

FINAL SELECTION OF UNIVERSITY SITE

Point Grey Lots Set Aside for Educational Purposes—Praise for Coal Mines Regulation Bill

Tuesday—another day of routine advancement of all legislation standing on the orders—was varied in two particulars at the evening sitting. By the introduction of a belated series of important government measures, each of which came into the house by message, and one of which is of very peculiar interest providing as it does definitely and finally the selection of the site of the University of British Columbia at Point Grey, in lots 3,044 and 3,045, together with the forebore and the Marine Drive and University Boulevard. The former distinguishing feature of the evening was furnished by Mr. Hawthornthwaite, who took opportunity on the last appearance of the Coal Mines Regulation Bill in the house committee to express his cordial appreciation of the course of the minister with regard to the final perfection of this bill, which (although leading a faction of opposition in the legislature) the member for Nanaimo described as a model piece of practical and beneficial legislation, one of the best bills of its character in all the world.

At the outset of the afternoon session various resolutions and the bill providing for supply to His Majesty were advanced to the third reading stage, and the bill respecting Infants and the Appointment of an Official Guardian progressed toward final enactment by the adoption of the report from committee. The House then went into committee on the Automobile Regulation Bill, and early in the proceedings the Attorney-General announced that it was his intention to defer to the representations made by the motor trade as to the inclusion in the bill of a provision for the creation of a trade license in this regard, by which importers, vendors or dealers would be permitted to carry five machines for demonstration upon the regular license fee, with an additional \$10 for each extra machine. It was further to be provided that if any car were sold, the authorities must at once be notified and the registration effected in the name of the purchaser. The amendment was provided for by the insertion of the following as sub-sections in section 7:

(a) Every person importing, vending, or dealing in motors, or attempting to import, vend, or deal in motors, either as principal or agent, shall apply to and shall obtain from the Superintendent of Provincial Police a trade license authorizing the holder thereof to import, vend, and deal in motors for the period ending on the thirty-first day of December next following the issuance of such license; and no person shall import, vend, or deal in motors without first obtaining such license from the Superintendent of Provincial Police, and then only so long as such license, and each renewal thereof, respectively, shall remain in force:

(b) The minimum fee payable for a trade license shall be the sum of fifty dollars, which shall entitle the holder thereof to the use of five demonstration numbers, and to offer for sale, test, and demonstrate five motors at one time. For each additional number, a further fee of ten dollars shall be paid.

Hon. Mr. Bowser further explained in offering this amendment to the committee that as drawn the bill had been made to provide for special license for each car. This, the trade contended, would work considerable hardship, inasmuch as forty or fifty cars were frequently carried in stock at the garages. In deference to the representations advanced he now proposed to provide for a trade license, costing \$50, which would cover five cars carried in stock for demonstration purposes.

The amendment was agreed to. (Continued on Page 10.)

Inquiry was made by Dr. McGuire as to why professional chauffeurs were required to take out a license while the owners of ambulances and fire wagons were exempt, although the latter were more apt to jeopardize the public safety in their driving.

Hon. Mr. Bowser explained that there was no desire on the part of the government to unduly hamper a city in its use of its fire equipment or automobile ambulances to where their services were required with all necessary celerity. These would often be obliged to travel at greater speed than ten miles an hour in order to save life and property. The sole purpose of the bill was to protect life.

Dr. McGuire held that if these city motors were allowed to be operated at excessive speed, it was all the more essential that they should be in charge of trained and careful drivers, who should be compelled to take out licenses.

Hon. Mr. Bowser reiterated that the government had no desire to impose such a tax on the cities. He thought the question of drivers' competency might well be left to the cities, which would not be likely to employ incompetent men and give them charge of their very valuable machines.

Mr. Brewster inquired if any machinery was to be provided for an appeal by a chauffeur whose license might be cancelled by the police superintendent.

Mr. Bowser answered that there was no such appeal provided for. The superintendent of police might be relied upon to act with all discretion. If the right of appeal were allowed, it would mean that a driver's license might be cancelled because through carelessness a chauffeur had caused loss of life, and it was not desired to drag the action of

cancellation through the courts upon subsequent appeal.

