

## THE SENATE

Friday, July 31, 1931.

The Senate met at 3 p.m., the Speaker in the Chair.

Prayers and routine proceedings.

### PUBLIC BUILDINGS AND GROUNDS

#### REPORT OF COMMITTEE

The Senate proceeded to the consideration of the second report of the Standing Committee on Public Buildings and Grounds.

Hon. C. E. TANNER: Honourable members, I rise not to oppose the adoption of this report, but to make a few remarks in regard to its subject-matter. I am very pleased to see in it recommendations for the improvement and beautification of the grounds surrounding the Parliament Buildings. I think we ought all to be desirous of having these grounds as well kept and as well cared for as possible, and from time to time improved.

I am interested also, as I have reason to be, in the reference to automobile traffic on Parliament Hill. Speaking with all deference, I do not think that the Committee quite appreciates the actual position of matters in regard to traffic on the Hill, nor do I think that the persons responsible for the making of the regulations quite understand the regulations they have made. I recall, honourable members, that some two, three or four years ago the question of the control of traffic on Dominion property was first raised. It was said at that time, and probably it was correct, that there was no power to enforce regulations. In the session of 1930 a statute was passed—chapter 47 of the Acts of that year—to provide for the control of vehicular traffic on Dominion property. That Act authorized the Governor in Council to make regulations—

for controlling or prohibiting the operation of certain vehicles in or upon any of the parks, roads, avenues and driveways which are situate on the property of His Majesty, and over which there exists no public right of way.

The authority given by this statute is as follows:

The Governor in Council may by such regulations:—

(a) Prescribe the maximum speed at which vehicles may be driven;

(b) Designate the kind of vehicle or the time and circumstances under which said vehicles may be allowed to be operated;

(c) Provide the manner in which traffic is to be directed;

(d) Designate the places where vehicles may be parked and by whom, and attach conditions to such parking;

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(e) Authorize officers to enforce the regulations;

(f) Designate the parks, roads, avenues or driveways to which any such regulations shall apply;

(g) Prescribe the penalties to be incurred for the breach of any regulations.

As I understand the situation, Parliament authorized the Governor in Council to make some regulations in regard to these matters. Some time ago a copy of regulations that were passed as an Order in Council last year was laid on the Table of this House. My submission is that the statute, the Order in Council and the regulations do not legalize the parking of cars anywhere on Parliament Hill. Paragraph (d), which I read a few moments ago, provides that the Governor in Council may designate the places where vehicles may be parked, and by whom, and attach conditions to such parking. As I understand it, the Order in Council should have designated where cars may be parked on Parliament Hill, if it is intended to permit cars to park here. But there is nothing of the kind in the Order in Council or regulations; they simply authorize the Royal Canadian Mounted Police to stop vehicles and direct the drivers where to park. Consequently, in my opinion, the Order in Council and the statute are futile. As they failed to designate parking places on the parliamentary grounds, there is, I submit, no lawful parking place on the grounds to-day.

The fourth recommendation in the Committee's report is:

Your Committee also recommend that steps be taken to prevent the parking of automobiles on any of the lawns and more particularly at the rear of the Parliament Buildings where automobiles are at present parked and are consequently destroying the grass, and further recommend that steps be taken to secure a parking area for automobiles outside of the immediate precincts of Parliament and suggest that such space might be obtained at the rear of the Confederation Building.

I am not criticizing the Committee or its report. I do not know that the whole of that recommendation is advisable, but the idea back of it is good, namely that the parking question should be considered in a business-like way and some provision made for the future. We all know that automobiles are with us to stay and will be constantly increasing in number. As a rule cities and towns do not take steps to control traffic until congestion forces them to do so. I hope that this question will be dealt with by the proper authority before next session. Many people seem to think cars are not in front of the buildings when near the eastern stairway. I am wholly opposed to the disfiguring of the grounds by cars standing anywhere at the