

Motorists May Now Travel Fifteen Miles on City Streets

In the Country the Speed Limit Will Be 20 Miles, According to Amendments Made by Legislature Yesterday—Must Stop for Street Cars—Both Leaders Were Right According to Speaker.

By an amendment to the Motor Vehicle Act in the legislature yesterday, motorists may now travel a maximum rate of 15 miles an hour on city streets, and 20 miles in the country. The old speed regulations, which have caused an outburst of indignation among motor car owners, called for a maximum rate of 10 miles in the city and 15 miles in the country. Hon. W. J. Hanna, provincial secretary, was the mover of the amendment to the bill, which received its second reading.

Clearly indicating that foot passengers had the right of way in the matter of boarding and alighting from street cars, another amendment to the bill was given smooth passage cancelling the old law that motorists may travel four miles an hour past a stationary street car and substituting hereof, that no motor car must come to a complete standstill and wait until all passengers have boarded a street car and all those alighting have reached the curb.

George H. Gooderham, being an authority on the subject, spoke often on the proposed legislation. He wanted the sounding of horns during the night hours prohibited, but Mr. Hanna said that this was covered by the public nuisance legislation. Owing to the objections of the South Toronto member, hereafter it will be unnecessary for motorists to stop at street cars in the city. It was considered that numbers in such a position served no good purpose and a clearly deplorable number in the rear was all that was essential in the eyes of the law.

A Little Freedom. Mr. Hanna declared that the former speed regulations were not satisfactory and there was no reason why motorists should not be allowed a little more freedom. In desiring to have a machine travel at a maximum of ten miles in a city, it meant many violations of the law. The 15 mile rate would enable motorists to obey the law. "Let us have a law that is practicable," said the provincial secretary.

Mr. Gooderham succeeded in having the minimum age of drivers changed from 17 to 18 years. Dr. Jessop didn't think it was fair to hinder boys, even 15 years old, from engineering motor cycles. The bill was not changed, however.

Forbes Godfrey, per usual, was of the opinion that motor car owners were not treated squarely. He said motor cars were a great nuisance. Drivers 24 years old had not the brains of five-year-olds. When the matter of forcing motor cars to stop to allow passengers to get on and off was discussed, Mr. Gooderham said the present law was satisfactory. It was not entirely the fault of motorists, he said. People were in the habit of blocking streets while waiting for a car which was held a block away.

"The streets are for the people," said Sir James Whitney, who said he was able to speak on the subject from personal observation and experience. He thought that many accidents were no fault of the drivers. Five years ago the motor car could not get fair play, but five years from now even most farmers will be using them, he said. It was pointed out by Mr. Hanna in reply to queries from Mr. Gooderham, that street car blockades did not figure in the bill. Cars must be taking on or letting off passengers before it was necessary for a motorist to apply the brakes full.

Both Were Correct. The Speaker's decision on the point raised by Mr. Rowell on Wednesday in the Liberal leader's lift with the premier as to whether private bills should be given preference over government orders on member's day, was to the effect that Mr. Rowell was right in his contentions. However, so was the premier, who opposed the leader of the opposition. Said the Speaker when the legislature opened.

"The government thru the leader of the house has the right to control the order in which government bills shall be taken up, and in practice, since I have been in the legislature, and as I am informed for many years previous to my entering upon public life, the leader of the house has been practically allowed to control the other business to the extent of suggesting, or even other business should be taken up."

Health Bill. So carefully prepared was Hon. W. J. Hanna's bill regarding the public health, that very little criticism was made of it. Both sides of the house seemed to appreciate that the legislation proposed by the provincial secretary was too progressive to be even modified. The bill, among other things, makes provision for the division of the province into a number of districts to be under the jurisdiction of district inspectors acting under the provincial board of health.

Mr. Hanna explained that the inspectors appointed would be practical men, with horse-sense and a knowledge of sanitary science. They will be said, be expected to go thru their districts and know actual conditions, finding out where any laxity might be with regard to tuberculosis, typhoid, etc., and making things right without delay. With regard to the salary, Mr. Hanna explained that it would be sufficient to enable the inspector to devote his whole time to the work. The inspector of the district to which he was assigned was not an incidental in his occupation.

TRIVERS TO BE HEARD NEXT WEDNESDAY

Former Manager of Farmers' Bank Will Be Given an Opportunity of Talking Things Over With His Counsel Before Telling His Story on the Witness Stand.

