

Uniformity of Policy In Hospital Affairs Sought in New Bill

**Honorary Advisory Board
of Trustees at Toronto
General Hospital Would
Give New Trustees Bene-
fit of Experience and
Advice of Retiring
Members**

**IS INTRODUCED
BY TORY MEMBER**

Constitution of an Honorary Advisory Board of Trustees for the Toronto General Hospital is provided for in a bill introduced in the Legislature yesterday by E. J. Murphy (Conservative, Toronto-St. Patricks).

The bill is designed to promote uniformity of policy in the affairs of the hospital and to give new Trustees the benefit of the experience of other hands at the helm who have retired from the active board.

Only men who have served at least five years on the Hospital's Board of Trustees will be eligible for election to the Honorary Advisory Board. The functions of this board will be purely advisory; it will take no part in the active direction of the hospital's affairs.

At present the Board of Trustees of the hospital consist of 25 members. Eight members are appointed by the Government, five are appointed by the University of Toronto, five are appointed by the city, and seven are elected by subscribers to the hospital.

The idea behind the bill to permit the establishment of the Honorary Advisory Board is to retain the benefit of the experience and knowledge of the retiring members of the present board, Mr. Murphy told The Globe.

The bill is made at the instance of the present Board of Trustees. The Globe learned last night from Mark Irish, one of the veteran members of the board who has served thereon for more than 20 years. "The bill will permit members of the present board to resign, if they so desire," said Mr. Irish, "without at the same time making it necessary for the hospital to lose the benefit of their experience. If a member, who has served long, wishes to resign and be relieved of the daily grind of duties as a trustee, he may do so under the terms of the proposed bill, but at the same time he may act on the honorary and advisory board."

Another bill introduced by Clifford Case (Conservative, North York) would enable the Township of North Gwillimbury to buy the right of way of the old Metropolitan Railway through the township. The purchase of the right of way will provide a road which will probably be improved, running in close proximity to many residents who summer on Lake Simcoe.

RAILWAY STOP BILL OPPOSED IN HOUSE AND IS WITHDRAWN

**Premier Says Efficacy of
Quebec Law Not
Proved**

FURTHER DATA NEEDED

With a hint from Premier Henry that with further data the proposal might be considered next year, Arthur Ellis (Conservative, South Ottawa) yesterday in the Legislature withdrew his bill to require all motorists to stop at railway crossings.

The bill was opposed not only by Premier Henry and several of his supporters, but also from the Liberal ranks, W. E. N. Sinclair declaring that the time had not yet arrived for such legislation. Discussion on the question produced only two supporters for the proposal, namely, Mr. Ellis himself, and F. W. Wilson (Conservative, Windsor).

Hazard Cut in Quebec.

In support of his bill, Mr. Ellis declared that the number of fatalities at level crossings had been materially reduced in Quebec after that Province had adopted a law requiring motorists to stop at all railway crossings. He said that even if the law were not observed in every instance, it would be obeyed sufficiently to at least reduce the present hazard.

T. J. Mahony (Conservative, Wentworth South) opposing the bill, said that, in a recent tour in Quebec he had only seen the stop law obeyed on two occasions. If it were made necessary for thousands of automobiles to come to a stop at each railway track in Ontario, the resulting congestion would be far more dangerous than the condition it sought to remedy, he said.

"The time has not yet come for such a law," said Mr. Sinclair. "The present signs at level-crossing approaches are warnings, and one can hardly believe that a prudent motorist would drive over a railway crossing without looking for approaching trains."

Premier Henry, in his remarks on the bill, said that similar measures had been proposed for a good many years.

Railway crossings were at present protected by signs by the Highways Department in addition to the warnings provided by the railways. "The most important part of the question," he said, "is whether the bill would get the results we all desire—a reduction of level-crossing accidents." So far, he continued, such measures had not proved their efficacy.

Without the stop law, and with many more motors than Quebec, Ontario, he said, had reduced the rate of level-crossing accidents from fifty-two in 1928 to forty-seven in 1929 and to thirty-four in 1930. The campaign for safety was making considerable progress in reducing this type of accident, he said, and suggested that the bill be withdrawn. At the next session, with more extensive information available, it might be considered again, he added.

Withdraws Another.

Mr. Ellis also withdrew another bill, on the suggestion of Provincial Secretary Macaulay. This bill provided that citizens be prevented from voting in more than one ward in municipal elections on property qualifications.

A bill to amend the Highways Traffic Act was introduced by Fred G. McBrien (Conservative, Toronto-Brockton) which seeks to empower Toronto to reduce still lower the fifteen-miles-per-hour speed limit for motor cars in city parks. Two other bills sponsored by Mr. McBrien, one to enable municipalities to pay pensions to the dependants of policemen killed in the performance of duty, and the other to create a Ward 9, received second readings.

School Site Transferred

(Special Despatch to The Globe.)

GALT, Feb. 25.—The site for the Ontario Girls' School to be built here, consisting of forty acres, north of the Preston Road, was today transferred to the Ontario Government. The \$8,000 raised by Galt and Preston people to buy it was turned over to the owner, Mrs. Agnes Oliver, and the deed will be forwarded to Hon. W. G. Martin, Minister of Public Welfare, at once. It is expected construction work will begin in the early summer.

In Conference

"Let me say that the real reason for Premier Henry's absence tonight," said Hon. W. G. Martin, Minister of Public Welfare, speaking at last night's banquet of the Ontario Road Builders' Association, at the King Edward Hotel, "is that, on leaving the Buildings this afternoon, I heard he was in 'close conference' with the Minister of Highways, with reference to the possibilities of giving extra grants for roads. I understood, further, that while the Highways Minister was not 'putting anything over' the Prime Minister, the latter was listening very sympathetically to everything he had to say."

As the laughter subsided following the foregoing statement, the speaker added: "I have said that to you road-builders, but the Lord only knows what will appear in tomorrow morning's papers."