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LEGISLATIVE COMMITTEE HEARS NEW PROPOSALS

Ontario Members Receive Suggestions For New Traffic Laws.

The co-ordination and standardization of the motor traffic laws, the restriction of abusive practices and the safe use of the highways in the interest of all citizens were thoroughly discussed at a hearing of a provincial committee headed by Hon. F. C. Biggs, minister of public highways, in the city council chambers on Wednesday afternoon.

The committee consisted of Hon. F. C. Biggs, M.P.P., chairman, A. M. Rankin, M.P.P., vice-chairman, Hon. G. S. Henry, M.P.P., East York, M. M. McBride, M.P.P., Brantford, H. K. Homouth, M.P.P., Waterloo, M. McVicar, M.P.P., East Elgin, J. B. Johnston, M.P.P., East Simcoe, James W. McLeod, M.P.P., Stormont, Colonel S. B. Biggs, of the solicitor's department, G. C. Parker, of the engineering department, and J. C. Bicknell, secretary of the committee. In attendance also were Mayor S. S. Corbett, T. M. Asselstine, president of the Kingston Automobile Club, H. D. Wightman, H. C. Nickle, W. F. Nickle, K. C. M.P.P., Elmer Davis, J. S. Sibbit, Chief of Police R. J. Robinson, and T. A. McGinnis.

The committee upon their arrival from Gananoque were the guests of the corporation at the Frontenac Club for luncheon and then proceeded directly to the City Hall where Hon. Mr. Biggs outlined the purpose of the visit. Mayor Corbett welcomed the visiting parliamentarians to the city and suggestions were first received from T. M. Asselstine as spokesman of the local club.

Auto Club Suggestions.

His proposals, which were admirably summarized, were the result of a recent meeting of the board of directors and it was around their recommendations that the discussion of the afternoon centered. They were as follows:

1. Consolidation of all existing provincial vehicle acts.
2. Speedier notification of pending action for infraction of traffic laws.
3. Action to be brought within three months of alleged offence and notice of intention to bring action to be given within seven days subject to ruling of presiding judge.
- 4.—The onus of proving negligence should be placed on the complainant where an accident occurs in the middle of a block.
5. Approval of the restricted use of spotlights and rigid enforcement of regulations barring the use of glare lights.
6. Mechanical and physical examination of all drivers before licensing, the bonding of all juvenile motorists and cancellation of licenses for periods of from three months to one year according to the frequency of offences against the Motor Vehicle Act.
7. A speed limit of thirty miles an hour on the provincial highways in open country provided section 6 is enforced.
8. Parking light on the left side of a car to be permitted.
9. Cars approaching a main traffic line from a minor line should not have the right of way until a break occurs in the main flow.
10. All vehicles should carry lights at night.
11. The fee system for convictions should be abolished.
12. The naming of the highway between Kingston and Toronto the Kingston Road.

Some Supplementary Suggestions.

These proposals were supplemented by many other suggestions which were discussed at length during the afternoon. Elmer Davis declared that for six years he had used a pivoted spotlight and he believed that with proper use it was an essential for every motorist. In this suggestion he was not supported as it was claimed that the spotlights would always be put to improper use and would be a source of continual annoyance.

W. F. Nickle, K.C., M.P.P., suggested that before licenses were issued headlights on all machines should be adjusted and sealed so that they would not blind approaching motorists.

With respect to the existing conflict of laws Mr. Nickle proposed that all municipal laws should receive the approval of the department before enforcement. He also believed that a reasonable examination of drivers was desirable but he could not agree with the proposals of the local club regarding bonding as he believed they were impossible of execution.

The Chief's Difficulties.

Chief of Police R. J. Robinson stated that it was exceedingly difficult to enforce the law regarding the use of spotlights. He also pointed out the difficulty of judging the age of minors nowadays. "I have asked the mothers of girl drivers their ages and when I have been told that they were twenty-one I simply had to keep quiet. I cannot, however, that even Hon. Mr. Biggs could not tell the ages of some girls in these days of short skirts and bobbed hair."

Hon. Mr. Biggs—"You're quite right, Mr. Chief, I'm no judge at all."

The chief also suggested that the police patrols should always have the right of way, that a distinctive siren to warn motorists of their approach should be provided and that upon hearing the noise motorists should immediately turn into the curb. A distinctive color for patrol cars was also suggested. It was his opinion that there should be legislation to make hospital areas quiet zones and that there should be a speed limit in the neighborhood of all schools. Hon.

