

March 25th

pany added two more generating stations in Bala, and the purchase of the Hanover plant made the fifth generating station added."

With other purchases, a total of ten generating stations were added to the list already operated by the Commission.

#### Rural Construction.

Construction work in rural power districts exceeded by a substantial margin that of any previous year, some 1,044 miles of primary transmission lines being constructed. Electrical service was given to 6,277 additional consumers. The capital expenditure approved for rural construction work was \$2,668,241, and the aggregate peak load in October reached 21,138 horsepower. Arrangements have been made for the construction of 1,500 miles of additional lines during the present year.

## LIGHT RAILWAY PLAN BLOCKED IN HOUSE

### Committee Rejects Proposal to Build Forty Miles of Light Gauge

The second attempt of the Northern Mines Railway and Development Company of Toronto to secure legislative authorization to the construction of a 40-mile light-gauge railway from near Gold Pines to the heart of the Woman Lake-Confederation mining area was rejected yesterday by the Railway Committee of the Ontario Legislature.

The committee did not even discuss the company's bill, clause by clause, but killed it in the "principle" stage.

J. R. L. Starr, K.C., one of the promoters; Colonel Percy Rogers, another stated shareholder of the company, and a wartime builder of railways in France, and G. Salter, representing the mining companies in the area through which it was planned to build the line, were heard in support of the measure. Chief opposition came from Earl Hutchison, Labor member for Kenora. The bill was motivated, according to both Mr. Starr and Colonel Rogers, by the desire to advance development in the North and to reduce the almost prohibitive freight haulage rates now obtaining between steel and the Woman Lake area.

The affairs of the Railway Committee were presided over yesterday by George Oakley, Conservative member for Riverdale. Two other bills were considered and approved, and now go on to the House.

One extends by four more years the time in which the Mount McKay and Kakabeka Falls Railway Company will be permitted to complete its line from Fort William to adjoining townships. The second bill authorizes the incorporation of the Timber Products Railway and the building by the company of a freight and logging line from a point connecting with the Canadian National Railways at Gilmour Siding, in Hastings County, to serve the timber limits operated by the concern in the Townships of Tudor, Cashel, Abinger, Anglessea and Effingham.

# BOND AFTER ACCIDENT REQUIRED OF DRIVER UNDER NEW AUTO LAW

## Details of Classification System Revealed in On- tario Government Bill Amending Traffic Act— "Demerit Rating" for Insurance Will Follow Conviction

### AUTOISTS GROUPED IN THREE CLASSES

Classification of Ontario's automobile drivers—a procedure recommended recently by Mr. Justice Hodgins in his interim report on the Royal Commission automobile insurance rates inquiry—and a procedure which the Government is adopting—will come into effect along with the other Hodgins recommendations regarding financial responsibility insurance on Sept. 1, 1930.

Full provision for these new departures is made in the Highways Traffic Act amendment bill, to which Hon. George S. Henry, Minister of Highways, moved and secured second reading in the Legislature yesterday. Liberal Leader W. E. N. Sinclair voiced his emphatic support of the principle of the measure.

According to the bill, the Government, when convinced that the records of the Highways Department are sufficient to warrant the establishment of a classification system, shall classify all persons who have been convicted of a violation of any statute relating to the operation of motor vehicles, or who have been responsible for accidents, or who have been required to prove their financial responsibility under the act, or whose operating record has otherwise shown them to be extra-hazardous risks for the purposes of motor vehicle liability insurance, and, as such, liable to "demerit rating."

#### Three Classes.

"When a person becomes liable to demerit rating," says the bill, "he shall be classified by the Registrar (J. P. Bickell, Registrar of Motor Vehicles) in accordance with the regulations in any one of the three classes, to be known as Classes A, B and C, in accordance with the seriousness of his offense or the character of his operating record.

"Where a person has been classified in Class A, he shall be charged and shall pay for motor vehicle liability insurance 10 per cent. in excess of the standard premium rate, and when classi-

fied in Class B, 25 per cent. in excess of the standard premium rate, and when classified in Class C, 50 per cent. in excess of the standard premium rate.

"The names of persons who have been classified for demerit rating under this section shall be published by the Registrar within one week in the Ontario Gazette."

The bill provides also that insurers shall certify rates charged persons and furnish copies of policies, if required; provides penalties for charging improper rates; provides that the Registrar may reclassify drivers into lower class after twelve months; and provides that when any classified person commits an additional offense he can be given a still higher demerit rating, and that, if he is in Class C when he commits the offense, his driver's license shall be suspended for not less than a year.

#### Accident Reporting.

The bill provides also for accident reporting, collection of statistics, and the establishment of ratings. It makes it incumbent upon every person in charge of a motor vehicle directly or indirectly involved in an accident—if the accident results in personal injuries or in damage to property exceeding \$50—to report the accident immediately to the nearest Provincial or municipal police officer and furnish him with a written statement. The police officer approached is compelled to make a written statement to the Registrar, and the latter, in turn, can use various powers to get any additional information required, and to complete his records.

Coroners dealing with automobile fatalities are required to report to the Registrar on forms especially provided them for such occasions.

The Registrar must keep a record of licenses and permits suspended and cancelled; a record of unsatisfied judgments; a list of persons required to prove financial responsibility; the operating records of all drivers, and such further records as the Minister of Highways may from time to time direct.

It is on such records, as previously stated, that the classification arrangement will be based.

#### Suspension of Licenses.

Dealing specifically with Mr. Justice Hodgins's recommendations for financial responsibility of motorists, the bill, in part, stipulates:

"72 (1)—The driver's license and owner's permit of every person who has been convicted of, or who has forfeited his bail, after having been arrested for any one of the following offenses or violations of law, namely: (a) Any offense for which a penalty is provided in Section 24 of this act; (b) Any offense for which a penalty is provided in Section 25 of this act; (c) Exceeding the speed limit fixed by Section 23 of this act, if any injury to any person or property occurs in connection therewith; (d) An accident having occurred, failing to remain at or return to the scene of the accident in violation of the provisions of Section 40 of this act; (e) Driving a motor vehicle on a highway without holding a driver's license required by this act; (f) Any criminal offense involving the use of a motor vehicle; (g) Any offense against public safety on highways as may be designated by the Lieutenant-Governor in Council, shall be forthwith suspended by the Minister, and shall remain so suspended, and shall not, at any time thereafter, be renewed, nor shall any new driver's license, or owner's permit be thereafter issued to such person until he shall have given to the Registrar proof of his financial responsibility.

#### Outside Ontario.

"2. Upon receipt by the Registrar of official notice that the holder of a driver's license, or owner's permit under this act, has been convicted, or forfeited his bail, in any other Province or State in respect of an offense, which, if committed in Ontario, would have been, in substance and effect, an offense under, or a violation of the provisions of law mentioned in the next preceding subsection, the Minister shall suspend every driver's license and owner's permit or permits, of such person issued pursuant to this act, until that person shall have given proof of financial responsibility in the same manner as if the said conviction had been made or the bail forfeited in Ontario.

"3. If any person to whom Subsection 1 applies, is not a resident of Ontario,