

## THE PICTURE SHOW FATALITY

Opposition Leader Raises an Important Point.

Messrs. Hearst and Johnson Deliver Speeches.

Mr. Allan Studholme Wants Absentees Fined.

Toronto, Feb. 18.—Fashion with her frills and furbelows having had her day, so far as the Ontario Legislature is concerned, the House resumed its customary businesslike aspect yesterday, when the debate on the reply to the address from the throne was opened. Prior, however, to commencing the orthodox eulogies of the Government at the hands of selected and newly-elected supporters of the Administration, the leader of the Opposition, the Hon. A. G. MacKay, addressed an inquiry to the Government dealing with an important matter. He drew attention to the horrible catastrophe in Mexico resulting from a fire at a moving picture show. He reminded the Government that in view of the fact that these exhibitions swarmed in Ontario, which were being run under conditions similar to those which prevailed in Mexico, last session an act was passed empowering the Government to frame regulations to control them. He inquired as to what steps had been taken to prevent the occurrence of a holocaust in the Province.

The Provincial Treasurer, in whose hands the matter rests, pleaded that the legislation enacted, and that was found to be insufficient, and that, therefore, nothing had been done. He assured the House at the same time that during the present sitting of the Legislature an amending bill would be introduced giving the Government the necessary powers of control.

The moving picture show, according to the reply to the address from the throne was entrusted to Mr. W. H. Hearst, the member for the Sault, and Mr. J. W. Johnson, West Hastings, respectively. The debate was adjourned at the instance of Mr. J. McEwing, the Liberal member for West Wellington. The House then went into supply and voted \$750,000 to carry on the business of the Province until the estimates had been considered and passed.

Hon. Mr. Foy moved the first reading of thirty-one bills, the result of the work of the Legislative Council, the statutes which have been going on. None of these, he explained, contained any substantial changes.

### EXPEDITE BUSINESS.

"We shall have to get out of the loose, happy-go-lucky way of doing business which has been the feature of this House," was the statement of the Premier in expressing the hope that business might be expedited. The Government was anxious, but not insistent that the session should close by Good Friday, and he suggested that the members should shorten their week-end vacations by working on Friday and hold sittings every other evening. "As a rule," he declared, "the order paper of this House is a remarkable thing to look at. Most after motion for three and sometimes four weeks at a time is left standing at the request of the member who introduced it. I do not wish to describe this conduct in language which would be perfectly justifiable. When, however, a member allows his resolution to run by twice he should understand that he runs the risk of having it struck."

The Opposition leader expressed his concurrence with everything the Premier said, but suggested that if there were to be a week-end at all it would be more convenient for the members to work on Friday and have Monday as the light day.

### TAG LOBBYISTS.

Mr. Studholme was glad that the leaders recognized it as absolutely necessary that members should earn their money. Most of them seemed to go home on Thursday and to come back the following Tuesday or Wednesday. He suggested a fine for non-attendance. "Men who think more of their own business and profession than their obligations to this great Province had better resign." Continuing, Mr. Studholme said that most of the time was wasted in lobbying. "If," he said, "you would tag the lobbyist I will know him and be on my guard. One of these men put his fist in a member's face last session for not seeing eye to eye with him."

A practical suggestion was made by Mr. McDougall, East Ontario, that the rules for private legislation should be made stricter. In the Federal House, he said, five dollars was charged for each bill introduced after the date set for the reception of such legislation. Premier Whitney was in accord with the suggestion of Mr. McDougall, and recommended that he should impart his view to the Chairman of the Committee on Standing Orders.

The debate on the address will be resumed to-day by Mr. McEwing, who will be followed by Mr. P. J. Downey on the Government side, and Mr. P. J. McCormack, East Lambton, and Mr. D. J. McDougall.

### DEBATE ON ADDRESS.

"While appreciative of my selection to perform this honorable duty," began Mr. W. H. Hearst, "I deem it rather to be a tribute to the great country from which I come. It indicates consideration for the north land and gives its people courage for the future."

