

# GET OFF THE ROADS BILL DEFEATED IN LEGISLATURE

## Drastic Proposals Made by J. C. Elliott Caused Heated Discussion—Hon. James Duff Introduced Bill to Aid Agriculture—Workmen's Compensation Report is Expected Soon.

Drastic legislation faced the owners of motor-cars through the province when the "get-off-the-roads" bill, introduced by J. C. Elliott, came up for its second reading in the legislature yesterday. Not until particular attention was drawn to what the bill really meant did the majority of the members seem to realize how far-reaching the proposals were.

Officially designated "an act to amend the Motor Vehicles Act," the clause in question read as follows: "When any loss or damage is incurred or sustained by any person by reason of a motor vehicle on a highway, the owner and the driver of such motor vehicle shall be jointly and severally liable for such loss or damage, unless, in the opinion of the court or jury trying the action, such loss or damage was occasioned by the negligence of the person or persons sustaining such damage, or either of them."

"The proposed legislation strikes me as unfair," said Mr. Hanna. The provincial secretary then proceeded to show that the present legislation regarding motor vehicles was as rigid as could reasonably be asked for. The proposed bill would, he said, "lay all the responsibility on the motorist in case of accident, no matter how careful or free from blame he was, except in case it could be demonstrated that the injured person was negligent. The highways might not have been built for motor vehicles, but the highways were for the use of the vehicles of the time."

Hon. A. G. MacKay favored the bill, on the ground that it would be a check on reckless drivers.

Allan Studholme supported the bill from a common-sense standpoint. C. R. McEwen, Dufferin, vigorously opposed the bill. "If the hon. member introduced the bill, he wants the motorists to get off the road, why doesn't he say so?" asked Mr. Elliott. For that is practically what it means.

George H. Gooderham told how, under the amendment proposed, a driver of a motor-car would be liable for damages even though he had done his best to help the injured person and was not responsible for the accident into the bargain.

Should Be Responsible. Mr. Elliott, in defence of his bill, said with reference to the remarks of some of the speakers, "You'd think accidents happened by people running into the motor vehicle. He maintained that the man who drives a more than dangerous machine on to the highway should be responsible for accidents caused thereby."

Hon. L. B. Lucas said that while not at all favoring such drastic legislation as that which the member for West Middlesex proposed, he thought that the present law regarding motor vehicles should be better interpreted.

"At the present time we don't know where we are at, legally," said Mr. Lucas. "For the court of appeal or disagree with the law as interpreted by a judge and jury."

Mr. Lucas thought that if a jury found that there was reasonable negligence in case of an accident, the law should not be allowed to go on to the court of appeal. Mr. Elliott's bill was lost on division by opposition.

Mr. Fraser's bill, respecting hoisting engines, got a reception that had not been "written all over it. Allan Studholme championed Mr. Fraser and the two fought alone. Mr. Fraser wanted legislation requiring that applicants for the position of "hoisting engineers" shall pass an examination by a board of examiners appointed by the lieutenant-governor-in-council.

When Sir James Whitney intimated that he, too, was not in favor of the bill, Mr. Fraser resigned. He said that the premier is a signatory of the bill as any member of the house. "It is not to protect the hoisting engineers," Mr. Fraser continued, "it is to protect the men who are working under the hoisting engines controlled by the hoisting engineer."

Hon. James Duff said the bill was a "novel thing" and should be held over till next session, when it could be fitted into its proper place with the similar bill respecting stationary engineers. Allan Studholme said that from his viewpoint this was one of the most important bills of the session, and should be dealt with, if nothing else was. Workmen were getting killed regularly as the result of incompetent men running hoisting engines.

Mr. James Whitney promised that better legislation would result if the bill were amalgamated with the stationary engineers' bill and brought in next session.

Mr. Fraser consequently agreed to withdraw the bill in view of the prime minister's remarks, but he added that the delay would probably mean the loss of a few more lives.

Aid to Agriculture. To make arrangements for an agreement between the federal and provincial ministers of agriculture with regard to the terms upon which the Dominion subsidy to agriculture is granted, a bill was introduced by Hon. James Duff.

Mr. Rowell enquired if there was anything indicated as to what the bill could be applied to. Mr. Duff replied in the negative. The opposition leader also asked if Sir William Meredith's report on workmen's compensation would not be presented to the house this session.