On another subject, Dr. McGuire asked how a man could be expected to keep the number of his automobile clear of dirt as he drove through a mud-puddle? Hon. Mr. Bowser replied that it would be an easy matter to stop and clear away the dirt. Numbers must be kept visible so that if an offense were committed the responsible person might be identified.

Dr. Watson thought this a most necessary and proper provision, as otherwise some of these "scorchers" would be inclined to put oil on their numbers so that they would more readily attract the dirt.

Dr. McGuire moved that the words insisting upon visibility of numbers should be struck out.

To this proposal the Attorney-General would not consent. He held that magistrates might always be dependent upon to exercise due discretion and would take into consideration road conditions.

Dr. McGuire also objected to the provisions of section 73, providing that every machine left standing on the street shall be securely locked.

Hon. Mr. Bowser explained that there was much difference of opinion on this subject, but even since this bill had been presented, a motor car left unlocked on a Seattle street had run down hill and crashed into a street car. He thought that for \$1 or \$1.50 those who had no locks or keys for their machines might readily get them, and this was little enough to ask when the safety of human life was concerned.

Mr. Brewster inquired how an automobile limited to ten miles an hour could ever pass a vehicle ahead of it going at the same rate?

Hon. Mr. Bowser answered that it was not the intention to permit a motor to rush up at speed behind a team. In some cases out of ten the driver of a horse or horses would be only too glad to turn aside and permit the automobile to pass.

Dr. McGuire remarked that this bill appeared to assume that the driver of an automobile was possessed of no sense at all, while the man on foot or driving a horse vehicle had all the sense in the world? He knew, however, that the Attorney-General would not listen to reason in regard to this bill, and he did not wish to introduce to propose any other amendments.

Hon. Mr. Bowser said that he did not know whether or not the member for Alberni owned an automobile, but it was very evident that the bill was intended for Vancouver.

Dr. McGuire, to a point of order, here rose to inform the House that he was not sufficiently fortunate as to own a motor car.

A Reasonable Provision.
Hon. Mr. Bowser contended that it was only right, that an automobile driver causing an accident should forthwith return and give his name and address in writing to the party injured.

Dr. McGuire had only known of one case in which a driver under such circumstances had refused to stop and give assistance in case of accident, and that was when a Chinaman had been killed in Vancouver recently. If the Attorney-General would do as he wished, he would stop the sale of the stuff that had been the primary cause of that accident.

Dr. Tiedall inquired whether the Attorney-General had not already met his colleagues' wishes in prohibiting the sale of liquor to chauffeurs.

Mr. Watson said the act had done this and the bill certainly hit the auto men hard enough. He thought that section 34, placing the onus of proof on an owner or driver of an automobile in the event of accident occurring near it, should be struck out.

Hon. Mr. Bowser commented that if the second member for Vancouver would glance at the orders of the day, he would find that he had already given notice of his intention to do this.

The Attorney-General also struck out the word "settlement" from the list of places wherein automobiles are limited to a speed of ten miles an hour, leaving it applicable only to cities, towns or villages.

Some objection was also raised to section 36 which provides that a motor driver must always drive on the left side of the road and pass on the left.

Mr. Shaw thought that the proper place to drive was in the centre of the road.

Dr. McGuire said this was only one more foolish thing in the bill, and agreed that it should be struck out.

Mr. Cawley also criticized the compulsory passing to the left.

Hon. Mr. Bowser said these were but the common rules of the road, and some discretion would always have to be exercised.

The Attorney-General next moved to reduce the minimum fine for infringement of the motor law from \$25 to \$5. He admitted that a man might be brought up for a very trivial offense and \$25 would in such a case be an excessive fine.

Mr. Cawley moved that for a second offense the license for a machine should be forfeited for not less than one month and not more than six.

This amendment was lost.

Mr. P. Williams thought it exceedingly strange that while the Conservatives in the House had nothing to say on such important matters as the Coal Mines Regulation Bill or the railway bill, on this particular bill that merely affected their "joy rides" the party was split into fragments.

Dr. McGuire said that this side of the House are not like the gentlemen opposite. We only talk on matters that we know something about. (Laughter.)