Embargo on Grain Shipments

WINNIPEG, March 21.—(Can. Press)—As the result of a five-weeks' arrangement, by which the Canadian railways can take Canadian grain into Duluth at reduced rates, 7000 cars of grain have been shipped from western Canada to Duluth. Over 6000 cars are now across the border, and 4000 more are ready for shipment.

At a conference of Canadian Northern and Canadian Pacific Railway officials, held at Saskatoon last night, an embargo on all shipments to Duluth practically was decided on, effective when the officials reach Winnipeg. This means that the last chance for Canadian farmers to ship damp grain to the States has gone, as the Canadian drying elevators have sufficient on hand to keep them going until May.

think there was going to be any danger of a dearth of good men, for already he had received 373 applications. Dr. Forbes Godfrey said it showed a serious state of affairs when medical men will be glad to take such positions at \$2000 a year, however, congratulated the provincial secretary for his excellent bill. The clause was carried without much further criticism.

College of Art. Hon. Dr. Pyne, minister of education, introduced a bill to create an Ontario College of Art. His bill provides for the organization of a board which will have control of the college, with power to hold real estate, appoint teachers, and outline courses of study in fine and applied arts. The board will be made up of representatives of the Ontario Art Museum, the Ontario Society of Artists, the Canadian Art Club, the University Senate, the Graphic Arts Club, Toronto Architects' Society, the Ontario Society of Artists, the Applied Arts Society, the Canadian Manufacturers' Association, Trades and Labor Council, and the City Council.

This college will take the place of the Central Ontario School of Art and Design. The new college will continue the work of the school, probably in the same quarters, the Grange. The bill is the result of a deputation, representing all the different societies, which waited on the government some time ago. In addition to other powers, the board will have power to confer diplomas on students completing a two years' course, and to make arrangements with the department of education for the training of teachers for art instruction in the schools.

Allan Studhome was in a critical mood at the night session. Numerous bills were objected to, including the \$250,000 for the Ontario government office in London. He thought the building, if it had a stone front, was too expensive for all the domestic use. He said, "I don't think there ever was in the history of the province, a time when we were getting an honest measurement as at present."

BRANTFORD, March 21.—The Brantford Board of Trade committee completed to-day a successful two-day campaign among the manufacturers to raise \$3000 for the next three years as an annual appropriation to an industrial commission which will be established. The city council will supplement this amount with a grant of \$1000.

College Facilities. Father: Young man, I am surprised at your impudence. Are you quite sure that you have complete control of all your faculties? Willie Rarrah: No; but you bet the Athletic Association has!

HAMILTON HOTELS. HOTEL ROYAL. Largest, best-appointed and most centrally located. \$3 and up per day. American plan.

Continued From Page 1. When Chief Justice Meredith heard that Trivers did not want to testify until he had consulted Mr. Dewart, he said: "Mr. Trivers, I don't want to testify I don't want to press him. But I don't suppose Mr. Dewart thinks he has any status here, does he?" "No," replied Mr. Hodgins. Galloped for Cover. Many men, who had promised to become directors of the Farmers' Bank, went back on their promises when trouble in connection with the bank was kindled at the close of 1911. They were questioned by Frank Hodgins as to the reason why the names of certain persons had appeared on the bank's prospectus when they did not have anything to do with the institution. He had secured fully 80 per cent. of the subscriptions to the bank and in the books he was credited with owning 500 shares, although he had only paid \$2150, which was taken out of his stock-selling commission. His total commission for selling stock amounted to \$21,000, but prior to the organizing of the bank he had to divide his money with Travers. A net profit of \$15,000 was all he had left after paying his expenses. According to his own story, Lindsay was a rapid-fire stock-seller. On one occasion there were seven people at the foot of the hotel stairs, all waiting to purchase stock. This was in Halton County, and Lindsay said that he had a lot of friends there.

