

# WORKMEN'S COMPENSATION BILL STANDS OVER FOR NEXT YEAR

### Criticisms and Suggestions Will Be Heard in the Meantime—Scale of Benefits Drawn Up by Sir William Meredith Follows Closely That Suggested by Manufacturers' Association—Mr. Rowell Again Discusses Expenditures in the North—Allan Studholme Criticizes Immigration Methods.

Sir William Meredith's draft bill on workmen's compensation, together with an interim report introduced practically at the eleventh hour of the session yesterday afternoon and commented on by the premier as one of the most important subjects with which the government had been engaged in recent years, brought with it no promise of legislation before the house closes. In fact, the present prospect would show that the matter will stand for a year to receive the criticism and suggestions of all interested parties, and be reintroduced in 1914.

The government realizes that for several reasons no subject of greater importance could demand the attention of the province and of the legislative assembly. Sir James Whitney, in laying the bill on the table, "Time should be given for consideration, and if I knew how long the session would last I might say something as to its treatment. But if the session closes soon, I have no hope of introducing it, and I know the government will be doing the best thing possible."

The measure as it stands is in many respects different from that which invited comment at the recent hearing, and contains a complete scale of compensation for men, women and children workers who have suffered in the course of their employment. It is divided into two sections, giving the schedule of concerns which are to be grouped under the collective system, and those which will be treated on an individual basis.

#### Scale of Compensation.

The scale of benefits follows very closely that of the Canadian Manufacturers' Association, but where their figures stood as a maximum the commissioner has appropriated these as the minimum.

Where death results from injury the scale of compensation is as follows: The expenses dependent upon burial ceremonies not to exceed \$75. Where a widow or invalid husband is the sole dependent a monthly payment of \$20 is allowed, and where the dependents are increased by a number of children this sum is increased by \$5 for every one under the age of 16, the total, however, not in excess of \$40 per month. In that case where the dependents are only children, an appropriation of a monthly payment of \$10 each is arranged for, and, as before, the total not to exceed \$40. An exceptional occasion occurs where the workman is under 21 and his parents are dependent on his wage. Here the return is for \$20, but it ends on the date when he would have reached his manhood majority.

Where the case includes dependents who are not in the above list, a sum may be settled by the board, but it shall not be greater than \$40 per month.

The clause in the bill dealing with the permanent total disability of a person states that a weekly amount equal to a certain percentage of his average weekly salary be set apart, but the rate has not been settled by the commissioner in this draft form, although generally understood to be 55 per cent.

#### Who Must Pay.

Under schedule 2 of the bill giving those industries which are to be liable individually occur: All steam and inland railways; car and machine shops; steam plants, power plants and railway shops; telephone lines, telegraphs and the construction and operation of steam vessels. For some reason this entry of ship-building and rigging appears in both the collective and individual schedules.

The amount of government contribution to place the system upon an operating basis the commissioner has left unfilled for the present, but it will likely appear in the final report of his recommendations to the government, which will come down within a month.

The bill in its present shape is not materially changed from that which the manufacturers criticized so severely a few weeks ago, the machinery of the legislation proposed remaining the same, and the whole measure resembling in many sections the Washington state law.

#### Time for Consideration.

The entry of the draft form into the house aroused the keen interest of the opposition in the prospect of immediate legislation, and elicited several questions from Mr. Rowell. The premier in introducing it had stated that there were provinces all about Ontario which had laws resembling more or less from the proposed one, and that time should be given to weigh the whole matter.

"When will the government introduce a bill?" queried the opposition leader.

"I have just explained that the draft bill and the advice of the commissioner has been received," said Sir James, testily. "The final report has not come yet and surely my hon. friend would not suggest a bill without this."

"Could you tell us whether it will come in this session or not?" pursued Mr. Rowell.

The premier replied that he could only read again what had been said.

namely, that "during the present month the final report would appear."

