

by the Government to date on the Knox College property, and Dr. Godfrey, that the question of the right of the Government to pay Justices Riddell and Latchford for their services had been duly submitted to the courts, judgment being rendered by the Appellate Division of the Supreme Court of Ontario on March 6, 1922.

The Ontario Board of Censors has not removed the ban on Arbuckle pictures, and is not considering the matter, Mr. McNamara was advised, and the same member elicited from the Minister of Labor the department's unemployment figures for Ontario—10,041 unemployed, the largest class being laborers, 2,600, and one of the smallest being farm hands, of whom 50 were unemployed; another question of Mr. McNamara's brought the information that the annual payroll of the Provincial Police force was \$353,080; and yet another question of the same member's brought the reply that the Peat Committee is still in existence, and has not yet made its final report.

Among the other bits of information brought down was legislation dealing with employment of which girls by Orientals is now on the statute books, but has never been proclaimed, and that in 121 Chinese restaurants in Toronto 126 white girls are now working; that \$8.36 per week has been offered through the Ontario Government Employment Bureaus to unemployed by those requiring labor on farms; that one Harbinson had been engaged from March 13, 1922, up until January 30, 1923, in investigating the bookkeeping system of the Lands and Forests Department, at a salary of \$30 per day.

## WIDER YONGE STREET PLAN NOT FAVORED

Delegation to Queen's Park  
Not Encouraged by Mr.  
Biggs' Answer

### MAKES PLEA OF ECONOMY

Little encouragement was given the huge delegation of Yonge street residents which waited on the Government yesterday to urge that the thoroughfare be widened to 106 feet, the radial tracks placed in the centre and two driveways constructed. In a carefully worded reply, Hon. F. C. Biggs stated that the Government was carefully considering the construction of a standard 86-foot highway. Work done on the street so far would not prevent future widening, nor would any of it have to be scrapped if the road was widened to 106 feet, he said.

Criticized on one side for lavish expenditure and pressed by the people for still further expenditures, the Government had a difficult row to hoe. Mr. Biggs stated. Some competent lexicographer would have to invent a new word to take the place of economy. If Yonge street was to be widened it would have to be at the expense of the residents, he said.

Mayor J. M. Walton of Aurora, President of the Yonge Street Improvement Association, headed the delegation, which numbered some 400 persons. Municipalities as far north as Sutton were represented. The delegation was received by Hon. W. E. Raney, Hon. Manning Doherty and Hon. Mr. Biggs. It was so large that the main entrance at the foot of the great stairway had to be converted into a reception room.

Other speakers included: Walker H. Holborne, Sutton; William Johnstone, Pefferlaw; Jyman G. Jackson, Newmarket; W. D. Watson, Aurora; James Cooper and Dr. Doolittle.

## HIGHWAYS MEASURE REGULATING TRAFFIC GETS FIRST READING

Hon. F. C. Biggs' Bill in Legislature  
Mainly for Consolidating Effect

### WANT PENALTY ENFORCED

After tabling the report of the Legislature's Special Highways Committee yesterday, Hon. F. C. Biggs, Minister of Public Works and Highways, was able to introduce for the first reading his Highways Bill. Last week the Minister was compelled to withdraw the measure on the technical objection that the committee had not first presented its report.

While the new measure makes certain changes in existing regulations, it consolidates and simplifies all existing highways legislation. In the committee's report dealing with the measure it is set out that, although various expressions as to speed of motor vehicles were secured, the committee is of opinion that there should be no increase in speed allowed over the rate at present in force.

Reduction in the gross weights of vehicles to be permitted on the highways is heralded, the committee being of the opinion that the load carried by vehicles during the months of March and April should be reduced. The committee has taken the position that there should be no change in the law with respect to the onus of proof resting upon the driver of a motor vehicle in case of accident.

To impose further check upon violations of the act the recommendation is that, upon conviction, the same be entered by the Magistrate upon the permit of the motor car owner or of the chauffeur, "and that, upon a third conviction, the permit or license be suspended for a period." Further, the report says, penalties imposed be clearly understood and rigidly carried out, and summonses served, if possible, within ten days.

A time limit for the institution of damage actions against motor car drivers is included in the recommendations, which will be discussed in bill form, and also the suggestion that damage actions (other than those brought for recovery of damages for bodily injuries caused through motor vehicles) should be tried by a Judge without the intervention of a jury.

## Asks House to Adopt Matheson Fire Award

In a notice of motion presented to the Ontario Legislature, Malcolm Lang, Liberal member for Cochrane, asks the House to express an opinion that the Timiskaming & Northern Ontario Railway Commission, "for the purpose of saving expense and litigation and of bringing a speedy relief to the fire sufferers," should accept the recommendation of the majority arbitrators who inquired into the cause of the Matheson fire. The award of June 24, 1921, found the T. & N.O. Commission negligent in permitting fires upon their station grounds.