

March 26th.

ed with "Oh's" from the opponents of the bill.

"Now, you've had your say," said Mr. Wilson, placidly, "and I'm going to say something for the other side."

No Enforcement, He Says.

Anybody who stated that an effort was being made generally throughout Ontario to enforce the municipal income tax was, in his opinion, "not speaking the truth." Many municipalities, he claimed, did not enforce it at all. Delivering the "competition" argument already referred to, Mr. Wilson believed that, if the bill were passed, many wealthy men now leaving cities to escape tax would remain where they were, and in that way the smaller man would be relieved considerably of the burden of taxation.

Mr. Wilson thought that the "optional" clause in the bill was an excellent thing. It would give cities like Toronto an opportunity "to adjust themselves" to the situation.

Mr. Morrison tackled the East Windsor member with the declaration that, in his belief, Windsor was the only city not enforcing the law.

"Only large city," some one corrected Morrison continued, "so as to escape doing things illegally any more."

Mr. Homuth (South Waterloo) told the committee that he had a telegram from the City of Galt opposing the bill, but that he, personally, was supporting it. Many wealthy people in his county were building homes outside the cities, he said, to escape income tax.

"Ha, ha!" some voice interrupted. "It's true," declared Mr. Homuth. "Go out along the Galt and Kitchener highway and see for yourselves. Go through Conestogo."

Mr. Homuth's allegations regarding improper returns of income by lawyers and physicians was greeted with the sally:

"Speak for yourself."

For Salaried Man.

The bill was simply a bill, said Mr. Homuth, which would give the salaried man "an even break" with the wealthier man—would put him on a par with the other class. There was not an Assessment Commissioner in the Province, he charged, who assessed on 100 per cent. value, although the law stipulated that should be done.

Mr. Wilson (East Windsor)—Have you heard in the last four or five years of a single prosecution for not making a return?

Mr. Homuth—No. They dare not.

Mark Vaughan (Conservative, Welland) and William A. Baird (Conservative, Toronto-High Park) also opposed the bill, the latter contending that it simply enabled York Township and the other suburban areas to compete with the cities. William G. Martin (Conservative, Brantford) and C. E. Raver (Conservative, West Elgin) vouched for the opposition of the cities of Brantford and St. Thomas, respectively. A. E. Honeywell (Conservative, North Ottawa) supported its principle, claiming that abolition of the tax would stop the trek of Ottawa residents to the country and even over into Hull, to build residences.

In reply to the general opposition Mr. Macaulay stated that there was no uniformity of assessment in Ontario yet, and, if there was no uniformity, there should at least be option, for at present the greatest inequalities obtained. Answering the charge that abolition of the tax would work an indirect hardship on the laboring classes, Mr. Macaulay said that if the bill was going to work a general improvement throughout the Province—if it was going to bring industries here that were now locating in Quebec, where there was no tax—it would, in the long run, help the laboring class.

Newspaper Editorials.

Mr. Macaulay then referred to the newspaper editorials hitherto mentioned. "I think they represent public opinion better," said he, "than the salaried civic officials you have heard here today."

Mr. Morrison—Who cares what the press says?

FEWER JUDGES BILL TO BE INTRODUCED AT NEXT SESSION

Renaming of Highways Brings Gibes From Sinclair

Announcement by Premier Ferguson that the Government measure to reduce the number of High Court judges would not be introduced this year was the highlight in yesterday's session of the Legislature.

This bill to reduce the number of judges has been forecast and widely discussed. But when the new bills were before Committee yesterday, Mr. Ferguson explained that, in the judgment of the Government, the proposed bill should be given more study and expert opinion should be more widely sought and thoroughly digested before it was introduced into the Legislature.

"Therefore," he said, "we have decided to postpone the introduction of the bill until next year."

Apart from this announcement of the Prime Minister, yesterday's session was not without interest. There were, for instance, the pointed gibes of the Leader of the Opposition at the Government's amendment of the Highway Act to call Provincial Highways, "The King's Highway."

Parading Patriotism.

"This section is one by which the Government is parading its patriotism through legislation," said Liberal Leader W. E. N. Sinclair. He did not oppose the proposed change in the designation of the roads. But he wondered if the Minister of Highways had received his inspiration for the change from Louisiana. Mr. Sinclair also hoped that the new sign would not result in a blockade of motor traffic next summer through tourists stopping to figure out what the sign meant.

He questioned the loyalty of the Tory party in this new gesture, pointing out that up until 1913 the highways "were vested in the Sovereign for the time being." It was a Conservative Government, of which the present Prime Minister was a member, he said, that took these highways from the Crown and vested them in the municipalities.

The debate between the Leader of the Opposition and the Government benches was punctuated by a rather awkward clang and clatter at times. The new sign intended to designate the King's Highway was arranged somehow in front of Hon. George S. Henry's desk. With each perfervid defense of the new designation of the highways, and with each histrionic gesture of the Minister of Highways, the sign itself seemed to join in with the general Conservative applause and fall to the floor as if "tickled with itself" to the accompaniment of a tinny and noisy clatter. At last the self-approbating sign was removed.

A little more amusement was added to this change in the designation of the highways by Hon. Harry Nixon. He wondered if the tourists would think that "The King's Highway" referred to Hon. W. L. Mackenzie King and thus create an advertisement for the Liberal Party in the next campaign. The Ontario Government, he thought, should be warned to keep its eyes open as to danger of the new nomenclature in aiding its federal opponents.

Another amendment to the Highway Act provided some discussion in the committee. It referred to the suspension of drivers' licenses of those convicted of offenses. Hon. Mr. Henry introduced an amendment to his own amendments by suggesting that, in cases where the conviction was laid under the reckless-driving clause, there should be no suspension of license unless the

case had resulted in damage to person or property. In defending this view, Mr. Henry said that it was very easy to convict drivers of "reckless driving" for quite minor offenses.

In explaining the bill for the registration of real estate agents, which passed the committee stage yesterday, Premier Ferguson said that one of the circumstances that the public has suffered from in the past has been the "high-pressure real estate salesmen who may live in Buffalo but who transact business in Canada." Many citizens had bought property from this type of person, only to find that the property was under water. The object of the bill was reasonably to protect the public against misrepresentation. The Premier said "reasonably" because, he added, "no legislation can protect a fool parting with his money."

Yesterday's session was expected to last into the night. But when the estimates were reached, Mr. Sinclair said that the ink was hardly dry, and the Opposition had not had a chance to go through the printed estimates. Therefore, Premier Ferguson moved the adjournment of the House until this afternoon.