

should also be an adequate relieving staff present at all times to meet emergencies and to give quick relief for those needing it. That a weekly half-holiday should be established in the Toronto exchange.

#### Child Labor in Offices.

Mr. Simpson also urged that the shops act should be so extended as to apply to child labor in offices. The age of young men employed in breweries and liquor stores should, he thought, have a minimum limit of eighteen instead of sixteen, as provided. Regulation of the hours of miners he also asked for, and suggested eight hours from shaft-head to shaft-head, as in British Columbia.

#### Appoint Expert Officer.

Mr. F. Bancroft, Chairman of the Provincial Executive, urged the necessity of fair wage clauses not only being placed in contracts for public works, but being enforced.

Mr. O'Donoghue, in presenting a resolution with regard to the prevention of prison labor entering into competition with free labor, said they had to congratulate the Government on the action they had already taken in appointing a commission. With regard to immigration they recognized that population was necessary, but they objected to the bonus system, and while throwing no stones at the religious work of the Salvation Army, they objected to its becoming a business institution so far as the importation of immigrants was concerned.

Mr. J. Barnet urged the need for further legislation for the regulation of foundries with regard to the lessening of dangers to men while engaged in their work. The proper ventilation of the shops should also be attended to.

#### The Premier's Reply.

Premier Whitney, in reply, said that no doubt from time to time similar deputations would find it necessary to wait upon the Government or their successors. The broadening of public opinion and change of conditions would necessarily lead to the suggestion of changes in the law. The Government, therefore, welcomed suggestions coming from a large section of the community. With a multitudinous mass of affairs to look after it was possible for any Government to overlook important changes in conditions which demanded attention. The changes were the result of new forces operating, and if people would look at things in that light, then they perhaps would not be so alarmed as they were now when requests were made. He did not see anything very violent or revolutionary in the suggestions made by the deputation, and the Government would give them the fullest possible consideration. Mr. Whitney also said he was glad that they had recognized that the end of the prison labor difficulty was in sight.

## WILL CONSIDER AUTO PROBLEMS.

### Special Committee of Legislature to be Appointed.

### THE PREMIER'S ATTITUDE.

### What Power Commission Has Cost Province.

**Pertinent Question of Mr. C. N. Smith (Sault Ste. Marie) Answered by Ministry—Some Automobile Legislation Ill-considered and Unworkable, Says Mr. Whitney.**

Because of the exceptional number of bills introduced at the Legislature this year respecting the speed and operation of automobiles, Premier Whitney stated yesterday that a special committee would be appointed to consider legislation tending to alleviate this trouble, about which the rural constituencies especially are complaining. So far the attempts at legislation along this line have been of many varieties, and some of them the Premier characterized as "ill-considered and unworkable." He admitted that at present he himself had no solution to offer, but he thought time and experience would show just what ought to be done. In any event, all bills relating to the rates at which automobiles shall travel and the regulations governing their operation will be referred to this special committee. Some additional information about the Hydro-electric Power Commission was elicited from the Ministry by a question of Mr. C. N. Smith (Sault Ste. Marie). It was ascertained that the commission has cost the Province \$72,926.98 since its inception.

The following new bills were introduced: To amend the act regulating the speed of motor vehicles on highways, Mr. Devitt (West Durham); to amend the assessment act, Mr. Jamieson (South Grey); to amend the assessment act, Mr. Craig (East Wellington).

#### More About Power.

Mr. Smith (Sault Ste. Marie) asked: (1) When was the Hydro-electric Power Commission of Ontario created? (2) What are the names of the commissioners? (3) How much has been paid annually to each one of the commissioners since their appointment? (4) What has been the aggregate cost to the Province of this commission since its creation?