Mr. James Duff said that the report would in all probability be presented in a few days, and would be dealt with.

Housing Bill. Dr. Forbes Godfrey's bill to regulate the erection of apartment and tenement houses in a city with over 100,000 population received its second reading and was referred to the municipal committee.

Hon. Thos. Crawford, also supporting the bill, thought it went a little too far.

W. Rowell and Allan Studholme were in accord with the bill and considered that it would mean great good to the health of the community. That miners who are at present should not be permitted to frequent pool and billiard rooms was also mentioned by Mr. Rowell. The bill, which was given its second reading, would give municipalities power to cancel

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### European Powers Feverish

PARIS, March 20.—(Can. Press)—Alluding to what it calls the nervousness of Germany over the speech on the British naval budget, delivered by Winston Spencer Churchill, first lord of the admiralty, The Temps declares that the great powers at the present moment are passing thru a feverish stage and their internal difficulties are such that they have a common interest not to create fresh difficulties of an international character.

The newspaper expresses the opinion that Mr. Churchill said nothing which Sir Edward Grey, the British foreign secretary, had not already said three years ago, also Mr. Churchill adopted a sharp tone in saying it, which was very disagreeable to Germany.

### THORNCLIFFE'S RACING CHARTER

#### Announcement at Ottawa Indicates That Hereafter Applications for Betting Privileges Under Letters Patent Will Encounter Stone Wall—New Track Easily Reached.

OTTAWA, March 20.—(Special)—At the morning session of the house today, Hon. C. J. Doherty introduced a bill to amend the criminal code, restricting the betting privilege at race tracks to associations incorporated in the federal parliament or the provincial legislature where the track is situated. This prevents any association or person obtaining the privilege by incorporation under the Companies Act from having betting privileges.

In answer to a question by Mr. Carvell (Charleston, N.B.) Mr. Doherty said that two applications for letters patent had been granted to associations recently at London and Thorside (near Toronto). No others were pending.

Check on Betting Privileges. The world takes the above despatch to mean that the government is checking on two other racing associations which have been issued by the secretary of state, under letters patent, and that the betting privileges are from this time forward to be limited to those companies that have been incorporated by special act of the legislature or special act of the federal parliament, and to companies that have been incorporated under letters patent to date; but that after this no company incorporated under letters patent will enjoy the betting privilege.

This means that racing with betting privileges can be run on at the Metropolitan Jockey Club, by the Thorncliffe and Thorside tracks, which have just been incorporated and which will be gazetted this week. The Thorncliffe track is near Leaside Junction on the C. P. R. line, and is owned by Robert Davies, who has just been granted a first-class track and plans prepared for a first-class track on his farm near Leaside, and that the track at Leaside would be immediately east of the station and south of the C. P. Railway tracks, and west of the Leaside road, which has been recently dedicated to the Lea farms, and crosses the C. P. R. Railway into the Thorncliffe property, and which has been granted to the West Don and across the West Don to the Don-road.

Easy of Access. In many respects it is the most desirable racing ground around Toronto, inasmuch as it is only six minutes from the new Union Station on Yonge-st., at the crossing, and runs thru the from the Union Station. A racing train can be run from Hamilton, passing thru West Toronto, North Toronto to Leaside.

The Thorncliffe or Leaside track, is up on the high ground, and ought to be the earliest in the grounds around Toronto, on account of its elevation and superior drainage.

Bricks His Chief Hobby. The new track by the plans made out sometime ago, will be at least one mile and a quarter in length, and have all the latest improvements in the way of stabling and grandstand appointments. Mr. Davies, however, stated last night that he had nothing special to say on the subject, other than that he is devoting all his energies at the present time to the manufacture of bricks, for which there is an unlimited demand around Toronto. He, however, mentioned the fact that his good horse Liberty Hall had won yesterday another two-year-old stake at Charleston, S.C.

WIPING OUT BRANTFORD CROSSINGS. BRANTFORD, March 20.—(Special)—Plans were filed by the Grand Trunk here today for a five-mile cut-off connecting the main line and the branch by a short route thru the grounds of the Ontario Institute for the Blind. Work will be commenced this spring. The new line will eliminate 20 level crossings around the city, and will give the company a terminal depot for all branches. A large tract of new industrial land will be opened up. The cost of the cut-off, which includes a new bridge 800 feet long over the Grand River, will reach \$200,000.