Mr. Henry was not in accord with the last suggestion as he believed that there was less need of a reduction of speed near schools as in other places on the streets where children played.

Protection for Workmen.

T. A. McGinnis urged that legislation be provided to protect workmen on the highways. He cited cases where roads had been torn up by speeders, the serious accidents that had arisen through negligence on the part of motorists and of the inability of road builders to guard against these occurrences without satisfactory legislation.

H. C. Nickle emphasized the desirability of abolishing all spotlights as he did not believe that they constituted an essential part of the equipment of cars. He pointed out the unfairness of the present system of licensing drivers. A truck driver with a car capable of travelling eleven miles an hour who had passed all the examinations of a technical school or a motorman on a street car which can only follow the rails have to be licensed while a young girl without any mechanical experience and with a car capable of sixty miles an hour can race around the countryside without any qualifying examinations. He opposed the proposal of a speed limit of thirty miles an hour on the provincial highways as he believed that the roads were built for the use of the ordinary motorists and not for the speed fiends.

Blamed the Fee System.

Mr. Nickle also strongly blamed the system whereby magistrates receive fees for every conviction. He blamed it for the rancour in the hearts of Americans who did not know our regulations and who were brought before the magistrates for speeding. Little was done to acquaint them with Canadian regulations and he believed that there should be a warning before conviction. Citing the case of the local justice of the peace he claimed that he was fining motorists for offences at least \$12.50 of which \$7.50 were assessed as fees. "If he only had a hundred cases a year he would make more money than the mayor receives from the city for his services twenty-four hours a day."

Hon. Mr. Biggs answered that the average for fees throughout the province was from \$2.50 to \$4.50 and he promised that the local situation would be inquired into at once as he could not understand why the fees were so high.

This concluded the evidence of the afternoon and the committee left shortly before five o'clock for Belleville where there was a hearing on Wednesday evening. Before adjourning the members of the committee thanked the Mayor and the corporation for their hospitality and the representatives of local motor organizations for their clear suggestions.

IN MARINE CIRCLES

The steamer Jenka arrived from Sodus Point on Wednesday night and is unloading soft coal at the penitentiary.

The steamer Glenafon passed down on Thursday morning from Port Colborne to Montreal.

The steamer Canadian arrived up from Montreal on Wednesday evening and cleared for Port Colborne.

The steamer City of Ottawa arrived up from Montreal on Thursday morning and cleared with package freight for Toronto and Hamilton.

The steamer City of Hamilton is due down from Hamilton and Toronto.



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LATEST MAGAZINES RECEIVED:

Radio News, Radio World, Radio Broadcast, Popular Radio, Radio Instructor, Q. S. T., Wireless Age, Science and Invention, Popular Science, Radio Digest, Ladies' Home Journal, Pictorial Review, Pictorial Review Quarterly, McCall's Quarterly, Fashionable Dress Royal, Modern Pictorial, Elite, Bon Ton, Red Book, etc.

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Pictorial Magazine for October 15c.

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DENIES ANY EXCESSIVE CHARGING OF FEES

Justice of the Peace Allison Takes Issue With H. O. Nickle.

Justice of the Peace Allison denied a statement made before the provincial committee on highways by H. C. Nickle in which he complained that the county magistrate charged excessive fees in the speeding cases amounting to \$7.50. A representative of the Whig visited the office of the magistrate on Thursday and saw the files in such cases and the fees the magistrate received have never been more than \$3.25, which is allowed by law. Mr. Nickle evidently confused the matter of costs with fees which is a very different thing. The magistrate cannot control the costs, for when service has to be made, a constable employed and witnesses to be secured when the delinquent fails to appear promptly and endeavors to evade the law the costs run up, but this is not the fault of the magistrate. If the delinquent is in another part of the province and a constable has to be employed there are more costs. The magistrate has no discretion, and from the official files it is shown that he has never charged fees as stated by Mr. Nickle but has received only the fees authorized by statute amounting to \$3.25.

Brockville Gets Coal.

J. R. Brennan & Son, Brockville, received a carload of 44 tons of a hard-soft coal, mixed in stove and chestnut sizes, such as is used entirely throughout the middle states for domestic purposes. The shipment was imported as an experiment and has been given a thorough test, meeting with high endorsement. It retails at \$14 a ton.

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