Mr. Studholme sprang up at this point to bring down the session over at that time it might be called again, as the importance of the matter would warrant it.

"The West Wait."

"We of the opposition are fully prepared to stay here long enough for that to be brought down," called Mr. Rowell across the house, in a tone calculated to rouse the premier's ire.

"I am glad to think," retorted Sir James, "that the majority of this house will not agree with the hon. gentleman in this. They realize that it is too serious a matter to deal with in this happy-go-lucky manner of the opposition, and when he says he will wait until Christmas if necessary, he can only be looked upon as joking."

"The workmen have waited for it for six years," asserted Mr. Rowell. "Well, Jacob waited longer than that for Rachel," said the premier. Mr. Rowell then wanted to know how much longer the government wanted before it knew how to act in the matter.

#### Northern Ontario.

Early in the afternoon Mr. Rowell resumed his blocking of supply by taking up the Northern Ontario expenditure where his colleagues had abandoned it on the previous evening.

"No one will dispute our contention for an aggressive policy in this country," he declared. "We need it, because the British public has not become seized of the resources of Ontario. We urge that a campaign of advertising be carried on to make known to the immigrating public the advantages we can offer."

Other countries, New Zealand and the like he claimed, were doing this, but this province was away behind. The crying need was for publicity and an active immigration policy for an advocacy of these the house was indebted to the Toronto Board of Trade.

The settlement conditions of this new country were pretty fully dealt with and the speaker devolved into a discussion of unfair taxation systems.

The most flagrant of these was in the allowing of great stretches of railway property to its unassessed. In England there were 800 acres owned by the Timskauning and Northern Ontario Railway which were not municipally taxed, whereas the rate in the town was 30 mills and yet not enough to provide ordinary conveniences.

It is a matter of justice that the lands of this railway be assessed as those of private owners," he declared. This contention, he claimed, was supported by government members and quoted a Conservative evening paper to show it.

"I venture to state that the government show to no poorer advantage in their carrying out of the department of the province, and other problems," he declared, earnestly.

#### His Resolution.

He then introduced his resolution: In view of the immense unoccupied areas in the northern and northwestern parts of the province awaiting settlement and development, this house regrets that the government has so far failed to advise and submit to the house any comprehensive or adequate policy for the settlement and development of these new territories.

This house deprecates the attitude assumed by the government, as set forth in the manifesto of the premier on the 31st October, 1911, that "the only result of the additions to our population in the newer districts, as far as the government of the province is concerned, is that the annual general provincial expenditure is increased while the Dominion treasury receives large sums annually by reason of the increased consumption of goods paying tariff duties and in the older sections of the province the amounts received for municipal taxation are increased."

This house believes that good settlers are real and valuable assets and not liabilities, and that it is the duty of the government, in addition to what is now being done in the construction of roads, to devise and carry out:

- (1) An aggressive publicity campaign to make known the character and resources of the province;
- (2) an intelligent and vigorous immigration policy to secure the right kind of settlers;
- (3) adequate transportation and drainage facilities, to promote settlement; and
- (4) improved conditions of settlement.

#### Unfair Tactics.

Before replying to any of the criticisms embodied in Mr. Rowell's amendment to the motion to go into supply Hon. W. H. Hearst protested that the opposition's tactics in bringing down an amendment at this time without giving any notice were "very unfair. With regard to the premier's manifesto of the 31st of October, 1911, Mr. Hearst stated that in the amendment only a portion of the

premier's statement had been quoted and that the attempt to take this portion from the context was contemptible. He himself, he stated, fully manifested the settlement of the north amid the applause of the members of the government.

In Mr. Hearst's opinion there was no need for anyone to blush in voting down the amendment. When Mr. Rowell reforms the house that he had met with nothing but dissatisfaction upon his trip to New Ontario he was reminded of the old saying "The man who reforms the house looks for it." Mr. Rowell had gone north looking for dissatisfaction and consequently found any amount of it.