CABLED THEIR KING. The Umberto Primo Society of Toronto has sent a cablegram to King Victor Emmanuel of Italy, regretting the attempt which was made to assassinate him and rejoicing in the fact that it was unsuccessful.

MASSEY-HARRIS' MEETING. At the annual meeting of the shareholders of the Massey-Harris Company, yesterday, the directors, including Walker and E. R. Wood were added to the directorate. At a subsequent meeting of the directors, Thos. Findley was elected vice-president.

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### DON'T TRY FLOGGING FOR DRANGEMEN

#### Eastern Ontario Grand Lodge at Kingston Resentful—Demand Abolition of Bilingual Schools.

KINGSTON, March 20.—(Special)—A big rumpus was raised at the opening of the grand lodge of Eastern Ontario this afternoon, because the Union Jack was not raised over the city hall, where meetings of the order are being held. According to reports some of the members were quite hot under the collar, and at the meeting to-morrow the matter will be further taken up and there promises to be something doing.

There are two flagstuffs on the city buildings, but they were bare, and the visiting Orangemen could not understand why the flags were not raised in their honor.

The grand lodge will remain in session until Friday morning. An official welcome was extended the visitors by Mayor Hoag.

Lt.-Col. John Hughes, grand master, and E. H. McLean of Newcastle replied. Bilinguals Must Go. A motion, of which notice was given, calls attention to the evidence produced by Orangemen, showing "gross and widespread violation of school law," assertions which, it is claimed, are borne out in Dr. Merchant's report on bilingual schools.

The resolution concludes: "Therefore, we, the Right Worshipful Lodge of Ontario East, do protest in most solemn and emphatic manner, against special privileges which the French are granted by regulations of the department of education in the Province of Ontario, which regulations are in violation of the English-speaking people out of Ontario, as they were driven out of eastern townships by the same agency; we respectfully request the government to repeal such laws, and make such amendments to regulations of the education department as will make it illegal and impossible for the French language to be used in any of the public or separate schools of the Province of Ontario."

Healthy Growth. F. M. Clark, Belleville, grand secretary, submitted his report, which showed that the increase in membership has been the largest in many years. The increase amounts to \$1.25 per cent. The report of Grand Treasurer Bro. Robert Gordon was also an encouraging one.

To-night the members held a big parade to St. Paul's Church, where an address on "The Anglican Position" was delivered by Sir Knight Rev. Frederick Fitzgerald, M.A., 400 men were in line.

Lt.-Col. John Hughes, grand master, in his report referred to the Irish home rule measure, and said Orangemen looked with horror and alarm upon it, believing that home rule would be Rome rule, and that Rome will control everything.

Universal Marriage Law. After commending the Dominion Government's settlement of the Manitoba boundary question, he said: "We need a universal federal act defining what marriage is and what husband and wife are, and that the parent and children are, and when this is done any church or religion that does not believe in marriage, and that Rome will control everything."

The grand master held that Dr. Merchant's suggestion of better inspection of bilingual schools would not cure the evil. He was certain French priests would have the law evaded, and have schools conducted as they thought for their welfare and for the propagation of the French language and the Catholic Church, to further these aims.

POSTMASTER BUSIED HIMSELF IN POLITICS. So Witnesses Testified in Investigation Into Charges Against P. McDonald of Princeton.

WOODSTOCK, March 20.—(Special)—Eleven witnesses were heard at this afternoon's session of the investigation which opened at the Village of Princeton today, before Peter McDonald of this city, into the charges of offensive partisanship against Fred Vickert, postmaster at that place, but the evidence is not nearly all in, and it is probable that it will require all day to-morrow to finish up.

Most of the evidence taken corroborated the statement made at the morning session that Postmaster Vickert had attended a Conservative meeting during the last federal campaign and had spoken in favor of the reciprocity agreement and had upheld the sending of Messrs. Flendling and Paterson to Washington, and their finding.

Mr. Vickert had also occupied the chair at a Liberal meeting. Active on Election Day. Oliver J. Brown, who during the last provincial election officiated as a deputy returning officer, swore that on election day, Mr. Vickert came to the booth and demanded to know why one Charles Abraham did not have a vote. He claimed that Abraham was entitled to a vote, and argued for some minutes to that effect. Abraham was considered to be a Liberal.

