

Announce Changes in Highway Traffic Act

On May 30, many new conditions affecting the operation of a commercial and private motor vehicle became law, following the passing of Bill 116 by the 24th Ontario Legislature. Each item carries a safe driving significance, or discouragement of violations through increased penalties.

The distance at which clearance and driving lights must be visible will be 500 feet instead of 200 feet, and headlights will be required to render objects clearly discernible to the driver at 300 feet rather than 200 feet as at present.

Bicyclists will be required, between dusk and dawn, to carry a lighted white or amber light on the front and a red lamp or approved reflector on the rear of their cycles. Additionally, white reflective material must be attached to the front forks and on the back, red reflective materials covering 10" in length and one inch in width.

Improved safety for pedestrians walking on the highway where no sidewalks exist is the object of one amendment which requires, when practicable, that pedestrians walk on the left side, facing traffic coming from the opposite direction.

New motor vehicles other than motorcycles, sold on and after January 1st, 1958, will be required to have installed mechanical or electrical signaling devices which can "clearly indicate the intention to turn." On the first day of July, 1958, all motor vehicles or combination of vehicle and trailer either more than 80 inches in width or 20 feet in length, shall have a signaling device of a similar nature. Farm tractors and other self-propelled farm equipment equipped with electric lighting systems must carry lighted lamps similar to those required for motor vehicles when moving on the highway after dusk and before dawn, on and after May 30th of this year.

Mechanical Requirements and Load Restrictions

Further safety measures prohibit attaching signs, posters or objects "in such a manner as will obstruct the driver's view of the highway or any intersecting highway", to the windshield or windows either ahead or to the side.

Used car dealers will be required to provide a certificate of "mechanical fitness" with vehicles sold, when the law becomes effective. The certificate is to state whether or not the vehicle is in a safe condition to be operated on a highway.

A new section has been added to the Highway Traffic Act affecting the operation of school buses. It describes a "school bus" under the Act, and provides for the making of regulations by the lieutenant governor in council governing design, colour, markings and auxiliary equipment. The section provides that when such a vehicle is on the highway but not operating as a means of transportation for children to or from their schools, significant signs and marking shall be covered or concealed. When transporting school children and stopped to load or unload passengers, other vehicles overtaking such a school bus shall obey visual signals to stop and may not proceed until the bus resumes motion, or the driver indicates that the overtaking vehicle may proceed. (This provision, of course, will not become effective until the regulations have been made by the Lieutenant Governor in Council.)

An amendment to Section 34 of the Highway Traffic Act affecting the operation of commercial vehicles, increases maximum permissible weights for various types of trucks when op-

erating on Class A and Class B highways, as well as maximum axle loadings.

Vehicle Operation

At the present time, a driver approaching a through highway is required to stop and may then proceed with the right-of-way over vehicles approaching from the left on the through highway. Effective May 30, an amendment to the Act requires that such a driver yield the right-of-way to all vehicles on the through highway and may not proceed until such a time as there is no immediate hazard. Drivers entering a highway from a private road or driveway must yield the right-of-way to all vehicles approaching the highway.

Passing on highway is specifically forbidden by a new amendment unless the travelled portion of the highway to the front and left of the vehicle to be passed is safely free of overtaking traffic. This is in addition to the existing provision prohibiting passing when other traffic is approaching.

Under certain circumstances, it will be an offense to drive on the left of the centre line of two-way highways. Included are: at the crests of grades, on curves, within 100 feet of bridges, viaducts or tunnels where the driver's view is obstructed within that distance, or within 100 feet of a level crossing or intersection, except where a left turn is to be made at an intersection.

Penalties Increased, Good Faith Rewarded

Penalties for careless driving will be increased from not less than \$5 nor more than \$100, to not less than \$10 nor more than \$500. Where imprisonment is to be imposed, the maximum sentence is increased from one month to three months, and license suspension may be imposed for one year rather than six months as at present.

Driving while intoxicated will carry a minimum license suspension of six months rather than three months, for the first offence or in cases where property damage or personal injury has occurred, there is provided a minimum suspension of one year rather than six months as at present. A further amendment now provides for a three month suspension of the license and permit of a person convicted of impaired driving, and where injury or damage is involved a period of suspension of six months or a longer period if so ordered as the result of findings under Section 225 of the Criminal Code.



NEW C.P.R. PRESIDENT — N. R. Crump (center) was recently elected president of the Canadian Pacific Railway following the 74th annual meeting of the company. G. A. Walker, Q.C. (right) has retired as chairman of the CPR, but will remain as a director of the company. W. A. Mather (left), president since March, 1948, succeeds Mr. Walker as chairman of the company. Ross H. McClelland, Master of Montreal was elected vice president.

FARM NEWS

Soil, Crop Enthusiasts Visit Friendship Farm

Monday of last week saw 54 members of the Halton Soil and Crop Improvement Association off on their annual bus trip. This year's event was one day only, but included five points of interest. The first stop was at Friendship Farm, near Elora, owned and operated by Mr. and Mrs. Alfred Leatherbarrow. Unfortunately the crops were still showing the effects of a heavy hail storm on May 24th — nevertheless the party found much of interest. The park in the city of Waterloo proved a lovely setting for the lunch hour, following which R. A. Forsyth, agricultural representative for Waterloo County, gave a review of data, both agricultural and historical, which was of real interest. Other points included the progressive farmsteads of Ward Shantz and Fred W. Snyder, the Advanced Registry Swine Testing Station; and the Waterloo Artificial Unit.

A further amendment to the Act will enable the Lieutenant Governor in Council to make regulations providing for repayment of judgments to the Unsatisfied Judgment Fund by instalments and regulations covering restoration of drivers' licenses and owners' permits to persons indebted to the Fund, under such circumstances.

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NOTICE TO CREDITORS

IN THE ESTATE OF Albert W. Gilmer, Manager, Deceased.

All persons having claims against the estate of Albert W. Gilmer, late of the Town of Georgetown, manager, who died on or about the 5th day of April, 1955, are hereby notified to send particulars of same to the undersigned on or before the 9th day of July, 1955, after which date the estate will be distributed with regard only to the claims of which the undersigned shall then have notice, and the undersigned will not be liable to any person of whose claim they shall not then have notice.

DATED at Georgetown, this 7th day of June, A.D. 1955.

Marjorie R. Gilmer and Ethel B. Gilmer, executors of the estate of Albert W. Gilmer, by their Solicitors, Dale and Bennett, Georgetown, Ont. 6-22

NOTICE TO CREDITORS

IN THE ESTATE OF William John McDonald, electrical worker, deceased.

All persons having claims against the estate of William John McDonald, late of the Town of Georgetown, electrical worker, who died on or about the 14th day of May, 1955, are hereby notified to send particulars of same to the undersigned on or before the 9th day of July, 1955, after which date the estate will be distributed with regard only to the claims of which the undersigned shall then have notice, and the undersigned will not be liable to any person of whose claim she shall not then have notice.

DATED AT Georgetown, this 7th day of June, A.D., 1955.

Ethel Lena McDonald, executrix of the estate of William John McDonald, by her solicitors, Dale and Bennett, Georgetown, Ont. 6-22

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