

## BAN GASOLINE SALE TO DRUNKEN DRIVER PREMIER IS URGED

Henry Sees Difficulty in Deciding Question of Intoxication

### HITCH-HIKING ALLOWED

That gas stations should be prohibited by law from selling gasoline to intoxicated drivers, was the suggestion made by Frederick Skinner (Conservative, Leeds) at the second reading of Premier Henry's bill to amend the Highway Traffic Act in the Legislature yesterday. As a means to reduce the hazard of traffic. Mr. Skinner said that a clause should be inserted in the act to prevent the sale of gasoline to intoxicated drivers.

"That would raise the rather large question of what is meant by intoxication," said Premier Henry. "To put the responsibility of deciding whether a driver is intoxicated on the boy selling gas, would be rather a large order. Of 3,000 suspensions of licenses last year, only about 25 per cent. were for intoxication. The menace of intoxicated drivers is not so great as some people imagine, when, out of millions of drivers, only about 700 have been suspended for this cause. But any suggestion that will help relieve the highways of these drivers will be welcome."

Premier Henry again took pains to assure the House that amendments to the act did not restrain people soliciting or drivers offering a free ride. The act provided that no persons should "while on the travelled portion of the highway" solicit rides. "We want to discourage the professional hitch-hikers who stand out on the highway and almost force traffic to stop in order to get a ride," said the Premier. "Some sections of the press read into the amendment rather more than was intended. I had a rather pathetic letter from a student after it was reported that the new law would prevent hitch-hiking. The letter asked in effect, 'Were you ever at college? And had a girl at home? and were short of cash?'"

A member—What did you answer him?

"I wrote him," continued the Premier, "that we didn't intend to interfere with him at all." The bill was given a second reading.

Although Hon. Harry C. Nixon protested against the provision of three months' imprisonment for parents failing to look after their children, contained in the act, to make better provision for the maintenance of minor children, Attorney-General Price explained that that penalty was far less severe than provided in the Criminal Code for the same offense. The effect of the act would be to give the courts a chance to try offenders under milder terms of the act, than under the severer section of the code, if circumstances made such a course desirable.

An extra clause was added to the act providing that it should not require parents to provide special kinds of medical treatment for children, against their judgment. The act was given third reading.

Second reading was given the bill of Austin Smith (Conservative, South Essex) providing that threshers should have a lien on grain threshed for their wages. Another provision of Mr. Smith's bill that all threshers be required to have a certificate from the Government, brought objections from Mr. Nixon, who felt that farmers would never be satisfied with such a provision.

## Bathing in James Bay A Prospect for Toronto

### Highway Link and New Bridge Over Moose River Will Take Vacationists There—So Finlayson Tells Legislature

Apparently it won't be long now before the tired Toronto business man can go home to his family of a Friday night and quite casually remark: "Get the hamper packed, mother! We'll run up to Moose Factory for the weekend. I can do with a salt-water dip."

For some time now the eventual linking up of old Ontario with James Bay via the Ferguson Highway has been mooted. More than a year ago, Hon. William Finlayson, Minister of Lands and Forests, speaking to a roads banquet, propounded the idea, and amazed his listeners with it. Yesterday in the Legislature he brought his so-called fancy a lot closer to actual realization.

"In a few years," he prophesied as to the eventual hookup, and pictured the great cross-section of the Province—fertile farms of York, the island and water paradise of the Muskokas, the great timber stands of Temagami, the mineral areas, the clay belt, and ultimately the ocean itself—which the hookup would present any road traveller for his enjoyment.

Right now they are rushing the great T. & N. O. bridge over the Moose near Mike Island toward com-

### Strong Man Wanted For Frauds Board

Attorney-General William H. Price gave notice yesterday of the bill by which the Security Frauds Prevention Act will be amended this session so as to provide for Commission administration of that law in future. This amending bill was forecast by The Globe at the commencement of the session, and the forecast was immediately confirmed by Colonel Price.

While the Government declines at present to state what form of Commission it has in mind, it is generally understood at Queen's Park that the three-member board idea has been abandoned and the handling of the very vexatious question is to be entrusted to a single individual. That the Government is still on the hunt for the man for the job is also stated at the Parliament Buildings.

pletion. And in that great span provision is being made for accommodating any future motor traffic that extension of the present Ferguson Highway may bring in its direction.

Apparently Mr. Finlayson knows what he is talking about.

## MOTOR-CAR DEATHS DECREASE IN YEAR

### General Williams Finds Liquor Involved in Few Cases

In his annual report, tabled yesterday in the Ontario Legislature, Major-Gen. Victor Williams, Provincial Police Commissioner, contends that in only a very few cases of the 200 deaths attributed to the use of automobiles on the highway during the past fiscal year, was intoxicating liquor "a contributory cause."

The 200 deaths represent a decrease of 48 from the year 1928-1929. "Every one of these fatalities," reports the Commissioner, "was thoroughly investigated, and wherever necessary prosecutions against the driver for criminal negligence or manslaughter were instituted. It is very difficult

to define specifically the cause of these fatalities. The majority, no doubt, are due to recklessness on the part of the driver, and could be avoided. On the other hand, there are some which are pure accidents and unavoidable. I am pleased to say, however, that our investigations show that in very few cases was intoxicating liquor a contributory cause, and it is very gratifying to note the decrease in the number of fatalities from the preceding year.

"There is, however, still much room for improvement."