

M'NAMARA DENOUNCES LABOR FOR ABANDONING ITS SLOGAN OF "LIGHT BEER AND WINES"

**Member for Riverdale, in
Legislature Debate, Also
Says I.L.P. Has Forsaken
Public Ownership —
U.F.O. Member Urges
Radials for Toronto**

ADMITS GOOD WORK DONE BY SIR ADAM

"What has become, O, what has become of Labor's agonizing cry for beer and light wines?" was the question that Joseph McNamara, Independent Soldier-Labor member for Riverdale, hurled across the floor of the Legislature yesterday at the Labor supporters of the Government.

Mr. McNamara, who resumed the debate on the reply to the Speech from the Throne, throughout his address was caustic at the expense of Laborites who are still throwing in their lot with the Government. The member for Riverdale, who produced his wonted oratorical effects during an hour's effort, raked up item after item that he held up as "broken promises" of the Labor supporters. His final jibe was on the "beer and wine" plea, and once again he left no doubt as to his opinion of the Ontario Temperance Act as at present constituted.

Defends Class-consciousness.

The Government speaker for the afternoon was Edgar Watson, North Victoria, who defended the record of the Administration. He replied to the charge of "class-consciousness," eulogized the roads policy, and maintained that the time had come when the Government must exercise a closer and more intimate control over Hydro affairs. He also spoke favorably of the radial policy, but qualified his stand to this extent: that he hoped the legislation brought down by the Government would facilitate as much as possible the development of radials, apart from Governmental guarantee of bonds. He asserted vigorously that Toronto ought to have a system of radials.

Hydro Emergency Vote Soon.

Before the debate closed, Wellington Hay, Liberal Leader, asked Mr. Drury when his proposed emergency vote for Hydro would be brought in, once the debate on the reply to the Speech from the Throne was concluded. Mr. Drury said he would bring it down immediately after the debate.

The debate, however, goes on again today, M. M. MacBride, Brantford, being the next speaker.

Mr. McNamara said that the Government speeches on the fare offered by the Speech from the Throne reminded him of funeral orations, "particularly those of the Labor party, which is bound to suffer from the electorate in the days to come."

"Have the principles of Labor been sacrificed on the altar of indifference to the emoluments of office?" he asked. What had become of their planks on unemployment, the eight-hour day, old age, social and unemployment compensation, maternal benefits, free hospital services, free education? He wanted to know also what had become of that pact whereby the unearned increment would be eliminated by a tax on land values—in short, what had become of the entire policy of public ownership as enunciated by the Independent Labor party in Ontario.

"Come Off the Fence."

The speaker vigorously defended Hydro and drew a parallel between the building of the Chippawa and the Suez Canals. The former had been condemned by a commission, he said, but eventually was successful. Regarding "Timber Ferguson," the Government, if it had anything against him, should put him behind the bars; if it had not, then "play the part of a man, come off the fence, decorate mother earth, and make a statement to that effect."

Coming to the O.T.A., Mr. McNamara said he believed the Attorney-General had done his utmost to enforce the law. Today the great Canadian indoor sport was making "home-brew." He had seen some "home-brew" with the cork tied down to keep the life in. He opposed the O.T.A. because he believed in temperance and not in prohibition; believed in the principles of British justice and the rights of minorities.

The Government, he said, should introduce a measure whereby beer and light wines could be sold in shops. The Government could sell it cheap and could sell it pure. This measure would abolish bootlegging.

Mr. Watson said he did not believe class-consciousness in itself was an evil thing. It was perfectly justified when used for a good purpose. When the Farmers developed a party to get what they wanted, irrespective of the rights of others, then it was not right.

Mr. Ferguson asked if it was not true that Mr. Morrison held that, as soon as others got in on the Farmers' movement, the movement would die. "That is not my conception of the Farmers' movement in Canada, and I will not support it," replied Mr. Watson. The Farmers had laid down a platform. The people in the cities were saying they agreed with it and wanted to come in. If they were denied, then the movement should be destroyed, and would be, by the people of Canada.

Cold-storage for Farmers.

Mr. Watson said that the Government ought to develop cold-storage facilities for farmers. Cold-storage and grain facilities should be owned by the Government," he asserted. Regarding roads, he said he, with other members, had travelled over a great portion of the new highways, and he believed the Province was getting value for every dollar spent. "I venture to say that when the job is finished the people of Ontario will almost worship at the shrine of Biggs," he declared.

He admitted Sir Adam Beck had done good work in the early days of Hydro in breaking monopolies, but he argued that the commission must be under the control of the Government and of the Legislature. "The Hydro Commission and all its enterprises must be under a closer and more intimate control of the Province of Ontario," he said.

He prophesied that the Chippawa scheme would cost \$90,000,000 before it was finished, and that the result would be to increase, rather than reduce, the price of power. He was opposed to the scheme of "writing off" part of the capital cost. "I don't think the Government has any right to saddle the people of Ontario with part of the cost of the Chippawa," he asserted.

"The city of Toronto ought to have radials," he said. "It ought to have high-speed lines to alleviate the abominable congestion. Too much of a man's life is taken up standing in street cars." He did not, however, favor the Government assuming any financial responsibility in the building of radials.