

Hon. Mr. Henry criticized the Acting Liberal Leader, F. Wellington Hay, for his apparent willingness to co-operate with the Drury Government. He conceived it to be the duty and the responsibility of the Leader of the Opposition to criticize where criticism was necessary. And Mr. Henry ventured the opinion that there would be much to criticize before the session had concluded. He described Mr. Hay's present attitude as an apparent willingness to sell out to the present Government.

Proceeding to the discussion of the Government's good roads program, Hon. Mr. Henry declared that the principle of capitalizing a portion of the income from motor vehicles taxation was "as old as the hills." He did not think Hon. F. C. Biggs, Minister of Public Highways, or the Cabinet members had foreseen what their policy was leading them to. "There will be demands for maintenance," he declared, "of which you have not at the present any idea."

The ex-Minister of Agriculture found that proposed expenditures this year would bring the total of good roads costs up to date to \$50,000,000, and then only 1 per cent. of the roads of Ontario would have permanent surfacing. The Government's good roads policy foreshadowed, he declared, "expenditure along lavish lines such as was made by the original directors of the Grand Trunk Railway."

Of course, he said, the municipalities would ask for good roads while the Government was prepared to assume the greater portion of the cost. They were forced to make their requests, he said, in the very spirit of competition with other municipalities which had secured grants.

Ontario, he pointed out, with little over one-third of the population of the Dominion, had expended 60 per cent. of all the money spent on highways in the whole Dominion. "We are going," he said, "at too fast a pace, and if the Minister does not call a halt he will lead the Province into a serious condition, and his successor will have to clean up and bring us back to a little bit of sanity in road development."

Mr. Lethbridge opened his address with comments upon agricultural conditions, and took issue with the former speaker upon the point of the comparative prosperity of the agricultural industry. He quoted statistics to show that, out of 385 farms in 1919, in one of the very best years, the gross receipts of these farms averaged in that year \$2,257, out of which the total labor income for the farmer and his family was only \$760. In the very best

year, he calculated, the farmers of Ontario had not realized 5 per cent. on their investment.

"The present good roads system," he declared, in response to Hon. Mr. Henry's criticisms, "is one of the best things for the farmers of this Province that have ever come forward."

Taking up the Opposition charge of extravagance, Mr. Lethbridge said: "Members across this floor are giving out half-truths in trying to make the people believe this Government is an extravagant Government." He proceeded to show that, while the total expenditure for all purposes in 1920 and 1921 was \$112,141,000. Out of that total the Government had voted such large sums for Hydro that they exceeded the total of all other Government expenditures.

He believed with Sir James Whitney, he declared, "that the time has come when the Hydro Commission should be placed under a Minister of Power, a Cabinet Minister responsible to this House, and through this House responsible to the people, a Minister who shall sit side by side with our Cabinet Ministers in council."

He read from The Globe a report of the purchase by the Hydro Commission of "a fleet of motor trucks." After noting that the purchase had been made in London, the home of

Sir Adam Beck, Mr. Lethbridge asked how many members knew just how many trucks that involved, or what the expense was. When the Minister of Public Highways purchased a number of trucks about which there was some question, the matter was promptly referred to the Public Accounts Committee — a forum to which Hydro expenditures ought to be amenable in case of question.

"They tell us," he went on, "that we should keep Hydro out of politics. Did you ever hear of such an insult to this House, such an insult to this Province? Why not keep public works out of politics? Why not keep the Department of Education out of politics? Why not keep our Provincial Highways Department out of politics? If you want to run the Province by commissions, what are we here for?"

SHEVLIN-CLARKE NOT TO CLOSE

Dr. Godfrey Suggests Calling Editor Before Bar of House

PREMIER DRURY OBJECTS

Hon. W. E. Raney told the Legislature yesterday, in answer to a question by R. R. Hall, Parry Sound, that, after investigation, the Government had found the report that the Shevlin-Clarke Lumber Company intended to stop operations at Fort Frances was not well founded.

"The Bar of the House is not the place to try Yellow Journalism," said Premier Drury yesterday, in answer to a question by Dr. Forbes Godfrey, West York, asking if the Editor of a Toronto evening paper would be summoned to the Bar of the Legislature because of his severe criticism of the Premier and the Attorney-General for pleading privilege in court proceedings that are being taken against the paper. Dr. Godfrey moved the adjournment of the House to discuss the matter, and Wellington Hay, Acting Liberal

Leader, said he thought the Speaker would be well advised to tighten up on the rules so the time of the House would not be wasted on matters which did not concern it.

In reply to a question from Joseph McNamara, Riverdale, concerning the condition of some settlers in the North, Hon. Manning Doherty stated that the Government had an official there to report all cases of special need. So far, he had made no reports. Hon. Beniah Bowman said the Government the day before had sent six carloads of hay to help settlers who were short of supplies.

Major Alex. Lewis, Northeast Toronto, introduced a bill that aims to wipe out tax exemptions enjoyed by churches, burying grounds, private schools, etc.

A. T. Walker, South Oxford, introduced a bill confirming several local by-laws of the city of Brantford, organizing an advisory board, and giving the city power to take over the Brantford-Oakland tollroad.

M. M. MacBride, Brantford, introduced bills to permit wives or mothers of tenants to vote at municipal elections and to exempt widows assessed on incomes up to \$2,000, with \$200 for each child.