

March 6

# NIXON SUPPORTS MILK CONTROL BILL WITH RELUCTANCE

Willing to Have Dairying Put  
on Public Utility  
Basis

## CITES GRIEF IN INDUSTRY

Milk and motor day in Ontario Legislature brought progress for legislation introduced last week by the Ministers of Agriculture and Highways. Hon. T. L. Kennedy's Milk Control Bill, and Hon. Leopold Macaulay's Highway Traffic Act. amendments both received second reading without encountering any great opposition.

Hon. Harry Nixon, Progressive Leader, and Brant County's outstanding dairy farmer, concluded a warm attack on general conditions in the milk industry with lukewarm approval of the Government legislation. He was strongly in favor of having milk treated as a public utility, and promised wholehearted support to Colonel Kennedy for any move in that direction.

### Come Upon Evil Days.

The Progressive Leader began with a confession of his personal interest in the bill, admitting that "for nearly a century the production of milk has been the major line of activity on the farm on No. 5 Highway." Formerly, he said, the farmer "with milk on his pants" was considered a good banking risk, "but dairying has come upon evil days." Mr. Nixon declared: "We who produce milk for a city trade have had more grief since our business has been subject to the withering blight of Governmental interference, brought on us by this Tory Administration, than we knew in all our previous years."

In elaboration of this charge, the Progressive Leader referred to his opposition to the Milk Act and "the iniquitous, unfair regulations," passed some years ago. Declaring that a single regulation has resulted in a loss of hundreds of thousands of dollars to dairy farmers, he instanced the rule requiring the corporations to pay the contract price for milk actually sold for human consumption. Contending that the producers must pay for plant wastage and accept the dairy corporation's figures, he said: "We find our contracts, which are, of course, no longer contracts, reduced to 60 or 65 per cent. to be paid on contract basis, and the rest on a butterfat basis." The Progressive Leader also attacked the butterfat regulations, criticizing the lack of adequate enforcement machinery in both instances.

### "Very Belated Gesture."

Mr. Nixon also questioned whether the Minister could not do the work of the board, and claimed that the bill "is a very belated gesture brought in on the eve of a general election." But claiming it was difficult to see how any situation could be worse than the one existing at present, the Progressive Leader stated he would give the bill "rather reluctant support."

Colonel Kennedy pointed out that Mr. Nixon's suggestion of price-fixing legislation could be implemented only by making milk a public utility.

"Would you be in favor of that?" the Minister of Agriculture asked. "I'll back you to the limit on it," the Progressive Leader stated. Further interchange between the Minister and Mr. Nixon resulted in the information that the board would probably include one representative each from the producers, the distributors and the Government, and that license fees would be nominal.

Clifford Case (Conservative, North York) and T. J. Mahony (Conservative, South Wentworth) expressed approval of the bill, the latter contending that the producers had not been dissatisfied with present regulations and that price-fixing legislation in Alberta was being attacked in the courts. A question from William Newman (Liberal, North Victoria) brought the answer that the legislation would not affect the cheese industry.

### Sangster Is Opposed.

Only opposition to the bill was expressed by J. A. Sangster (Liberal, Glengarry), who presented the case of the dairy farmers of that district who shipped all their milk to Montreal and would be handicapped by Ontario restrictions. A three-cornered explanation between Hon. George Challies, Mr. Newman and Mr. Sangster failed to convince the member for Glengarry that the rights of such exporters were protected.

Mr. Macaulay's highway legislation provoked discussion on only a few of its clauses. Increase in the maximum permissible candlepower of headlights aroused fears in Mr. Nixon and in George Shields (Toronto-Woodbine) that the glare danger would be increased. Mr. Macaulay explained that the higher-powered lights were standard equipment on the new cars, and, in his opinion, made for safety in night driving when their use was properly controlled. With regard to the clause requiring lights on wrecked vehicles left on the highway, Mr. Macaulay said: "I want the public to realize that when a passenger car is disabled it must be wheeled out of the path of other traffic; when a heavy truck is wrecked, and too heavy to be moved, its position must be marked with a lantern or flare, in the event that its own lighting system is out of operation."

A clause permitting maximum loading of trucks on the highways during spring months came in for criticism from some rural members, who pointed to the damage done to gravel roads by heavy transports. Mr. Macaulay admitted the difficulty, but added that his bill affected only those trucks travelling on King's highway pavements.