

March 20th.

Mr. Sinclair—Working at outdoor sports, eh?

None of the inspectors, witness stated, were chartered accountants, but they were officials who were qualified for their particular job, and men of experience.

Mr. Sinclair—How much extra revenue has been collected since 1927 as a result of your checking-up?

Witness—I cannot say.

Mr. Sinclair—And you, the Controller of Revenue, cannot tell this committee? Would it be \$5 or \$10 more?

Witness—I would say so.

Mr. Sinclair—Well, how much more than that?

Witness—I'm not good at guessing.

Mr. White said that in one instance—during the last week, in fact—his department had collected \$12,000 in arrears in taxes from one broker.

Mr. Sinclair—How much did you get in other instances of this sort?

Witness—I would have to look through the books. It would take some time to get it out of the books.

Mr. Sinclair—It took some time to keep it out of the books.

Mr. White stated, on examination, that the Toronto Stock Exchange had been checked, and about one-half of the houses on the Standard Exchange.

Rev. A. C. Calder (West Kent) observed that Mr. Sinclair was trying "to put something in witness's mouth."

Mr. Sinclair—You ask the question, then.

Mr. Calder—I will not.

Mr. Sinclair—Well, let me.

Mr. White stated that it would take a force of 100,000 inspectors to make a proper audit of the brokers' books—that is, to follow each and every transaction through to an end.

Mr. Sinclair—So, then, the matter of a complete check-up becomes an impossibility. Obviously, we can't have a force of 100,000 officers. It naturally follows that the Government has to rely on the brokers' word—the weekly statements which have been filed for so long.

The committee adjourned to meet on Monday next at 10.30 a.m.

AUTOIST IN ACCIDENT MUST PAY CLAIMS OR STOP ALL DRIVING

Modified Form of Compulsory Insurance Law Intro- duced for Ontario

RENAMING OF HIGHWAYS

Two important pieces of legislation were brought down to the Ontario Legislature yesterday afternoon, and given first reading.

One would give the Highways Department full control over and powers to license "contract carriers." The second bill incorporates, in slightly modified form, the recent recommendations made by Mr. Justice Hodgins, the Royal Commissioner investigating, along with the automobile insurance rates question, the problem of compulsory insurance.

"This bill," said Mr. Henry, "is really an answer to the request in some quarters for compulsory insurance. It is not compulsory insurance, but it requires all those who have been in an accident and have been convicted of an infraction of the law to 'make good,' and brings them under a sort of compulsory insurance arrangement."

Mr. Henry gave a short review of road development in Ontario since the beginning of the century. At the present time, he said, there were 1,950 miles of pavement in the Provincial Highway System, made up as follows: Concrete, 856 miles; asphaltic concrete, 210; mixed macadam, 250; bituminous penetration, 230; macadam roadway, 405. The Minister referred to the Highway Commission of 1913, headed by C. A. Magrath, and showed how its major recommendations had been adopted.

Mr. Henry quoted the following figures of mileage of pavement built in recent years: 1920-21, 43 miles; 1922, 116 miles; 1923, 146 miles; 1924, 180 miles; 1925, 207 miles; 1926, 190 miles; 1927, 235 miles; 1928, 229 miles; 1929, 244 miles.

This act also included a section which will legislate a change of the name "Provincial Highway" to "The King's Highway."

Mr. Henry exhibited to the House, for the first time, one of the new road designation plates which will take the place of the triangular plates, long familiar to Ontario motorists. A reproduction of the new plate appeared in The Globe when approval of the design was first given by Mr. Henry last fall.

The Minister of Highways observed that 20 years ago he had run across a street in St. Louis bearing that name "The King's Highway," and ever since then he had wondered why "we, of Imperial Ontario," could not designate roads in the same fashion. Mr. Henry claimed that the new name would not only serve as an indication of this Province's great loyalty to the British Empire, but that, in years to come, little children tramping the roads to school would have ever before them a reminder of that allegiance.