

OTHER PAPERS' OPINIONS

Pedestrians on Roads.

Among the highway accidents that occurred in Ontario during the past week-end, and in which seven persons lost their lives and eleven more were injured, were several that turn attention once again to the dangers that threaten pedestrians on modern travelled roads. Discussing those accidents, Hon. George S. Henry is reported to have said he was endeavoring to persuade municipalities to provide sidewalks or paths beside highways wherever there was any considerable foot traffic. He added that the Provincial Department of Highways, of which he is the Ministerial head, would pay thirty per cent. of the cost of such accommodation for pedestrians.

Indeed, the paved ways on which motor vehicles travel through the country have become perilous places in which to walk. In former times, sidewalks by the roadside may have been useful, particularly during the wet seasons of the year, but they were not so important from the standpoint of safety as they are today. Then, the roads were bordered by wooden sidewalks when they passed through villages and were edged by beaten paths in the open country. Then the pedestrian could follow the beaten path if he chose, but he did not run great risks if he elected to walk upon the road itself. Vehicles were not so numerous on the highways as they are today, and they were drawn by horses. They did not move so rapidly as do the conveyances of the present time, and were more easily avoided. The situation of the wayfarer on a modern trunk highway is now a very different one. In many places the modern highway runs between two ditches that are intended to drain it. In such places the pedestrian has to decide whether he will walk on the rough ground beyond the ditch on one side of the road or on the pavement itself. If he determines to walk upon the pavement he runs grave risks, especially at night. The motor vehicles that now make use of the roads travel swiftly and comparatively noiselessly, and they are numerous. The man, woman or child on foot upon the roadway must be watchful lest he or she be overtaken by a rapidly moving machine, be struck down and killed. The pedestrian, too, must be on his guard lest in avoiding one such machine he step into the path of another.

Persons walking on the highways in some places are warned, it is said, to use the left-hand side of the road in order that they may be able to see approaching vehicles. On the other hand, pedestrians would be safer if they could avoid walking on the pavements used by vehicles. Construction of sidewalks along the whole length of the important trunk highways of the province would be a costly undertaking, and, probably, an unnecessary one. There are sections of highway alongside of which there should be accommodation for pedestrians because of the density of vehicular traffic on the pavement and the density of population in the vicinity of the road. Such accommodation would contribute to the safety of pedestrians and make the task of the automobile driver easier. —Toronto Mail and Empire.

The Foolishness of Speed

A fatal accident occurred in this county a few days ago, which, according to the best evidence which can be secured, illustrates the danger and futility of excessive speed in a motor car. The victim was a prominent Detroit, wealthy, clever, successful, popular, a good citizen in every respect, and a man who was in an excellent position to enjoy life. He was a man whose life was largely devoted to assisting others. He had money and he spent it freely upon worthy causes, according to the reputation he enjoyed. He was a "good fellow" of the sort of man whom one hates to see pass out of the world, and yet he was the victim of a few yards of speed, which really meant nothing to his life, busy though he was, nothing but the satisfaction of getting some place sooner than someone else would do it.

And there are a lot of "good fellows" in this world doing the same thing, taking the same chance. They are intelligent men too, who know the dangers of speeding, but they have got into the habit of stepping on the gas, against their own good sense, and good judgment. In most cases they are considerate of others, and careful in traffic, but when they see an open road ahead of them they can't resist the temptation to pep up their motors.

That's exactly what Charles Scott did. He had a big car. He knew its power, he was alone on the road, and he obeyed the impulse "to get there" in a hurry. Unfortunately it was a strange road, the dangers of which were unknown to him, and disaster followed.

There are some men who boast that their cars will run sixty and seventy miles an hour. The speed limit on the highways is 35 miles an hour. Nothing is said to the man who, with a clear view, goes forty or forty-five. Of what practical value is the extra twenty or twenty-five miles an hour? In any reasonable distance, outside of long touring, it means merely a matter of a few minutes in arriving at the motorist's destination. And yet for those few minutes men will actually and knowingly take the chance of losing their lives, and jeopardizing the lives of their passengers.

It isn't worth it. It is sometimes a valuable thing to drive a car with power enough to travel sixty miles an hour. The extra power comes in handy as a reserve in hill climbing, and occa-

sionally in getting out of a tight corner in traffic, but when it comes to driving sixty miles an hour along a strange road—or even a familiar one—simply because the car is capable of traveling that fast—well, the game isn't worth the candle.—Chatham News.

Pedestrians Must Be Protected

The terrible toll which modern automobile traffic is taking from pedestrians on the highways makes it imperative that something be done to afford those who live along the highways a foothold that will be safe from the dangers of motor traffic.

The terrible accident in the early hours of Sunday morning when two women—a mother and a daughter—were hurled to death by a high-powered car brings the question very forcibly before the public mind again. Walking on our paved highways has become fraught with very real danger, and this danger is much increased at night, when motorists grow careless and glaring headlights impair their vision. Footpaths for pedestrians is a matter which should receive the attention of the Minister of Highways at the very earliest opportunity. The terrible toll of valuable lives cannot go on unheeded.—Kingston Whig-Standard.

