

# RECKLESS DRIVERS ON CITY'S STREETS ROUSE SOLONS' IRE

**Minister of Highways Comments on Abuse of Speed Laws in Toronto and Laxity in Enforcing Them—Members Themselves Have to Step Lively on University Avenue to Escape Injury**

## DRAFTING NEW ACT TO STOP SPEEDING

Hon. F. C. Biggs' bill for the consolidation of motor vehicle legislation passed through Committee of the Whole House in the Legislature yesterday after several hours' discussion by the members. An amendment proposed by H. H. Dewart, K.C. (Liberal, Southwest Toronto), was read to the House, but no action taken, Mr. Biggs explaining that if Mr. Dewart wished to discuss this amendment he would have the right, when the third reading stage arrived, to move back the bill into committee, and have the change inserted, provided the House accepted the amendment.

### Would Clear Motorist.

Mr. Dewart's amendment takes away the onus of proof of innocence from the motorist when a collision takes place on a highway between dark and dawn with another vehicle which does not carry lights, and where a pedestrian is struck while crossing a street at a place other than an intersection. The onus of proof only is taken away by this amendment, not the liability for penalty or damages.

It was decided that the bill will come into effect on September 1, 1923. Mr. Biggs hopes to have a copy of the new act sent to motorists in the Province.

Some objection was taken by W. E. N. Sinclair (Liberal, South Ontario) to penalties for a motorist travelling faster than 40 miles an hour. He maintained that when a man travelled at such speed under circumstances when no person was in danger but himself there should be no penalty. A law imposing a penalty was right where there was traffic, "but," said Mr. Sinclair, "suppose he shoots up a sideroad and someone spots him out, and he goes to jail."

"The best place for him," commented the Attorney-General.

Vigorous protest was made by R. L. Brackin (Liberal, West Kent) during the discussion regarding the present laws respecting foreign motor tourists should such tourists' cars become involved in an accident. Mr. Brackin contended that, under the law, all these tourists had to do was to give their names and addresses, then they could go on their way, car and all, and in the event of a civil suit for damages there was nothing on which the injured party could recover.

### Cites An Incident.

He cited in this instance the case of the death of Keyes by being struck by a car owned by a Detroit man. The car was now back in Detroit and the Keyes family had no way by which it could recover damages.

The Attorney-General conceded that there was some merit in Mr. Brackin's contention, but thought such a change in the law, if it were made, should be general, and not relating merely to motor vehicle accidents. Moreover, he considered it was too late in the session to go thoroughly into such a drastic altera-

tion of the present law.

### Has to Step Lively.

John Joynt (Conservative, North Huron) voiced his protest against the speed law in vogue at the present time. He himself could not get across University avenue on many occasions without running. "The whole ambition of auto drivers and owners seems to be to get there all the time," he said. "I don't know where we're going to end up."

### Toronto Discipline Law.

The Minister of Highways replied that what Mr. Joynt complained of was not the fault of the speed laws, but the abuse of them by the drivers and the city permitting them to abuse them.

"There should be more drastic enforcement," said Mr. Joynt. "Why, I am amazed at the way cars are driven in this city."

A clause was adopted in the bill stating that intoxicated persons driving a car, upon conviction, are to have their license or permit cancelled for three months for the first offense; up to six months and not less than three months for the second offense, and for any subsequent offense a new license or permit is not to be issued in less than one year and not more than two years.

## BILL FINDS FAVOR IN PREMIER'S EYE

**Promises Smooth Sailing for  
Suburban Railway Pur-  
chase Legislation**

### HIGHBROWS AND COMMAS

"I won't put anything in the way," said Premier Drury yesterday to Joseph E. Thompson (Conservative, Northeast Toronto) regarding the City of Toronto Bill to authorize the purchase from the Canadian National Railways of the Toronto Suburban lines within the city limits. Mr. Thompson will introduce his bill today.

### Criticizes Punctuation.

Practically all the private bills on the order paper were advanced another stage yesterday in the Legislature, and only about three are left to be dealt with—except for third reading. Bills approved by committee yesterday included those relating to the University of Western Ontario and the city of London. Dr. H. A. Stevenson (Labor, London) caused some amusement during consideration of the former bill when he read a letter from a University authority in London which argued that in one place a semicolon had been inserted in place of a colon, and in another place that a comma had been inserted instead of a colon. The doctor's amendment to the London Bill to have the assent of the ratepayers necessary before the Council could dispose of certain lands described in the bill was defeated.

## DRURY SEES LIGHT AT ELECTION DAWN, MAGUIRE DECLARES

**Toronto's Mayor Says Pre-  
mier Has Made "Right-  
about-face"**

### NEW ZEAL FOR RADIALS

"I should think that would open the people's eyes to the value of Mr. Drury's opposition to radials last year," said Mayor Maguire yesterday afternoon when informed that Premier Drury had that morning told a deputation representing municipalities between Toronto and Oakville that he would have an Order-in-Council issued authorizing the construction of a radial line between Oakville and Port Credit if the Hydro-electric Power Commission of Ontario would ask for this order, at the instigation of the deputation.

### Mayor Scents Politics.

"Why this sudden change in Mr. Drury's attitude toward radials?" asked the Mayor. "Is it because we are on the eve of an election, and because the line they want to build runs through his constituency? I think those are the real reasons. He realizes the mistake he made in blocking radials last year, and, after having had his ear to the ground, wants to get back in the good graces of the people of that district."

"This statement of the Premier's must mean that he is also willing to validate the waterfront entrance agreement, because neither these people nor the Hydro will undertake to build that line this summer unless they are sure of an entrance into Toronto. He knows that, and he knows we cannot have a vote in Toronto on the waterfront entrance until next January. If he wants to help his constituents get that radial line built, he will have to go farther and also approve of an entrance into Toronto."

### Pendulum Swings Back.

"We received a setback to our radial plans in January, but subsequent events are proving we were right, and the pendulum is swinging back. This statement and other developments regarding the Canadian National Railway radial plans show us to be right. When Sir Henry Thornton sent that famous telegram during the last election, Mr. Drury said that, in the face of that, it would be folly for us to parallel our own Government railway, and now he is quite willing to approve of paralleling it—when there is an election coming on in which he is interested."

"All I can say is that it is a shame that the Premier of the Province would act in such a turn-about manner on an important question."