As for the matter of the lands, forests and mines had gone north many times, not simply on a two weeks' trip. He hadn't looked for nothing but dissatisfaction and what he was rewarded for his faith by the "thanks of a grateful people." He admitted that there were agitators in the north, but that they were T. & N. O., but declared that these discontented people were outnumbered many times by friends of the railway, and that the people generally recognized their indebtedness to it.

#### The Main Object.

Proceeding to the matter of the settlement of the north Mr. Hearst stated that the aim of the government was not to fill the country up very quickly with people who would afterwards be unable to find markets for their produce and become discontented.

"The task of the government," said he, "is to develop the electrical power on the rivers so that towns may spring up to make a local market for the people settled upon the farms. A happy, contented people was a bigger asset than a prairie full of lonely homesteaders brought in by government representation. The government was encouraging the towns and industries of the north so that the farmers would have a ready market for their goods. Railways were being induced to extend their lines, colonization roads were being struck out and settlements brought in as fast as possible."

As an instance of the settlement work that had already been done he pointed to the Cochrane district, 220,350 acres of land had been surveyed. He also read a news item from The Cobalt Nugget reporting the arrival of that town's first English family, who intended to settle on land as farmers.

The government had not stopped at this, but had gone on and had drawn up a bill to amend the law relating to the aid which it should give to the settlement of New Ontario. The report of the Hon. J. Hanna, containing a grant to colonization roads, for a grant of \$2,000,000 to the T. & N. O., and a further grant to the development of the province, was being introduced.

Little influence, however, did the eloquence of the minister have on one member of the opposition, Mr. Elliott of West Middlesex, in his customary sarcastic manner, endeavored to show that the question had been cleverly evaded. In the glimmer of the northland he had covered up the deficiencies of the government and their neglect of vital problems, and that the rural population was decreasing and that the immigration system was failing of its purpose. In spite of all this, however, the government was content to rest upon its laurels and mark time.

Allan Studholme, the labor member, followed up with a general castigation showing that the immigration policy was coming and the better ones discouraged. And yet the whole system was involving a tremendous expenditure of money in extravagant methods. Officials were overpaid and big expense accounts were passed without comment.

#### "Secret" Letter.

It is evidently becoming one of the annual customs of Gustave Evanturel and his return making public the mysterious details of the secret letter which Hon. J. Hanna wrote to members of the government on May 23, 1910. The letter was mailed in Sarnia, and dealt with an interview with Bishop Fallon. It was bilingual in language and equal in distribution, as the only person who received it were Premier Whitney and Hon. Dr. Pynes, minister of education.

Yesterday Mr. Evanturel again asked for a return of the letter, and in doing so he stated that it was only fair to the French minority of the people of the province that the details of the letter should be made known.

Hon. Dr. Pynes replied that the letter was confidential and therefore couldn't be given to the house, whereupon Mr. Evanturel stated that he had a copy anyway, and that he would read it in a straight answer," he said. "The government preferred to say that there was no letter or that there was a letter, but that it was strictly confidential. Sir James Whitney: "No, the government is prepared to say either of these things."

"Well, then, that's all I want to know," replied Mr. Evanturel.

#### DIED IN FAINTING SPELL.

That Christo Michedoff died in a cotton bin in Jos. Simpson & Sons' as the result of a fainting spell and the inhaling of carbonic acid gas was the verdict reached by the jury at the inquest into his death. The verdict was based on the post mortem examination made by Dr. McCulloch, who said that the man had advanced tuberculosis and was in a bad condition generally. Also, the evidence showed that the man was covered with about two feet of cotton, and as the pickers were stopped at the time of the fire, which was supposed to have directly caused his death, the man must have been dead sometime before the fire occurred.

# Motor Car Drivers Must Carry a License is Radical Change to Vehicles Act

### Municipal Committee, After Stormy Session, Added Several Amendments of Drastic Nature, Which Will Result in Further Protecting the People—No Reciprocity With New York State—All Vehicles Must Carry Lights.

