

# CIVIC FUEL AND FOOD BOUND IN RED TAPE

## Liberals Find Too Much in Way to Give Speedy Relief

### FARM IMPROVEMENT LOANS

Hon. I. B. Lucas Introduces Legislation Which, He Says, Will Apply to Live Stock Purchases—Handling of Small Estates.

Legislation giving municipalities the power to buy and sell fuel and food and a bill respecting loans for agricultural purposes, to provide for permanent improvements to farm properties, were the principal subjects dealt with by the Legislative Assembly yesterday.

There was a lively debate over the proposal to give municipalities power to buy and sell coal and wood and food, strong objection being taken to the plan by Mr. Hartley Dewart, K.C. (Southwest Toronto). Mr. Dewart pointed out that the bill had been given its second reading only on the previous evening. He thought opportunity should be afforded for the parties engaged in the fuel and food business to go to the Parliament Buildings and give their views on the matter before the bill was rushed through the House. It is not a question of vested interests at all, he said, this being a reference to remarks of Mr. Allan Studholme. So far as he (Mr. Dewart) was concerned, his record with respect to the prosecution of combines was clean and straight.

"I am only too glad to say that so far as I am concerned, in the event of emergency, every municipality should have the right and the power to relieve that emergency, both so far as coal and other commodities are concerned, but if this legislation is enabling them to enter into the permanent trading business it is not fair to the mercantile interests, and the municipalities should not enter into competition with reputable firms that are paying business taxes."

Mr. Rowell and Mr. Sam Carter, referring to the clause in the bill providing that the Lieutenant-Governor in Council and the Ontario Railway and Municipal Board would have to approve the plans of municipalities before they could engage in the fuel and food business, thought the double approval was too much. Mr. Rowell said the approval of the Railway and Municipal Board should be sufficient, and Mr. Carter urged the Government to "cut out the red tape."

Messrs. Sam Clarke and Allan Studholme spoke at great length in favor of the measure.

The committee merely reported progress.

#### Loans for Agriculture

Hon. I. B. Lucas, Attorney-General, introduced a bill respecting loans for agricultural purposes. He explained that the object was to provide for permanent improvements to farm properties, the loans to be made through the municipalities by the Provincial Treasurer, following out very much the system of the tile drainage debentures. The rate of interest would be fixed by the Lieutenant-Governor in Council. The bill does not specifically set out the improvements. They are generally described as permanent improvements to be fixed by regulations.

Asked if it would cover the purchase of live stock, Hon. Mr. Lucas replied: "Yes, that may be so, but the act does not contemplate the advance of money for temporary purposes." It was also stated the act would be

of general application throughout the Province.

#### England's Public Trustee.

In view of the success attendant upon the establishment of the office of Public Trustee in England and the development of conditions in Ontario, Mr. Sinclair (South Oxford) moved that it was desirable that provision should be made for the exercise by a public officer of the offices of executor, administrator, trustee or assignee in a department or office, the establishment and administration to be in a manner that will necessitate no charge upon the public revenue and would reduce the expenses to a minimum and at the same time afford the best facilities for safe and profitable investment and administration.

#### Handling Small Estates.

Mr. Sinclair said in the cases of small estates the heirs were very often not in a position to furnish bonds, and if they are not able to secure those who will go bond for them they either have to place the matter in the hands of the trust company or apply to a bond company to give a guarantee bond which will cost them a considerable sum for each year. An act along the lines he proposed would furnish the means whereby people with moderate means could have an administration at the minimum cost and which would be absolutely secure because the Government would be absolutely behind it and there would be no loss to people of inexperience.

#### Action Next Session.

Hon. Mr. Lucas said it was a matter of the highest importance, but asked the member for South Oxford to withdraw the motion upon the statement that inquiries would be made at the earliest possible opportunity, and at a later stage, perhaps next session, a report might be submitted to the House and legislation might be considered.

Mr. Sinclair did not want the matter to be treated in the manner of "six months' hoist." Mr. Lucas said the subject would not be lost sight of, and would be dealt with as early as possible. The member for South Oxford thereupon withdrew his motion.

#### Motoring in Toronto.

Mr. George S. Henry's bill to amend the motor vehicles act engendered some discussion. Hon. Finlay Macdunnid thought the bill should go to the Municipal Committee, whereupon Mr. Hartley Dewart (Southwest Toronto) suggested the Legal Committee, saying they had more time. He also explained that his bill, which was for the city of Toronto, had been referred to the Legal Committee, and he would like to have the one standing in the name of the member for East York go the same way. (Laughter.)

Hon. Thomas Crawford (Northwest Toronto) also thought the Legal Committee was the place to send the bill. He pointed out that there was one clause which he considered far-reaching: that which called for a license for all running a machine. That was doing an injustice not only to the ladies who were running their own machines, but to owners of machines who had not got a license.

#### A Drastic Change.

Mr. F. Wellington Hay (North Perth) considered that a licensing of all owners and drivers was reaching too far. In some households there were four or five people using the same car. If he had his own way he would remove the speed limit entirely, but would impose a heavy penalty on anyone driving a motor car at a speed in places where the situation was dangerous, even though the speed were five miles an hour.

Mr. J. C. Elliott (West Middlesex) also took notice of the speed provisions in the bill, which meant an increase from 15 to 20 miles an hour in cities and 20 to 25 in the country. He thought the House should be very careful in extending the limit. Speaking particularly of the country, he stated that on account of the wet seasons of last summer and the summer before, and these heavy cars going over at a high rate of speed, the roads had become almost impossible to keep in a fair state of repair.

That was a very serious burden upon the municipalities charged with responsibility and he thought the