals.

The collision was appalling. The express locomotive mounted on top of the last of the carriages of the Tournai train, which was filled with passengers. These cars were smashed to pieces. The scene of the wreck presented a terrible picture. When the locomotive of the express train leaped on to the roofs of the three rear-most carriages of the train from Tournai it crashed through them and ground the carriages and their occupants into an almost inextricable mass of splintered wood, broken and twisted ironwork, and mangled humanity. Six of the bodies of the victims were found intertwined in the wheels of the express locomotive. The terrible disfigurement of the dead passengers was appalling.