"You haven't so many now, I suppose," jocularly remarked Mr. Hodgins. "Yes, sir; I have many friends there," answered Lindsay. Continuing, he stated that he had sold \$15,500 worth of stock before breakfast one morning. Wrote the Letter. Witness admitted writing a letter to Travers in which he asked the manager if he thought it was safe to have the names of subscribers on the stock book who had really not paid any money. He did not remember whether or not Travers had seen him an answer. Lindsay asserted that he had secured all the Laidlaw subscribers, whose names and money were afterwards returned to him by the subscribers to other people. Many of these subscribers' names were found in the stock book long after they had severed their connection with the bank. In explaining the \$40,000 of stock which appeared beside his name in the book, Mr. Lindsay said that he had taken shares out in his own name with the object of selling them to a Mr. Menzie, who owned a wall paper factory at New Toronto. This man had his business and the stock remained to his credit in the book.

Decided to Return Money. Hunter, Travers, Warren and Lindsay met one night to consider the best course to pursue as a result of a letter issued by the Laidlaw subscribers, which threatened to cause a trouble to the bank. They finally decided to give the money back to the shareholders.

"I was charged that some of those subscriptions were obtained by fraud, Mr. Lindsay," said Mr. Hodgins. "I deny that." "He told me he had sat in the corridor while the meeting was going on, but later he took some of the notes and money back to the Laidlaw subscribers and the account was dropped."

Pocketed Money. "That seemed to remove any difficulty in getting the certificate," remarked Mr. Hodgins. "When the certificate was issued you learned of it soon, didn't you?" "I suppose so."

"Shortly after the certificate was issued you received \$10,000 for commission?" "I did not. I received \$5000. The other \$5000 I gave to Travers."

"What did he do with it?" "Put it in his pocket," was the dry response. "What had you to do with getting up the stock list?" "Well, unfortunately, I secured about 80 per cent. of the subscribers. "But did you have anything to do with making up the list?" "No."

Laidlaw Made Apology. In defending his assertion that he did not obtain any of the Laidlaw subscribers by fraud, Mr. Lindsay submitted a copy of a letter received from William Laidlaw, K.C., in which the latter said that he was sorry for making charges against Lindsay and asked the latter's pardon. The commission then adjourned until next Wednesday.

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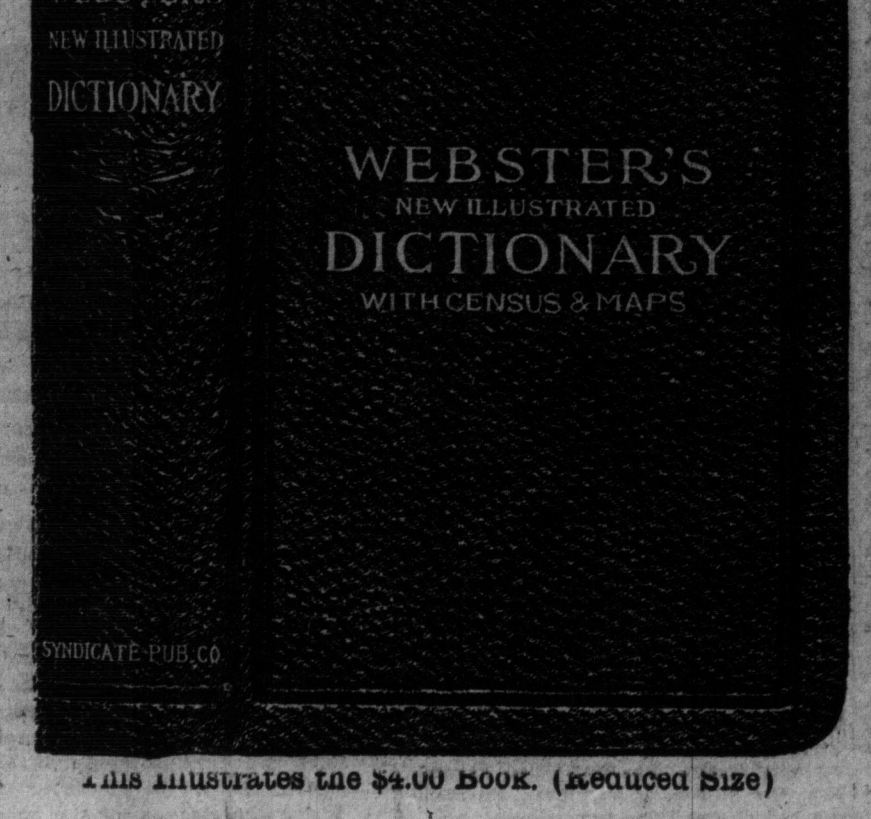


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