

FUTURE OF AIRWAYS CALLS FOR CAUTION IN ROADS EXPANSION

Long View Required in Development, States
Macaulay

MOTOR LEAGUE DINNER

As railways and canals feel today the competition of highways, so may highways yet feel the competition of aerial transportation—twenty years hence, Hon. Leopold Macaulay, Minister of Highways, told the Ontario Motor League last night, stressing that "we have to keep the future in mind and not invest in something which may have to be written off." Mr. Macaulay spoke at a dinner in the Royal York, which marked the close of the annual conference of the league, when T. J. Mahony, M.P.P., of Hamilton was elected its President to succeed J. Earl Birks of Toronto.

"Who can visualize what aerial transportation will be like in twenty years?" he said. With its possibilities for passenger and freight traffic, he pointed out, "it can in that time take away a great deal from highway transportation. So we have to keep the future in mind," he said, "and not invest in something which may have to be written off."

Short View Unwise.

It is unwise to judge a road policy by a short view, he said further, and highway development should be accomplished "so as not to render useless other great Canadian forms of transportations—the railways and canals.

"In our road program we must not be driven by a short view or by panic," he declared. "The roads will continue. They have not yet reached their apex in this Province. Their development means much to Ontario. They will be developed."

He advocated a sensible expenditure, particularly during this economic crisis. So did Premier Henry, who also addressed the league, and R. M. Smith, Deputy Minister of Highways, who

told the league members at luncheon of the roadbuilding program of his department.

Urging a greater need for safety on highways, Mr. Macaulay pointed out that conditions today had increased traffic hazards, and to reduce them "we must individually recognize that we must ourselves do something."

It was Mr. Macaulay's first address to the league as Minister of Highways, as it was Mr. Henry's first as Premier of Ontario. "So you can ask me anything," said Mr. Henry, while Mr. Macaulay said: "As a motorist, I used to think the 35 miles speed limit too slow. As a motorist, I still think so. But as Minister of Highways, I think it too fast. As a motorist, I used to think the gas tax and license fees too high. As Minister, I think they're much too inadequate and low."

The activities of the league during the past year were reviewed by Mr. Birks, and the following officers were elected: President, Mr. Mahony; Vice-Presidents, W. E. Kelly of London, W. H. McIntyre of Ottawa, and Osler Wade of Toronto.

"Iniquitous Fee System."

The League reiterated its stand, taken a year ago, that the Ontario Government should be urged "to arrange wherever practicable to have highway traffic cases disposed of by salaried county magistrates." A resolution seeking "the elimination as far and as soon as possible of the fee system in connection with Magistrates' remuneration" was placed before the League at its business session yesterday afternoon, together with the opinions of delegates that abuses to autoists exist under "the iniquitous fee system" in various parts of the Province, although it was stressed that not all officials working under that system should be condemned.

The League, through its Legislative Committee, took under consideration a resolution from the Kent Motor Club of Chatham objecting to an amendment to the automobile insurance legislation now before the Legislature. The amendment seeks to protect insurance companies by a small increase in insurance rates, against "the passenger hazard or guest claim." The need for the amendment was defended by R. Leighton Foster, Superintendent of Insurance for Ontario.

Accidents involving autoists and their passengers—persons given gratuitous rides by the motor-car owners—were increasing, and would increase further, declared Mr. Foster, "and so many of the claims which follow—all of them justified under the present system—are collusive claims that they are becoming a source of worry to the insurance companies."

Urges Tank-Price Cut.

H. K. Carruthers of the Automobile Club of Ottawa urged the League to ask the gasoline refineries in Ontario to reduce their tank-price, as had been done recently by the gasoline refineries in Quebec. The League referred his request to its Legislation Committee, but refused to consider Mr. Carruthers's demand for a Provincial investigation into the price of gasoline in Ontario, stressing that a Royal Commission, under instructions of the Dominion Government, is now investigating.

The use of reflectors under auto headlights, "to do away with the one-light menace to automobiles on highways," was proposed by C. S. Stonehouse, President of the Kent Motor Club, but difficulties arising as to what kind of reflectors should be used, and whether they would be effective at all, the suggestion was referred to a League committee, although J. P. Bickell, Registrar of Motor Vehicles for Ontario, told the League that he "doubted a reflector would be of very much use."

