

BATTLE IS LOST BY LONDON MAN

Bill to Authorize 5-cent Fare Passes Legislature in Committee

J. A. Pinard, Ottawa, found some support in the Legislature yesterday for the principle of his amendment to the Separate School Act directing that taxes derived from a Roman Catholic miner's property should be paid into separate school funds, although the child's guardian might be a Protestant. Messrs. Brackin, Curry and Dewart were inclined to agree that it was a fair principle, but they desired the opportunity of modifying the verbiage of the measure as introduced.

Hon. R. H. Grant, Minister of Education, opposed the measure on the ground that it sought "to make the guardian who is not a Roman Catholic act as though he were a Roman Catholic."

Hon. G. H. Ferguson thought it went further than perhaps its sponsor intended, and destroyed any discretionary powers the Roman Catholics might have as to where their school taxes should go.

After strong representations had been made by Messrs. Pinard, Mageau and Evanturel the Minister consented to allow the bill to have second reading and go to Committee of the Whole House for further discussion.

The London Street Railway Bill, authorizing a five-cent fare on the London Street Railway, was the next order, and, although Dr. H. Stevenson (London) offered strong opposition, it finally passed committee without amendment. An amendment moved by the London member to make the five-cent fare condition upon the railway company carrying out certain obligations in the way of improvements was lost, Hon. Walter Rollo voting for it and other Ministers of the Government against. A handful of Farmers were with Dr. Stevenson in his battle.

Charles McCrea, K.C., and R. L. Brackin, K.C., pointed out that there had been the fullest discussion in committee stage, when the same amendment had been discussed and disapproved.

Legal members pointed out that London had its remedy for possible default on the part of the railway company in the Ontario Railway Board, which could order such improvements as it saw fit.

Then several of Mr. Brackin's measures came up for consideration, among them his proposed amendment of the Assessment Act as affecting distillers, which he agreed to allow to go to the Municipal Committee.

Upon the very firm statement of the Attorney-General that Mr. Brackin's bill to amend the Companies' Act required more serious consideration than the Legislature at this session could give it, he consented to withdraw the bill. It purported to compel a company holding controlling stock in another company to distribute the stock among its shareholders upon the application of any shareholder.

Mr. Brackin's amendment to the Natural Gas Act, which would have repealed the 1921 legislation appointing a Referee with wide powers respecting contracts, was killed on second reading. Mr. Brackin would not withdraw his measure at the request of Hon. Harry Mills, who pointed out that Government legislation was pending by which a board of three would handle the gas situation. Mr. Brackin held the view that there would be no advantage in taking the control out of the hands of one Referee and placing it in the hands of three.

RATIFIES SALE OF RURAL LINES

Premier Introduces Toronto- Suburban Measure in Legislature

In conformity with his promise when the new Hydro-radial bill was introduced, Premier Drury presented to the Legislature for first reading yesterday legislation to authorize the purchase and operation of the Toronto Suburban Railway Company by the Hydro-electric Power Commission on behalf of the city of Toronto.

Mr. Drury stated that it was practically the old legislation with the necessary changes to make financing possible, power being given to the commission to hypothecate the bonds, while provision was made also for taking in municipalities along the route, which might desire later to come in as partners in the undertaking.

In reply to Hon. G. H. Ferguson, Hon. Mr. Drury said that he hoped the difficulties delaying consummation of the clean-up deal would be straightened out in a very short time.

TORY CHIEFTAIN RAPSPOTLIGHT

Ferguson's Measure Affect- ing Auto Equipment Goes to Committee

BIGGS ENDORSES LIGHT

Foremost in interest, if not in general importance, among the many bills dealt with by the Legislature yesterday afternoon, was Hon. G. Howard Ferguson's measure to do away completely with spotlights on motor cars. In the Conservative Leader the spotlights found a severe critic. Not only, he said, were they not an item of necessity in motor car equipment, but, so far as his personal observation went, he found that they were used by the more reckless type of drivers, who wanted some extra illumination to permit them to travel at higher speed. He was supported in his contentions by Hon. G. S. Henry and to some extent by the Premier.

Hon. F. C. Biggs, Minister of Public Highways, however, endorsed the spotlight as a useful bit of automobile equipment. Danger lay, not in the use of it, he said, but in the abuse of it. He disagreed entirely with a suggestion made on the floor that there was less nuisance occasioned when they were fixed rigidly on the right-hand side of the car. The Minister said the proper side of the car was the left, from which the beam of light should slant across the roadway to the right-hand edge of the roadway. He rather agreed, however, that it might be well to compel motorists to limit the beam to a 50-foot range.

After several members had expressed views on the measure, Mr. Ferguson consented to have it go to a special committee for consideration during the recess.