A Road Menace

A serious accident to three Stratford motorists, who ran into an unlighted buggy on a road near St. Marys a few nights ago, has impelled The Stratford Beacon-Herald to comment on what has long been a burning question in Ontario, the menace of buggies and other horse-drawn vehicles being driven on the roads without lights. While there is a provincial law which gives counties the right to pass by-laws making lights compulsory on horse-drawn vehicles, only a few counties have taken advantage of it, and Perth County, like Oxford, is not one of these.

This menace of the unlighted buggy has been the cause of many serious and some fatal accidents in the past and one wonders how long it will be before the county legislators realize that it is in the interests of the rural people to make lights compulsory on such vehicles. Action is being threatened against the drivers of vehicles with glaring headlights, but surely there is even greater danger in those which have no lights at all. Every factor which contributes to public safety on the roads of the province should be put into force as rapidly as possible, and if such legislation is necessary it is to be left in the hands of the county councils, then these councils should not delay in providing the public with the maximum of provisions for their own safety. —Woodstock Sentinel-Review.

The Poultry King

The appointment of Mr. F. C. Elford to the presidency of the World's Poultry Congress is a well-deserved recognition of his outstanding place in the poultry world and at the same time a gracious and laudable compliment paid the Dominion of Canada by the international gathering now assembled in Ottawa. As director of the present con-

gress, and chairman of its executive committee, Mr. Elford is largely responsible for its very gratifying success. As Dominion poultryman husbandman, his share in the general development of the poultry industry in Canada along sound and well-considered lines has caused him to rank among the world leaders in that branch of agriculture. Therefore, when the venerable and esteemed Edward Brown, of London, president of the congress since its inception, announced his intention of retiring no other name than that of Mr. Elford was put in nomination.

The scope of the congress, the magnitude of the exhibit in Lansdowne Park, and the number of delegates present from two-score nations, have surprised those who think of what Mr. Motherwell calls "the humble hen" in terms of a consumer and not of a producer. A hen, we learn from observation, may be a biped of the common or garden type familiar to most farmyards, or, on the other hand, it may be a gaunt creature on long, spindly legs, or a quaint bird with curly feathers; or it may have other odd characteristics quite unfamiliar to the layman. Each type has its special uses in the poultryman's economic scheme, and it is one of the functions of the World's Congress to co-ordinate research and experiment for the improving of poultry raising as a business.

Ottawa, perhaps a bit indifferent when the congress opened last week, has become fully aware of the importance of the occasion, a fact made evident by the growing crowds in Lansdowne Park.—Ottawa Journal.

Wages By Cheque

Moved by an account of a street robbery, in which a large sum of money that was to have been used in the payment of wages to the employees of a certain business firm was stolen, a correspondent of this newspaper wrote not long ago and urged the general adoption of "banking safeguards" to prevent the recurrence of such outrages. In other words, he suggested that all business establishments should pay their employees by cheque, instead of paying them in cash, and he described a type of cheque that, in his opinion, would be suitable for such a purpose.

There may be reasons why some firms prefer to cash a single cheque for the whole amount of their respective payrolls, have the money conveyed from their several banks to their own offices and then pay it out to their employees instead of issuing large numbers of wage cheques to their employees. On the other hand, there would be no opportunities for robberies of the kind to which our correspondent alludes if no business or manufacturing company found it necessary to have large sums of money in currency carried through the streets from a bank to its office for the payment of wages. Probably a considerable number of companies in Canada have adopted some system of payment of wages by cheque. Many large industrial concerns in the United States have done so, according to a report issued recently by the Department of Manufacture of the Chamber of Commerce has

conducted. The report, according to a published summary of it, analyzes various systems of payment of wages by cheque that large concerns are using, and outlines the steps taken and the difficulties encountered in installing them. The investigation has disclosed, according to the report, that the system is meeting with very general approval in the establishments in which it has been applied. It has been well received, except in a very few instances, says the report, by the wage earners themselves.

Corporations in the United States that have adopted the cheque system of paying wages, the report asserts, have done so chiefly because of the increase in the number of payroll robberies in the country. The companies have acted not only to protect the money intended for the payment of wages but chiefly out of consideration for the safety of employees who handled that money. They have found that the cheque system of payment has certain advantages over payment of wages in cash. In addition, says the Chamber of Commerce report, the cheque system has had the effect of encouraging employees of concerns that have adopted it to open bank accounts.—Toronto Mail and Empire.

Why Lacrosse Dies

"Following an exciting lacrosse match in this city, the losers attacked the winners and chased them from the field."—Montreal Gazette.

Which tells the story of the decline of lacrosse. Rowdiness, that, and nothing else, has all but killed the great old game. The average young man of today will not play lacrosse, or learn to play it, simply because he doesn't relish the risk of going through life with a scarred face. And small blame to him. If he can get all the exercise he wants out of golf and tennis, without danger of being maimed for life, why should he go in for the rougher stuff? If tennis players were in the habit of bashing each other with their racquets, and if golf

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players occasionally forgot themselves so as to brandish their brassies, golf and tennis would die out, too. And they would deserve to.—The Ottawa Journal.

The Reason

And now, officer, tell me what that strap under your chin is for. Officer—That, lady, it to rest my poor old jaw when it gets tired answering silly questions.

His Reply
The fire-eating colonel had received a letter which consumed him with rage, but this was his noble reply:
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