The most radical amendment to the motor legislation of the province which has appeared in years was passed after a stormy discussion in the municipal committee of the legislature, with the Ontario Motor League rallying to its support. The ruling is that henceforth every driver of a car in the province must have a license in person, and at all occasions be prepared to display it to the satisfaction of officers of the law. In brief, the new enactment means that every person in the province who essays to drive one of the thousands of motor cars on the roads will be subject to a complete system of registration, and that each member of a family as well as private owners of other than "hire, pay or gain," will be required to have an official license.

It was not without considerable protest on the part of some of the members that the regulation was put through. W. C. Chambers of West Wellington stated that while it was a laudable measure and that it would work a great hardship on those who wished to educate their children to driving a car, and in the case of accidents it would be a comparatively simple matter to trace the responsible parties.

"Better have every one licensed than stand chances with a lot of green-horns as we do today," stated Dr. Pynes.

The clause which went thru as an amendment of the Motor Vehicles Act was proposed by George H. Gooderham of South Toronto and obtained a very small majority.

#### Opposed Reciprocity.

The matter of reciprocity with licenses in the United States precipitated some heated repartee on the part of the advocates and opposers of the bill, which included the chairman, Hon. W. J. Hanna, contending that such a measure was merely opening the door for big American wagons to come tearing into the country, crowding the smaller Canadian machines into the ditch and entailing heavy expenses in road repairs.

Dr. C. N. Anderson of South Essex opposed the idea in very determined fashion.

"Down in the part of the country where I come from there are great droves of cars plunging thru our towns and roads and support them from our pockets, then let these people come in and tear them to pieces. It is not right and I will not elevate our crossings in order to make them maintain even a moderate rate of speed," he declared. "We build our roads and support them from our own pockets, then let these people come in and tear them to pieces. It is not right and I will not elevate our crossings in order to make them maintain even a moderate rate of speed," he declared.

"I have stood on the roadside and actually counted six of these cars in a single rushing past, and a man has to get into the woods to escape them," he said. "It is not the fee of four dollars which they are now charged that will keep them back, but a Canadian with his little car pays for the privilege, and here these big machines skeltering past without being charged one cent."

Mr. Gooderham considered these charges inconsequential, and urged that the American loads were far superior to those of the province, and the Canadians would really get the bargain in such an arrangement. Then, too, the fee charged over there was always \$15 or \$25.

"Well, the man who wants to go over there can pay for the privilege," summed up one member, and following this the clause was lost by a large majority.

#### Must Be Quiet.

The clause penalizing drivers who sounded their bells or horns unduly or allowed an unreasonable amount of smoke to escape was passed after the word "harsh and objectionable" had been removed. It was explained as aiming at the noisy drivers who make fools of themselves on the highways.

The animosity borne by the Ontario League to several of the proposals of the present act, which under threat of imprisonment or a heavy fine ruled that the car numbers be kept free of mud and that these numbers be kept on securely. Several suggestions that magistrates, and particularly one in Hamilton, had been un-dermined with this, and in each case the modifying amendments were ruled out.

#### All Carry Lights.

One measure of a sweeping character which would amend the rules that all vehicles on public streets after half hour dusk must carry day lights visible before and behind. Contrary to general expectation the proposal did not materialize and little opposition

was encountered. So great a dissemination arose, however, over the clause to compel all vehicles to halt at standing street cars where passengers are boarding that the chairman was forced to hold it over. It was claimed on one hand that it did not concern small towns at all, but others were as ambitious to make the application universal.

In view of public safety every representative present favored the strengthening of the regulation providing for the cancellation of licenses on violation of the rules of the act. Henceforth anyone who is convicted three times of a violation becomes subject to the loss of his permit, and cannot operate his car upon the roads until a further one be obtained. The magistrate will have the power of reinstatement in such case.

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