

Legislature Approves of Bill to Regulate Motors.

LIBERAL LEADER'S VIEW.

Province Making Money by Law-breaking in Cobalt.

Premier Scores Private Bills Committee for Tax-exemption Legislation Granted—Hon. Mr. MacKay Calls for Expedition in Bringing Down Returns—Lawyers Differ on Law Society Legislation—Toronto Railway Bill on Friday.

"Half of this perennial trouble with the automobiles occurs through the tomfoolery of the motorman," was the frank declaration of Hon. A. G. MacKay, in discussing prospective legislation at yesterday's sitting of the Legislature. "He thinks when he toots his horn he is heralding the advent of the King's coming. With every honk the consequentiality of his own greatness grows."

The Liberal leader's picturesque thrust was greeted by vigorous applause.

For the first time in two years a measure aimed at materially restricting the conduct of the automobile and curbing the tendency to reckless driving received the approval of the Legislature on a second reading, and goes on to committee. Mr. Valentine Stock (Perth) was sponsor for the bill, and secured sympathetic support from both sides of the House. Hon. Mr. MacKay suggested that the conviction of a chauffeur should be endorsed by the Magistrate on the license—a perpetual reminder and warning that a second offence would mean its cancellation.

Drastic Legislation Necessary.

The Premier concurred in the necessity for action. The time was at hand, he stated, when drastic legislation against reckless driving was necessary. Municipalities were trustees of the highways for all the people of the Province, and chauffeurs must understand that their right to the road was altogether secondary to that of the pedestrian and horse-driver. It might be well, he observed, to compel attendance of auto drivers at classes to be addressed by competent officers on common-sense and caution in driving machines.

Messrs. J. C. Elliott and D. Reed both spoke in support of the measure. It was none too drastic in their view. Hon. Mr. Hanna thought that it would be well to have the whole matter carefully thrashed out in committee.

What Motor Drivers Must Do.

The bill provides that every person having control or charge of any motor vehicle on any public highway shall at all times manage such vehicle so as to prevent the frightening of horses and to insure the safety of any person riding or driving. Outside the limits of a city or town the driver of the motor shall, if going in the same direction as the horse vehicle, signal his desire to pass, and shall give the driver of such vehicle an opportunity to turn out so that he may be passed in safety. The clause states that where the driver of a motor vehicle comes

within one hundred yards of a horse in charge of a woman or of children apparently under the age of sixteen years he shall immediately stop his motor.

Drivers Must Go Slowly.

Whenever a motor vehicle is passing a horse, whether the latter is standing or moving, the motor must not proceed faster than five miles an hour. If the horse becomes frightened the driver of the motor vehicle shall at once stop his car and keep it stopped until the horse has passed. In cases where the horse is standing or moving in the same direction as the motor the driver of the latter shall stop his motor until ample provision has been made to avoid accident or damage or until directed by the driver of the horse to proceed. The driver of the motor shall render all necessary assistance to prevent accident, and all reasonable assistance requested by the person in charge of the horse.

Must Prevent Any Glare.

A clause of the bill provides that no light shall be used which is stronger than thirty-two candle power, and any lantern or lamp made of brass or other bright metal upon any motor vehicle shall during the day time be completely covered by some dark material to prevent glare.

Heavy Penalties Provided.

Another clause makes the penalty for violation upon conviction \$50 or one month's imprisonment or both, and for the second offence or any subsequent offence a fine of \$100 or six months' imprisonment or both, in addition to the cancellation of his license. The bill also provides that every person, whether owner or not, shall at all times carry his license with him, and that upon conviction before a Police Magistrate the date and particulars of conviction must be stamped or written upon the back, and the license must be produced whenever called for by the authorities. If a second offence be committed within twelve months from the first offence, the Magistrate must cancel the license upon conviction.

Money Made by Law-breaking.

In response to a query from the Liberal leader, Hon. Mr. Hanna reported that the number of convictions for infractions of the liquor license act in Cobalt for the past five years had been as follows: 1905, 8; 1906, 46; 1907, 63; 1908, 107; 1909, 144. The fines imposed during the same years were, respectively, \$400; \$1,750; \$4,575; \$6,935; \$13,525. The Province, however, received only \$6,000 in 1908 and \$11,525 in 1909, owing, said Mr. Hanna, "to the fact that

some of the culprits took prison instead of paying up, and the Province was out."

"And they were in," observed the Liberal leader, amid laughter.

Sir James Rebukes Committee.

A sledge-hammer rebuke that carried with it an ultimatum for guidance in the future was handed out to the Private Bills Committee by the Premier. The House had just assented to the third reading of four bills providing for fixed assessments and exemptions, two in connection with industries located in Barrie and the