"We are now producing silver and nickel in abundance," he continued. "Iron and copper will follow, and the great white coal from our harness of waterpowers will create a wonderful industrial centre of the north." Mr. Hearst paid an enthusiastic tribute to Hon. Frank Cochrane, to whose zeal, honesty and administration he declared the solid phalanx of Government support from the north was due.

The member for the Soo reviewed the various clauses in the address. In passing, he spoke of the happy circumstance that Hon. J. M. Gibson, the Lieutenant-Governor, was so closely associated in the past with the Government of Ontario. Proceeding, he reverted to the land of his home and its agricultural possibilities. While the Northwest was heralded as "the granary of the Empire and the bread basket," he was reminded that half of the grain of Canada was still grown in Ontario. With the opening of the great clay belt and the lands of the north Mr. Hearst predicted a great future for the Province.

dicted an agricultural revival.

"We want," said he, "the work of the Agricultural College extended to our country, in the establishment of Provincial stations to experiment in our climate and under our conditions." Referring to law reform, Mr. Hearst described himself as a "member of that self-sacrificing band of patriots who earn their bread by the sweat of their brow." Nevertheless he thought law reform was a good and a necessary thing. He could not imagine the profession doing anything to combat a measure to lessen the costs of litigation and to restrict appeals.

### HELP BEAR BURDEN.

Mr. J. W. Johnson (West Hastings) referred to the general satisfaction felt at the appointment of the Hon. J. M. Gibson to the important position of Lieutenant-Governor. By that appointment the past services of his Honor to the Province have been fittingly recognized. Following an expression of opinion that the session was likely to be both short and peaceful, Mr. Johnson proceeded to deal with the question of Canada's relation to the rest of the empire. He held that the Dominion should assist in bearing the burden of maintaining the British navy, and urged the orthodox eulogies of the Government at the hands of selected and newly-elected supporters of the Administration, the leader of the Opposition, the Hon. A. G. MacKay, addressed an inquiry to the Government dealing with an important matter. He drew attention to the horrible catastrophe in Mexico resulting from a fire at a moving picture show. He reminded the Government that in view of the fact that these exhibitions swarmed in Ontario, which were being run under conditions similar to those which prevailed in Mexico, last session an act was passed empowering the Government to frame regulations to control them. He inquired as to what steps had been taken to prevent the occurrence of a holocaust in the Province.

### OPPOSITION LEADER'S QUESTIONS.

The leader of the Opposition has addressed the following questions to the Government: When was a branch or sub-department of forestry established under the Government of Ontario? When was the said branch or sub-department abolished? Why? Is there now any official of the Government of Ontario whose duty it is to deal with forest conservation or reforestation, or either of them? Does the Government intend to re-establish a sub-department of forestry? Have any forest reserves been established or set aside since the beginning of the year 1905? Have any lands been set aside for reforestation since the beginning of the year 1905?

### PRESS GALLERY ELECTION.

At the annual meeting of the members of the Legislative Press Gallery Mr. Harry W. Anderson, of the Globe, was elected president; Mr. J. A. McNeill, of the Mail and Empire, vice-president; and Mr. Harvey Black, of the News, secretary. The executive consists of the officers and Messrs. M. R. McDonald, Mail and Empire; W. Bert MacDonald, Telegram; A. E. S. Smythe, the World; and E. J. Archibald, the Star.

## Rheumatism

Eats Up Strength  
Racks the Joints  
Prevents Sleep.

UNCHECKED—It Finally Strikes the Heart and Kills Its Victim.

It originates in the blood and develops most quickly in the system of persons who are run down and lacking in vitality.

The only specific of ALL forms of Rheumatism is Ferrozone, which is perfect solvent for uric acid and a splendid stimulant for the kidneys and liver.