The reply read by the Attorney-General was: (1) Hon. Adam Beck, George Pattinson and P. W. Ellis appointed commissioners by order in Council July 5th, 1905, to inquire and report as to present and probable demand for hydraulic and electric power, etc. Hon. Adam Beck, George Pattinson and John Milne appointed a new commission of inquiry under order in Council Jan. 26th, 1906. (2) Present commissioners, Hon. Adam Beck, Hon. J. S. Hendrie and W. K. McNaught. (3) 1906—Hon. Adam Beck travelling and other expenses, \$400; P. W. Ellis, honorarium, \$600. 1907—Hon. Adam Beck, travelling and other expenses, \$1,000; Geo. Pattinson from 1905 to 1907, \$300; John Milne, \$300. (4) 1905, \$6,639.95; 1906, \$25,762.82; 1907, \$40,524.21; total, \$72,926.98.

#### Another Bill Withdrawn.

Regarding the bill of Mr. Pratt (South Norfolk) for the incorporation of chartered accountants, the Premier pointed out that the amendment was to a public bill while the amendment in itself was a private bill. At his suggestion the bill was withdrawn.

Mr. Hodgins (N. Middlesex) moved the second reading of his bill respecting the weekly court, and Mr. Ross (W.

Middlesex) agreed with the object of the bill, saying that people in the western part of the Province were entitled to the same facilities regarding legal proceedings as in the eastern portions. He pointed out that the bill made nothing compulsory, and cases could be brought to the courts in Toronto if thought desirable.

#### The Automobile Question.

The bill of Mr. Bowyer to amend the act to regulate the speed and operation of motor vehicles brought a statement from the Premier regarding the vexed automobile question. Mr. Whitney pointed out that it seemed difficult at present to deal with the question in a common-sense way and yet have due regard for the vested rights of those interested. He thought the only way to come to a conclusion was to wait and see what experience suggested. Continuing, he pointed out that primarily the highway was for foot passengers. There seemed little doubt but that the motor vehicle had come to stay. So far as his opinion went it was only a question of time, and the time would come when horses as a class would become accustomed to motor vehicles. In England, for instance, horses had become accustomed to motor vehicles, though of course the difficulty in Ontario was in the rural communities. Years ago there was some alarm respecting bicycles, but time had cured practically everything in this regard.

#### Have Special Committee.

Such suggestions as that automobiles be permitted to use the highways only on certain days of the week the Premier thought "ill-considered" and "entirely unworkable." He admitted, however, that he was unable to suggest anything at present, but every suggestion should receive consideration. Speaking as an individual, he thought that when approaching vehicles driven by women, motor drivers should get out and assist the women until they got past. On the other hand, the duty of the Government was plain if there were to be a number of bills along this line introduced. These bills, he said, must be referred to a carefully selected committee of the House.

Accordingly Mr. Bowyer's proposed measure was referred to a special committee.

Another amendment to the same act came up for its second reading. Mr. Ross (West Middlesex), in explaining it, said that it increased the fines to be imposed on offenders against the law. Incidentally he suggested that a force of special officers might be appointed to see that the law was enforced.

Premier Whitney maintained, however, that the bill was one dealing with public moneys, and therefore could not be introduced by a private member. The bill was dropped because of this contention.

Other bills given a second reading were: To amend the municipal act—Mr. Craig (East Wellington), and to amend the registry act—Dr. Clapp (South Bruce).

#### About Assessment Act.

The bill respecting the renewal of certain debentures of Port Hope and the Port Hope harbor and the bill respecting the town of Listowel passed the committee stage.

The Premier, referring to the number of bills which had been introduced by private members to amend the assessment act, said that a great deal of time had been expended on the act in arriving at bases of assessment for different descriptions of property. The principles of the act were so interdependent that to amend one would interfere with the whole. He suggested that the various bills might be introduced, and then dropped on the understanding that the Government would refer the whole matter to a special committee next session.

The House then adjourned.

Mr. D. C. Ross wishes to amend the statute labor act in such a manner as to enable township Councils, if they so desire, to pass a by-law exempting farmers' sons from statute labor.

Mr. Preston (South Brant) will introduce a bill giving the city of Brantford power to build with the assent of the electors a spur line of railway with terminal facilities to be owned by the municipality.