

LONDON STREET RAILWAY BILL PASSES HOUSE

Dr. H. A. Stevenson's Amendment Is Defeated On Division.

DRURY LENDS SUPPORT

Dewart Clashes With Raney On Questions Submitted.

TORONTO, May 31.—The Legislature this afternoon passed the third reading of the London Street Railway bill which gives the company authority to increase its fares.

Dr. Stevenson of London made a final effort to halt the bill by an amendment to postpone its coming into effect until three months after it received royal assent, the city council in the meantime taking a vote of the electors to decide whether the city would take over the road. This amendment was defeated on division, 50 to 24. Four members of the ministry supported the amendment, Premier Drury, Hon. W. R. Rolfe, Hon. D. Carmichael, Hon. H. C. Nixon. The other members of the cabinet present voted with the majority. Most of the support for the amendment came from the government side of the house, the only members of the opposition voting for it being Major Tolmie, Windsor; W. R. Nickle, Kingston; A. C. Lewis, Toronto; G. O. Halcrow, Hamilton East; H. P. Hill, Ottawa.

It was a lively afternoon in the Legislature. Aside from the London Street Railway bill, which has been fought out for weeks at every turn, there was a heated clash between H. Hartley Dewart, K.C., and Attorney-General Raney over the jockey club litigation, in which Hon. G. Howard Ferguson joined. Then the investigation into the death of Captain Orville Huston came into prominence. The professional engineers' bill passed through committee of the house. It provides that only men registered with the Engineering Association may assume the title of professional engineers. But it does not prevent other men from doing engineering work.

The prime minister introduced a motion appointing a committee to take up the question of town planning during the recess.

Dewart Questions Raney. When the premier introduced a motion that for the remainder of the session government business would take precedence, Hon. G. Howard Ferguson wanted to know if there would be further government legislation introduced. Mr. Drury replied that there would be none of any importance.

H. H. Dewart then submitted a series of questions to Attorney-General Raney as to whether the government intended to carry to the courts of appeal the points of law raised by the act taxing race track winnings and the subsequent declaratory act. Mr. Raney replied that he had no intention of starting such litigation. Pressed by Mr. Dewart, the attorney-general said that in addition to the advice he had received from officials of the government as to the constitutionality of the bills in question he had been advised by Hon. N. W. Rowell.

"Will you give us these opinions?" asked Mr. Dewart.

"I will consider that," Mr. Raney answered.

This brought on a sharp clash between Mr. Dewart and Mr. Raney.

Mr. Dewart claimed that Sir William Meredith, chief justice of Ontario, had written the attorney-general, advising in regard to the present situation and suggesting that his letter be made public. He wanted to know if the attorney-general had received such a letter and if so, would he lay it before the house.

Mr. Raney refused to answer, explaining that these questions had been burst upon him and he was determined to consider what reply he would make.

"Let me tell the attorney-general," said Mr. Dewart, "that a letter from the head of the judiciary of the province to the head of the law department, unless it is for the personal guidance of the attorney-general, is not his private property. It is the property of the house. Will the attorney-general tell me, did he get the letter?"

Mr. Raney maintained his position that such questions should be asked in the regular way on the order paper. He would answer it tomorrow. The dispute ended when Mr. Raney undertook to answer questions tomorrow.

A. C. Lewis (Toronto) brought up the question of whether R. T. Harding had ever acted as solicitor for the F. W. Backus interests. He said Mr. Harding and Mr. Backus had both sworn that he had not, whereas the prime minister had sworn that he had.

The attorney-general replied that Mr. Harding had been asked by Mr. Backus to perform certain services, but the relationship was never perfected. He followed this up by stating that since Mr. Lewis had chosen to open up the question of the investigation into the death of Capt. Huston, he would like to ask Mr. Lewis why, on the floor of the house, he implicated Mr. Backus in the case. But he got no further, for W. F. Nickle (Kingston) raised a point of order that this could not be discussed while it was still under investigation. The speaker ruled in his favor and shut off the debate.

Stevenson Motion Ruled Out.

The third reading of the bill which gives the London Street Railway Company the right to increase its fares was halted when Dr. H. A. Stevenson of London moved that the third reading be not proceeded with, and that the city council be instructed to submit a by-law to the electors to decide whether they would take over the railway.

R. L. Brackin, who is sponsoring the bill, claimed Dr. Stevenson should have introduced this amendment when the house was in committee.

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He said it was deathbed repentance now on the part of London. When the mayor of London was asked by the committee if steps that effect would be taken the mayor would give no such undertaking. Dr. Stevenson retorted that this was not putting the question fairly. The mayor had no right at that time to speak for the council on this question. Since that time it had been

taken up by the council, and it was unanimous to submit a bylaw. The speaker ruled Dr. Stevenson's motion out of order. Mr. Nickle suggested that the third reading be delayed until Dr. Stevenson could get a motion which would come within the rules of the house. Premier Drury explained that he was about to suggest the same thing.

After several proposals Dr. Stevenson accepted an amendment drafted by the prime minister, that the bill should not come into effect for three months after receiving royal assent, the city council in the meantime to submit a question to the electors whether they wished to take the road over.

K. K. Homuth claimed the London City Council was not sincere in its proposal to submit the question to the electors. J. W. Curry and Wellington Hay also took the position that the city council should have made this move long ago instead of the last minute. Major Tolmie, on the other hand, supported the amendment.

Harbour alleges that on the night of Nov. 9, 1916, he managed to push three children who were crossing the street from the path of an approaching automobile, but that he was unable to avoid being struck himself. He sustained serious injuries, but was retained on the force, though unable to do further street duty. He was given the position of guard in the recorder's court, and then put in charge of an elevator, both positions under reduced pay. In Feb., 1916, he was, he alleged, dismissed without warning.

FIRE CAPTAIN HURT.
BRANTFORD, May 31.—Captain Townsend was injured in the leg when the big pumper motor truck of 207 to 32.

of the local fire department crashed into a hydro pole at the corner of Park avenue and Dalhousie street this morning.

BRITISH HOUSE TO ADJOURN.
LONDON, May 31.—The government's motion for the Whitehall adjournment of the House of Commons until June 12 was carried in the house this afternoon by a vote of 207 to 32.

CLAIMS DAMAGES FOR SAVING LIFE

MONTREAL, May 31.—For injuries he received in saving the lives of