No remedy is so successful as Ferrozone. It has never failed to cure, because it attacks the cause of the disease in the blood. It neutralizes the uric acid, promotes quickness in the sluggish circulation, and relieves the system of all irritating matter.

Every distressing symptom is cured, swollen muscles and aching joints are relieved of their pain. The disease will not return if once cured by Ferrozone, which does its work thoroughly. Its cures are lasting.

Unlike other treatments, Ferrozone does not depress the heart or deaden the nerves. It rebuilds the system, promotes better health, establishes good appetite, sound sleep and freedom from weakening pains and aches.

The perfection of all rheumatic remedies is found in Ferrozone. It is in tablet form, easy to take, convenient to carry, guaranteed to cure, and costs only 50c per box, or six boxes for \$2.50 at all druggists; don't fail to test Ferrozone.

## SAVED HER FIANCEE.

Young New York Woman Then Committed Suicide.

New York, Feb. 17.—On the verge of collapse, it is said, from constant nursing of her fiancée through a long siege of pneumonia, Miss Ida McBride, the 27-year-old daughter of Thomas McBride, of this city, locked herself in her bedroom in her father's home, slashed her throat and wrists with a razor and died before medical aid could reach her.

Thomas Jewell, a real estate dealer, who Miss McBride was to have married, has been seriously for weeks, and it was learned that his physicians attributed his recovery, now nearly accomplished, largely to the young woman's almost constant ministrations at his bedside.

### GERONIMO IS DEAD.

War Chief of Apaches Carried Off by Pneumonia.

Lawton, Oklahoma, Feb. 17.—Geronimo, the noted Indian Chief, died of pneumonia to-day at Fort Sill, where he had been confined as a prisoner of war for a number of years.

He was buried in the Indian Cemetery near the fort by the Christian missionaries, having professed religion three years ago. Geronimo, War Chief of the Apaches, was captured with his band at Skeleton Canyon, Arizona, twenty-two years ago, having surrendered to General Nelson A. Miles after a three thousand mile chase.

"Did you ever make a serious mistake in a prescription?" "Never but once," answered the drug clerk, as a gloomy look passed over his face. "I charged a man 30 cents for a prescription instead of 35."—Washington Star.

## TO ABOLISH THE CROSSINGS.

Hon. G. P. Graham to Deal With the Question.

Governments and Municipalities Must Bear a Share.

Interviews With Bill Miner—McAvity and Mayes' Tender.

Ottawa, Feb. 17.—That Hon. Mr. Graham has practically framed a policy for the systematic protection of level crossings, which only requires a little further consideration in regard to its financial obligations, was the important fact that emerged from a discussion in the House this afternoon on Mr. Lennox's resolution dealing with the subject.

Mr. Lennox's speech in support of his resolution was a carefully-prepared effort, showing much research and affording a good deal of information regarding the methods which had been adopted in other countries to deal with the level crossings problem. In effect it was a plea for the construction of railway and highway grades, having due regard for the conditions and cost. On the latter point he submitted that the railway companies should bear the entire burden in the case of new roads, and that rural municipalities, at any rate, should be exempted.

### HON. G. P. GRAHAM.

Hon. Mr. Graham was, as always, frank, eminently practical, and sure-footed in his handling of the question. Largely his speech was an outline of the difficulties to be reckoned with, with some suggestive comments as to how these should be met. Reading between the lines, it was possible to guess the guiding principle upon which the Government policy may be framed.

But Mr. Graham was careful to give away nothing of any importance. The question of crossings, he said, opened up the great question of transportation. If Canada was not to be outstripped in the matter of transportation a fast train must be run, and run daily, both for passengers and freight. In Canada the public carriers had not the conditions which prevailed in Britain and the United States, where density of population was an important factor, but here, as elsewhere, the interests of the people and the interests of the railways were one in the matter of getting the producer as close as possible to the market, and whatever was decided it must be borne in mind with regard to the suggestion that there should be an examination into all the crossings.

