

given to that tragedy in the newspapers. On that occasion there were three men whose lives were endangered, but in this instance tens of thousands of people are killed and injured in this and every other country in the world, and in Canada nothing is done about it, except to talk. The attitude of the public is appalling.

In my opinion there should be an investigation into the matter, and a committee of the house or both houses should be appointed. If the bill reaches the committee stage I will give reasons for that section of it which deals with the functions of judge and jury and I will cite cases showing what has been done, notably a case which has been much criticized in the Toronto district. In that instance repairs were being made on a roadway; thirty or forty lights were on the works, stretching out nearly a quarter of a mile. The repairs were being made at night. A motorist drove through at a reckless rate of speed causing great damage, but the case was taken to the jury. Functions of judge and jury are set out in the bill. The measure does not seek to interfere with the primary functions of judge and jury but seeks only to interpret the law and to untangle difficulties in connection therewith. Some grand juries have been asking for this very amendment.

The present state of affairs on roads in Canada built at great expense by the taxpayers is not creditable to the people of our country. The pedestrian has been altogether forgotten. We must remember that, under common and civil law, he has rights on the highways, equal to those of the motor. From time immemorial he was compelled illegally to make way for the mounted man, and he did so for his own safety. Let us contrast that unsportsmanlike conduct with the customs of the sea. Seamen, on account of their continued conflict with the forces of nature, are more broadminded and tolerant than are landlubbers. The seafarers' rule is that the strong shall give way to the weak, and the swift to the slow. The rule of the road on land is just the opposite: Make way, or take the consequences. There is no doubt that all road accidents are avoidable. Why are they not all avoided? Because the pedestrian is unorganized; he is one of an unorganized and helpless body.

The poor pedestrian, however, is in the majority. In Canada it seems to me that we are always thinking of the rights of minorities. True, the history of the world is the history of minorities, and the history of this country is one of compromises. Pedestrians and others who are the majorities have been slaughtered in this way because they are unorganized and helpless and have no rights despite the fact

that they are voters. No one has any interest in them, even their rights in this parliament. No one does anything to prevent their injury and slaughter, whereas the rich and well organized motor industry takes care of its own interests in the legislative halls of the country and by press publicity.

While we sit here the slaughter is going on night and day, causing a dreadful loss of life. The number killed in Toronto last year would form a line two deep from here half way to the union station. In 1934 there were more people killed and wounded in England and Wales than in the Boer war. In nearly three years fighting in South Africa 5,744 were killed and 22,829 were wounded. In 1934, 5,855 were killed and 159,257 were injured on the roads of England. In ten years the number killed has doubled and the number injured trebled. In the same period of years only eight people were killed and sixty-three wounded on British railways. Only a few people have been killed or wounded on our railways.

There has been a clamour by certain sections of the press against uneconomic roads, and the stopping of public expenditures for the benefit of the motor, thereby relieving the pressure of deficits on the railways. The beauty of the countryside is being destroyed, and these expenditures are being made. I am not opposed to good roads; as I said the other day, I was the author of a recommendation and development of fifteen miles of good roads outside the city of Toronto. The Toronto good roads program of 1907 was an example for the rest of Canada.

If the country can take such an interest, and quite properly so, in three men trapped in a mine, how is it that every year thousands of people can be placed in a cemetery, and tens of thousands injured, without much being said about it or any public interest whatever. Hardly a word is said in this house or out of it about this terrible loss. The public is utterly indifferent; it is impossible to get anything done. In the present year the score in the city of Toronto to date is this: Dead, twelve; fifteen surgeons called in to treat fifteen people there severely injured on the streets of the city on one day, Sunday; hurt, 943. That means in a little over four months nearly 1,000 people have been killed or wounded by motor cars in our city. The figures go on to show that there were twenty-nine drivers gaoled. The totals for 1935 are these: Dead, fifty; hurt, 3,087; drivers gaoled, 151.

The minister has shown a great deal of interest in this matter. Last session while dealing with my motion, the then Prime