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Explains Controversy In Radio Broadcast

STAN HALL
M.P.P. for Halton

In a recent radio broadcast, Stan Hall, M.P.P., dealt at some length with a private bill presented by the Township of Scarborough at the last sitting of the provincial legislature.

In his broadcast, Mr. Hall claimed there has been a lack of true facts given in the controversy and devoted his broadcast to his interpretation of the matter. Text of his broadcast follows:

"What has come to be known as the 'Scarborough Bill' probably caused more controversy during the recent session of the Legislature than any other single issue. This was what is known as a Private Bill, that is, it was not a Bill sponsored by the Government but was a Bill introduced on the petition of the Corporation of the Township of Scarborough.

The proposed legislation dealt with two matters. The first, which provided for validating a by-law to control noises, raised no arguments. The second, provision of the Bill was the contentious one.

To understand this latter provision it must be remembered that Scarborough Township is one of the municipalities forming the municipality of Metropolitan Toronto and their method of capital financing differs from that of most municipalities in that it is the Metropolitan Municipality that issues the debentures for the area municipalities such as Scarborough Township. The Township has no power to issue debentures itself but must request the Metropolitan Municipality to do so.

The part of the Bill about which there was all the argument provided that the Council of the Municipality of Metropolitan Toronto when required by by-law or resolution of the Council of Scarborough Township must pass by-laws, without obtaining the approval of the Ontario Municipal Bd., to borrow the sum of \$397,829.99 upon debentures for expenditures in constructing certain water mains as set forth in the schedules to the Bill and that the debt so created should be repaid by levies against the Township of Scarborough.

The Bill was considered at a meeting of the Private Bills Committee, which is composed of 60 members, and reported to the Legislature. As some controversy had arisen over the Bill it was sent back to the Committee for further consideration. At both times when the Bill was before the Committee a number of persons were heard by the Scarborough Township Council, members of the Township Utilities Commission, some Township officials and a number of citizens and representatives of ratepayers groups. The Bill was reported to the Legislature a second time and finally passed.

Now what were the facts as brought out in the questioning of those who appeared before the Committee.

As most of you know, Scarborough Township is one of the suburban municipalities in the Toronto area which has had spectacular growth in recent years, the population rising from 24,140 in 1945 to 131,000 in 1956. It is not too difficult for anyone who has municipal experience to realize the practical problems in expanding services in such a period of growth.

It appears that for many years prior to the period under discussion it had been the practice of the Public Utilities Commission of the Township of Scarborough that when subdividers developed their subdivisions they were required to put in certain services including water mains. The normal size of a watermain to serve a subdivision was a six-inch diameter pipe. However, considering that there would be further development later, beyond the particular subdivisions, that would need to be served by the same watermain, the subdividers were required to install pipe of a greater diameter than six inches and the Utilities Commission repaid the subdivider for the cost of the excess size of pipe over the normal six inches. At that time the water works had an accumulated surplus and the costs for over capacity in the pipe was paid for by the Commission out of their surplus funds and there was no need to go to the Township Council for funds.

As the rate of expansion and development increased, the time came when the waterworks surplus was all used up but the Utilities Commission maintained their long established practice, relying on the expectation that they would ultimately apply to the Council for the issue of debentures to enable them to repay the subdividers whose requirements for repayment in many cases did not come due for some years after their subdivisions were approved.

There is a provision in the Ontario Municipal Board Act that requires that a municipality must obtain the approval of the Board before any work is started, if it is intended that the work will be financed by the issue of debentures. The Board takes the position, and rightly so, that if a municipality fails to comply with this requirement then the Board

Chrysler Inaugurates Driver Training Program

"The young driver of today will enjoy a substantially greater chance of remaining alive and healthy if properly educated to the responsibilities and skills of safe driving."

This statement was made by Ron W. Todgham, president of Chrysler Corporation of Canada, Limited, as he explained a nationwide driver training program being inaugurated in April by Chrysler of Canada and its 1200 dealers.

"This program is designed to show our young people that skilled, careful driving is as much fun, brings as much recognition, as do the much publicized 'hot rod' tactics," continued Todgham. "We hope to prove, through the use of comprehensive instruction and tests, that reckless, high-speed driving really takes very little talent, just a great deal of luck. In contrast, the skilled driver has a hard-earned talent which will serve him well for the remainder of his life."

has no legal power to authorize the issue of debentures to raise money to pay for the work. Because for so long the Scarborough Utilities Commission had financed the cost of their mains out of surpluses, they were not aware of the procedures required when debentures were to be issued and so failed to seek Municipal Board approval before the various works referred to in the Bill were started.

It was only when the Commission, applied to the Township Council and the Council in turn applied to the Municipal Board for authority to issue debentures that they became aware of what is known as Section 67 of the Board's Act. The Board refused to authorize the debentures as they did not have the power to do so with respect to works undertaken without their prior approval. The position then was that the Commission had undertaken to pay subdividers for the excess capacity in the water mains but had no surplus out of which to pay them, nor could the Council get authority to issue debentures to raise the required money.

There were only two ways out of this dilemma, the one, to levy for the full amount in the current year's tax levy, the other, to get special legislation to authorize the issue of debentures without obtaining the approval of the Municipal Board.

Not unnaturally, the latter was the solution adopted by the Scarborough Council as it had also been the solution adopted by other municipalities which had found themselves in a similar situation.

All that the Bill did was to authorize the issue of the necessary debentures, on the request of the Township Council, but without the approval of the Municipal Board. It did not deal with the payment of any monies to any particular persons, it did not determine whether or not any payments should be made. Those are matters which still are within the jurisdiction of the Township Council. What the Bill did was to provide a means by which money might be raised to meet any payments with respect to the named water mains which the Township Council finally determined should be paid for.

The program will be a co-operative effort between Chrysler of Canada, its dealer body, and Boards of education throughout Canada.

Any training course to be undertaken must meet certain set standards. In many communities such standards already exist. Where they do not presently exist, the minimum requirements set down by the Canadian Highway Safety Conference will apply. These requirements include 20 hours of classroom instruction and 6 hours of behind the wheel instruction.

All necessary textbooks, technical films, booklets and instruction vehicles will be made available through co-operative effort between the Chrysler dealer and the

individual school board. Experts on driver training, using the latest information available in the U.S. and Canada, have been working for many months preparing a detailed program. This program is now in the hands of the Chrysler of Canada dealers across the country. Any dealer wishing to participate in the program will shortly be contacting his local board of education with full information on procedures, and results to be expected.

"We look forward," concluded Todgham, "to splendid results from this most urgently needed program."

Remember that your greatest privilege is to vote. Be sure and use that privilege June 10th.

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