### MAKE RAILWAYS PAY.

Mr. Lancaster came out flat-footed for making the railway companies pay the whole cost of protecting level crossings. But if the companies must be asked to pay for the crossings, the municipalities bear a part of the burden. If a central public fund were to be raised, then it should come solely from the Dominion exchequer.

After Hon. John Haggart had urged the necessity of some definite policy being adopted, Mr. Pardee claimed that the railways were not wholly to blame for the dangers of level crossings, but were rather in many cases the victims of circumstances and the demands of transportation. Mr. Graham announced that if a Government bill dealing with the question was not brought down this session another opportunity would be given for a discussion of the resolution in the House.

### INTERVIEWS WITH BILL MINER.

Mr. Aylesworth in the Commons this afternoon, replying to Mr. Meighen, gave details of a number of interviews allowed with Bill Miner while in the penitentiary at New Westminster. He referred especially to an interview of the 9th of February, 1907, in the warden's presence, when A. E. Bullock, Vancouver, said to be in the service of the C. P. R., and Jake Terry talked to Miner.

### McAVITY AND MAYES' TENDER.

Hon. Mr. Pugsley, in replying to a question by Mr. Lennox, seeking to establish some basis for the Opposition demand that the Government should take action to recover from Messrs. McAvity and Mayes the alleged "rake-off" of \$35,933 in connection with the St. John harbor dredging contract, again placed the whole facts of the case succinctly before Parliament. He showed that after an interview with Bullock and Terry, Miner had told him that Bullock said Miner would be pardoned if he would surrender the C. P. R. Australian bonds, which the company had received as a condition of the express car at the Mission hold-up. Bullock explained that the interview was merely to see if Terry and Miner knew each other, as they had been in San Quentin Penitentiary together. The interview was not entered in the visitors' book at the penitentiary. This was a violation of the rules.

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### RESPONSIBILITY OF TRAVELLERS.

The responsibility of travellers on the highway was another matter that could not be overlooked. He was informed that ninety per cent. of the accidents which had occurred at level crossings would never have occurred if ordinary

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Mr. Borden asked the Minister of Railways if the Railway Commission had adopted any rule with regard to taking into consideration the capitalization and cost of construction in the matter of fixing railway rates.

Hon. Mr. Graham read a memo from the Chairman of the board, stating that there was no rule with regard to the rate of interest on the money which had been fixed on this basis was in connection with the Yukon Railway.

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care had been exercised by travellers on the highways.

Mr. Lancaster disputed this statement, whereupon Mr. Graham declared that it was based on information supplied by the officers of the Railway Commission. It was a recognized principle that the public had to be protected against their own carelessness, and the submitted that if the public were to be protected against their own carelessness they ought to be asked to pay something for that protection. If something could be done to induce, if not compel, the people to look better after their own safety when approaching crossings many accidents would be averted.

### GOVERNMENT NOT YET DECIDED.

"As to what the Government are going to do," said Mr. Graham, "I am not at this stage prepared to say. To make any system successful we will have to have the co-operation of all classes. I have not been idling on this question. I have been studying it with all the care I can exercise for some time, and I am impressed as thoroughly as any man with the idea that it is time we had some systematic method of protecting the lives of the people on our highways. But it cannot be settled at once. I intend to bring a plan before my colleagues in a very few days. I have been holding it in abeyance to discuss it with the Minister of Finance on his return. I have a policy in my mind that I want to lay before my colleagues and the people." Concluding, Mr. Graham pointed out that whatever might be done with the existing railways, Parliament had a duty to perform with regard to future railways. He took it for granted that the House would be prepared to support a measure which would secure that in chartering new railways the greatest care would be exercised in regard to level crossings, and that if the order of the Railway Commission were not attended to, the whole cost of removal or protection of crossings would then be borne by the railways.

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