

throughout the Province, because it was recommended by the commission to the Government, and voted upon by the city of Toronto, when the attitude of the Government was perfectly well understood at that time on the radial policy.

Carry On as at Present.

A. C. Lewis, Northeast Toronto, maintained that the solicitors of the Hydro held that the municipalities could carry on under the existing act, and that the municipalities were prepared to accept the new conditions. He admitted the ratepayers had not been consulted, but the Councils had agreed to the change of the agreements, and there had been no protests. He held that nobody who was familiar with the story of the electric railway project would agree with the Premier that there was any suggestion to establish Provincial systems to compete with the steam roads.

The essence of the whole radial railway scheme, said Mr. Lewis—the basis for the belief that the people of this section of Ontario had for a radial railway system—was centralization of operations and of control, and that was the only way they could make the scheme pay.

No Central Control.

What was proposed under the new act was a dozen or more associations, each operating its own railway without any central control. He said that the people were willing to build the Toronto Eastern under the old act. Mr. Drury said that they could not do it under the old act. Mr. Lewis said the people did not object to a revote; they objected to the new act.

Mr. Lewis read extensively from interviews and communications published in *The Globe*, supporting the Hydro-radial project, and pointed out that, according to the information which *The Globe* had taken the trouble to obtain and publish, even the motor truck manufacturers, who had been held up by the Government as strong competitors of Hydro-radials, supported their construction and held the opinion that good roads would tend to assist, rather than hamper, successful operation of radial railways.

Why Change Present Act?

Why the Government's insistence on altering the present act? Mr. Lewis demanded. The municipalities and the people interested were satisfied. "Why the opposition, unless it is nurtured by the private companies, who are the same people who opposed Hydro when it was first mooted, and said it would not be a success. The tactics are the same then as now. But the opponents of Hydro power were wrong then."

"The bill, in my opinion, has been drafted to make the Hydro-radial scheme absolutely impossible," said Joseph Thompson. The construction of a radial system was something that would take a great many years, but when it was finished they wanted the work to be uniform, well thought out, and not patchwork.

"Leave the old bill as it is, withdraw the guarantee, and I think everybody will be satisfied," he said. Mr. Thompson said that it was an "anti-co-operation" bill and suggested to both the Attorney-General and the Premier that they drop the measure and proceed to other business now before the House and claiming attention.

'RAKE-OFF' BILL

Opposition Members Succeed in Deferring Consideration Until Today

To settle the question of constitutionality raised on Monday by Hon. G. H. Ferguson and H. H. Dewart, in connection with Hon. Peter Smith's amendments to the Corporation Tax Act, the Government yesterday introduced amendments calculated to end all doubt on this matter. The changes objected to on Monday include the proposed 5 per cent. tax on race-track wagers, the tax on liquor export companies and changed taxation for independent telephone companies.

Opposition members objected strenuously to the amendments introduced yesterday being made in typewritten form. They objected so much that the Government consented to send them back, to reappear later in properly printed form.

Because of sharp protests by H. H. Dewart, Liberal member for Southwest Toronto, reinforced by further protests from R. R. Hall, Liberal member for Parry Sound, Hon. Peter Smith, Provincial Treasurer, consented to defer until today consideration by the Committee of the Whole House of his bill providing, among other things, for a five per cent. tax on race-track wagers.

"Stay Until Doomsday."

When the House reached the bill last night, it was found that a certain number of copies of the bills containing typed amendments, had been distributed among the members. Mr. Dewart claimed that in such a short space of time he could not tell the meaning of these amendments and that other members would be in the same position. Mr. Hall said he did not intend to pass laws he did not understand, and said he would stay in the House "till doomsday," if he were permitted, to protest against such treatment.

Mr. Dewart asked if one of the amended clauses gave the power to the Provincial Police to stop the races if the tax were not collected and paid. Mr. Raney said that was so, but said that power existed under the former act, but the law officers of the Crown advised placing it specifically in this act.

The Attorney-General said the only objection against delay was one of time. If the Provincial Treasurer agreed, he did. After a conference between Mr. Raney and Mr. Smith, and after Mr. Hall's speech, the Provincial Treasurer agreed to the bill being held over.

Legal Opinion Favorable.

The Attorney-General read the memorandum on the legality of the proposed measure from the Deputy Attorney-General, Edward Bayly, and approved by the law officers, Messrs. Dymond and White. This opinion held that the proposed tax was within Provincial jurisdiction.

The percentage permitted in the Criminal Code was deducted and retained by the racing associations, and "retained" meant for the associations' own use. The 5 per cent. Provincial tax, said the memorandum, was not retained, but deducted and sent on to the Province of Ontario.

The amendments to the act are to the effect that, when collecting the tax, the association is to act as the agent of the Treasurer of the Province of Ontario, and deduct and pay over for the uses of the Treasurer of the Province of Ontario the 5 per cent. tax, etc.