

Saturday - March - 2nd.

most discussion.

The doughty Colonel Currie launched the attack. Why, said he, if the bill went through "every jerkwater municipality" on the Toronto-Niagara Highway would set a 20-mile speed limit and slow up all traffic.

"The tendency on the American Continent," said he, "is to increase speed. I know that the Minister has succeeded in resisting reductions in the limit until this session. But I want to tell you that there is far more danger on the highways at 20 miles an hour than at 35 miles an hour.

"And I want to tell you," he went on, "that I don't think that automobile cases should be tried before a Magistrate who gets a bit of the fine for a fee. When you are pulled before some county Magistrate he looks first at the fee and then at whether you are guilty. That is contrary to British institutions. And there are police going around the country just feeding those Magistrates."

"Living Out of Fines."

Colonel Currie declared: "We should have highway Magistrates and let the fines go altogether to the Province." Moreover, said he, there were traffic officials on the highways who were making a living out of "spotting." "And," he continued, "municipalities have men out trying to make a living out of fines."

He told the House that an officer of the Government had, during the summer months, been "pulling up" people on the Wasaga Beach on speeding charges, when he didn't even have the right to be there, for the beach was owned by fishermen and under Dominion jurisdiction.

"No matter," he went on, "what the law is, you can always get a lot of cranks to come and stir up the Minister to change it. The people who do most of the complaining are the people who haven't cars."

The motorist, he declared, was the "under-dog." "But you members want to remember him," he added. "He's the man who'll drive your voters to the polls. If we're up against an election, now's the time for him."

"Would you move an amendment for election day?" Aurelien Belanger (Liberal, Russell) asked.

"Sure," replied the Colonel, "one for an increased speed."

Safeguards in York.

Leopold Macaulay (Conservative, South York) clarified the situation on the section pertaining to speed limits. He pointed out that in South York and East York there were populations as great as a city, and yet on the highways through these districts cars could travel 35 miles an hour. These areas wanted the same treatment as Toronto, and they were entitled to the same safeguards in speed limits as Toronto.

"It's my intention to raise the speed limit in Toronto." Colonel Currie was up again. "Ninety per cent. of the people exceed it. We have enough trouble with the Chief of Police in Toronto, who happens to come from a small town."

These remarks of the Colonel were in the nature of a "follow-up" on what he had said a few moments before. He had declared himself against the "no-parking" traffic system in Toronto. "Why," he said, "you can't even park and go into a store for a stamp but some officer says 'Move on.' Those conditions have got to stop."

Then Mr. Sinclair told the House that "there is some merit" in Colonel Currie's views. The Liberal Leader foresaw that his motor trips from Oshawa to Toronto would be affected. If the municipalities set a 20-mile speed limit, it would take hours to make the trip.

Pearson Praises Currie.

Then Mr. Pearson followed his Leader in praise of Colonel Currie's point of view on highway matters.

Mr. Henry, who throughout much of the Colonel's remarks, had been smiling, opened up a reply to the argument with a shot at the Colonel. The St. Patricks member, said he, couldn't have read the bill very carefully or he'd have seen that the speed limit sections only applied to municipalities of 100,000 or over. It was, said he, particularly framed for the municipalities Mr. Macaulay referred to. He didn't think that Scarborough or North York called for the legislation. "The municipalities," said he, "have been asking for this for several years. This is not to retard the movement of traffic. I agree that a limit of 20 miles per hour on the main highways would be a serious menace."

Following the Minister's reply the bill was given second reading.

Rule for Contract Carriers.

Mr. Henry yesterday introduced an amendment to the Public Commercial Vehicles Act which makes contract carriers subjective to regulations requiring insurance and to a tonnage tax the same as common carriers. That is, commercial vehicles, whose owners contract with a firm to do delivery work, will have to meet the same requirements as the vehicles owned and used by the firm or other common carriers.

There was a moment of jocularity yesterday afternoon when Attorney-General Price introduced an amendment to the Lunacy Act. "It enables us all to get in," said he, laughing. But then he explained seriously. Under existing legislation a committee may be appointed to safeguard the interests of persons who are suffering from the taking of dope, or from drunkenness or disease. Yet there is no provision for the discharge of that committee. The amendment straightens out the situation.

An amendment to the Public Libraries Act was introduced by A. R. Nesbitt (Conservative, Toronto-Bracondale). While the present act authorizes a Public Library Board to expropriate land, there is no provision as to the procedure to be followed. The amendment provides that when land is expropriated and the compensation is not the subject of a mutual agreement of the parties, it may be determined by arbitration.

An amendment to the Municipal Act, brought in by Leopold Macaulay (Conservative, South York) is aimed at extending certain powers of municipalities bordering on cities of 100,000 population.