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TUESDAY, APRIL 3, 1906.
LICENSE THE CHAUFFEUR.

**MR. PRESTON'S SUGGESTION IN
THE LEGISLATURE.**

**Second Reading of Mr. Sutherland's Bill
to Regulate Motor Traffic — Pre-
mier Whitney Condemns Peremp-
tory Suggestions.**

A lively discussion over Mr. Sutherland's bill respecting regulations for motor vehicles occupied the greater part of the time of yesterday afternoon's session of the Legislature. The bill, shorn of several clauses, was referred to committee. The Minister of Education will introduce his education bills next Thursday.

Supplementary returns were laid upon the table of the bye-elections in East Nipissing, Kingston and North Toronto.

Several private bills were passed through committee stage, and Mr. Preston's (Durham) bill respecting the town of Port Hope was read a second time.

In reply to Hon. Mr. Ross, Hon. Dr. Reaume stated that 85 fishery overseers holding office on February 7, 1905, had since then been dismissed, and 139 new appointments have been made, 15 without salary. Two game wardens had been dismissed and fourteen appointed.

Motor Vehicle Regulations.

Mr. Sutherland moved the second reading of his bill to amend the act to regulate the speed and operation of motor vehicles on highways.

Hon. Mr. Monteith feared there would be a liability on municipalities from the ditching of vehicles where horses were frightened.

Mr. Hoyle denounced the motor car as an exceedingly dangerous machine. He supported the bill as embodying the suggestions made in a memorial from the county Council of North Ontario.

Premier Whitney was sure that peremptory suggestions would never work out. He had no remedy, but could not agree to the clause allowing county Councils to designate roads for motor vehicles. The clause offering rewards for detection was distinctly immoral. The people who violated the law were, to a great extent, Americans. What object could be served by getting them to leave their names and addresses and allowing them to depart?

Mr. Graham thought the Premier was on the right line. No law would work out if its enforcement was handed over to various municipalities. It was all very well to theorize, as, for instance, in respect to roads to be used, but everybody wanted to ride on the best roads. An act, to be of any use, must be a workable one. The automobile was here

to stay, and stay on the highway. Legislation affecting it should be Provincial, and not municipal.

Hon. Dr. Willoughby thought the trouble with many people who could afford to buy automobiles was that they had more money than brains. Many people owning automobiles drove too fast, and cared nothing for the ordinary public, particularly those who used horses. Things had come to such a pass in some districts that the ordinary travelling public was afraid to use the roads. The automobilists should be taught at the beginning that they were not entitled to any more privileges than the ordinary public.

At Their Own Sweet Will.

Mr. Little said the Legislature had given rights to the automobilists a few years ago, and the latter, since then, had been running over the Province at their own sweet will. The laws on the statute books at the present time in respect to automobiles were of very little use. Bills had been brought in by members at various times with a view to protecting the public, but these had not been allowed to pass until they had been so pruned as to become useless. He favored the prohibition of automobilists using roads in the rural sections after sunset. He felt keenly on the question, and he felt like putting the House to the test if restrictive measures against the automobilists were not adopted after going back to the committee.

Mr. McNaught professed some sympathy with the farmer, but thought the question should be dealt with on broad lines. The effect of the bill would be to wipe out the motor industry of the country. Every citizen had a legal right to the King's highway, whether he drove an ox-cart or a motor. Because a few cranks went at the rate of 20, 30 or 40 miles an hour was no reason why self-respecting men should be driven off the road.

Enough Law, More Enforcement.

Mr. Preston (Brant) was aware of a good deal of irritation, and that there was cause for it, but this should not drive the House into an untenable position. What was needed was not more legislation, but more enforcement. The Premier had drawn attention to two features in the bill which Mr. Preston considered decidedly objectionable. He thought the chauffeurs should be licensed. Control over these gentlemen would be an advantage, and would develop their sense of responsibility.

Mr. Reed represented the first county to place restrictions on motor traffic. He would enforce the present laws, and add a few other restrictions.

Mr. Sutherland feared there would be little of his bill left when all the objectionable clauses were removed.

The measure was read a second time, and referred to the Municipal Bills Committee.

The House adjourned at 5 o'clock.

Mr. Lennox has a bill to amend the act respecting operation of motor vehicles on public highways.

Hon. Mr. Pyne, on Thursday next, will introduce his bills respecting the Department of Education, authorizing payments under the public libraries act, and to amend the public schools act.

Hon. Mr. Ross will inquire: What is the estimated quantity of timber of each kind on the lands on each side of the T. & N. O. Railway which the Government propose cutting down for the protection of the Temagami reserve? What is the estimated cost of such work? How many persons are employed, and who are in charge of the undertaking?