The League also took under consideration a move by Ontario battery service operators in their difficulty with autoists who hire batteries from them and which they claim they are never able to get back. The operators are seeking protective legislation by which motorists can be summoned to Police Courts to be tried under the Highways Traffic Act.

More rigorous vigilance by Provincial Police will help in doing away with mechanically unfit motor cars on Ontario highways, the delegates agreed—particularly a more thorough examination by the police officials of the brakes on such motor cars.

LABOR PROPOSALS FOR COMPENSATION ARE TURNED DOWN

Too Great Burden on Industry, Justice Middleton Finds

SCALE IS UNCHANGED

Ontario Far Advanced in Social Organization, He Says

"It would mean disaster," is the comment made by Mr. Justice Middleton, in his report on the Workmen's Compensation Act, tabled in the Provincial Legislature yesterday afternoon, in recommending against the adoption of the amendments urged by the Trades and Labor Congress at Edmonton.

None of the requests made should be granted, the report submits, one of the grounds given being that the present condition of industry is such that it is impossible to contemplate casting any such burden upon it as that proposed.

What Council Wanted.

The increases proposed by the

Trades and Labor Congress, the report states, would cost \$6,370,000 for the first year, and \$1,375,725 for subsequent years. The amendments urged included that the basis of the maximum wage for the purposes of compensation should be increased from \$2,000 to \$2,500; that the amounts payable for funeral expenses should be increased; that the proportion of wages available in the case of permanent total disability should be increased from 66 2-3 per cent. to 75 per cent.; that a similar charge should be made in the case of partial permanent disability; that the minimum payment for total disability be increased from \$12.50 a week to \$15.

The second reason given in the report for its failure to recommend the proposed amendments is: "Even if it be assumed that the present condition of industry is the result of financial depression, and that before long it will recover, no such burden should be imposed. At the present time the allowances under the Ontario act are the highest paid anywhere. In comparatively few places are the allowances as high as in this Province. Our industries have to compete in the world market, and to impose upon them a greater burden than that borne by industries elsewhere is to handicap them so as to make success impossible. This would operate as much to the detriment of the workman as to the employer."

Nature of Insurance.

"The whole scheme of the act and the principle underlying it is in the nature of insurance. The workman contributes nothing to this scheme save that which he unknowingly contributes as a member of the public, and by his failure to secure complete indemnity," the report continued.

The vast sums spent by the Province in the cause of social betterment are mentioned in the report, which adds: "No right-minded person would begrudge the expenditure of this money; the causes are all worthy, but extreme care must be taken to see that a situation is not created in which the burden imposed upon the earner will be greater than he is able to bear. I very much doubt whether in any community, save the Soviet States, social legislation has been carried any further than in this Province. It would be disastrous if we should be compelled to recede from the advanced position that has been taken."

His certainty that the board would grant a sympathetic hearing, if those interested in the inclusion of all employees under the act would as organized bodies make applications to it, was given in the report of Mr. Justice Middleton. It is reported that the board may well consider the need for amending the regulations in favor of those engaged in lumbering operations and other occupations of risk. While Mr. Justice Middleton does not recommend the extension of the act to apply to osteopaths, drugless healers or Christian Scientists, he recommends that the act be amended so that dentists shall be regarded in precisely the same way as medical practitioners.

Where Statute Should Not Apply.

"Where serious and wilful misconduct is found, and the result is neither death nor serious disablement, there should not, in my opinion, be compensation," the report states. "The statute has gone a very long way in imposing a liability upon the industry where the liability arises from serious and wilful misconduct on the part of the workman in cases resulting in death or serious disablement. This may be justified upon grounds of public policy, but I think it would be against all public policy to impose a liability for a minor injury resulting solely from the workman's serious and wilful misconduct."

Mr. Justice Middleton recommends against any change toward an appellate tribunal or to any of the various schemes for boards of review; also against the board keeping in repair for a period of one year artificial limbs.

He does not approve of the suggestion that a medical man be added to the board.