W. H. Davis said that, during his term as postmaster, Vickert had occupied the chair at three Liberal meetings but he knew of no others.

G. H. Armstrong, mayor of Paris, who was speaker at the Conservative meeting at that place, and who regretted that Vickert had said at the meeting that the Conservatives were obstructive and that their policy was to waste time by opposing the measures which the government brought up.

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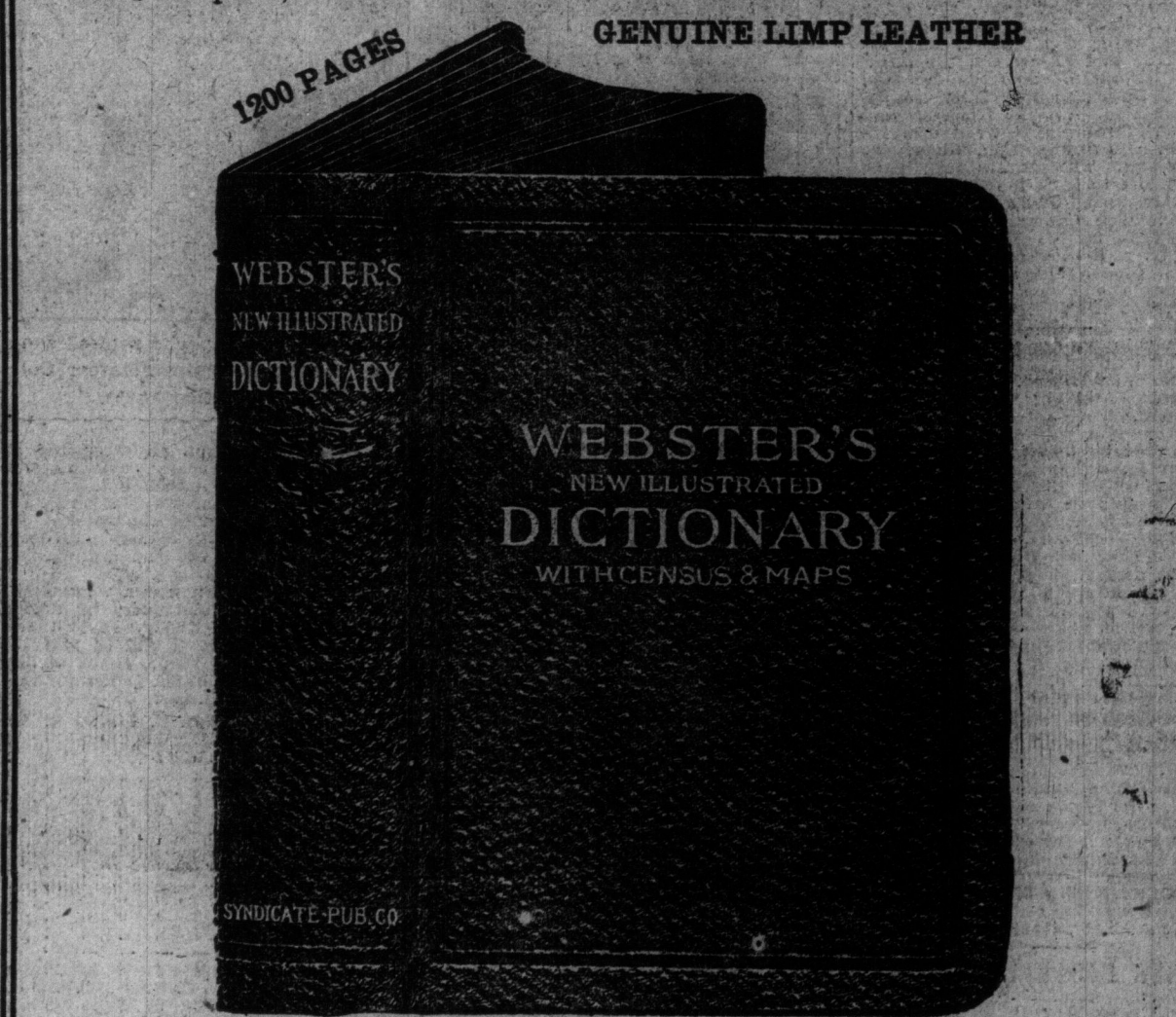
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