Laying Informations.
Mr. Shilling that information be laid within thirty days after the occurrence of an accident instead of six months.

Hon. Mr. Bowser could not see why an automobile driver should be held to a special privilege. A man might cause an accident and leave the country for thirty days, so escaping punishment.

Mr. Shaw held that if a man returned six months after an accident he would not be in a position to put up a proper defence because he would probably have forgotten the circumstances, and

injustice would be done him.

Mr. Shaw's amendment prevailed.

Hon. Mr. Bowser moved to substitute for section 43, the following:

"43. In any prosecution under this Act, whenever it appears that the defendant, or accused has done any act or has been guilty of any act or omission in respect of which, were he not duly licensed, he would be liable to some penalty under this Act, it shall be incumbent upon the defendant to prove that he is duly licensed, and in any prosecution of any person in charge or control of any motor, or of the owner of such motor, for any offence against the provisions of this Act occurring, or alleged to have occurred, whilst such motor was in motion on any highway, such person or owner shall be deemed to have been driving and using such motor at an unlawful rate of speed unless the contrary be proven, and it shall be incumbent upon such person or owner to prove the actual rate of speed at which such motor was being driven and used at the time in question in the prosecution."

He pointed out that in the case of weeds, Hon. Mr. Ellison explained that this was a consolidation of the Noxious Weeds and Thistles Acts, and it also provided machinery to compel people to keep their own weeds in front of their land holdings and in other places from which they might spread.

The bill was given second reading. Hon. Mr. Ellison described an act respecting fowl brood in bees as one of a bill in the province. He explained that black brood in bees was exceedingly destructive to the production of honey and was also very contagious. It was introduced from the legislation of which provision this act copied. It had been found so harmful that no fewer than eighteen inspectors were required. It was important to prevent the spread of this disease in the early stages in British Columbia.

The bill passed second reading. Another second reading moved by Hon. Mr. Ellison and carried, was that of a bill respecting the branding and marking of cattle. He explained briefly that it was intended to prevent a duplication of brands by providing a system of registration of brands at Victoria.

The bill passed unopposed.

Hon. Mr. Bowser moved the second reading of a bill to amend the Ships Regulations Act. He explained that it was merely for the purpose of correcting clerical errors, as when certain clauses were added in committee the penalty clauses had been made to attach to the wrong sections of the Act. The bill passed second reading unopposed.

Hon. Mr. Ross moved the second reading of a bill to amend the B. C. Land Surveyors Act. He explained that he had a short time before introduced a bill to amend the Land Act and in that bill provision was made whereby the government might employ the surveyors to survey crown lands. It was understood that the obligations of the British Columbia Land Surveyors Act would lead to economy and make it possible for the government to create a bureau of surveys.

Mr. P. Williams said that it was evident that the government had learned something from the events of the past two years since during that time the surveyors had taken advantage of the organization, sanctioned by the government, to double their fees. Now the government was asserting its right to bring surveyors from the outside with a motive of economy, but he did not see why they should still continue to allow the public to be held up by this organization. He considered that the public had just as much right to be released from the shackles of this organization as the government had.

Hon. Mr. Ross: "Do I understand that my hon. friend will not support the bill?"

Mr. Williams: "I will support the bill, but I would like to see some provision made to protect the general public also."

The bill passed second reading unopposed.

The second reading of the Supply Bill was also passed, and by permission of the house it was also put through committee of the whole.

Upon the Coal Mines Regulation Act amendment bill being returned to committee.

Hon. Mr. McBride proposed to amend section 18 by prescribing in that section that the operation of mines might not be jeopardized or interfered with by the too literal application under all circumstances of the eight-hour bank-to-bank law—that men engaged in the operation of machinery should be exempt from the penalties attaching under this particular section of the act.

Congratulates Government.
Mr. Hawthornthwaite endorsed the proposal and incidentally availed himself of the opportunity to most heartily congratulate the government upon the spirit shown in weighing the suggestions offered for the improvement of this bill from the opposition side, and accepting such of them as were deemed to possess merit. The spirit shown by the minister and the government in this matter he wished to acknowledge as truly admirable and much appreciated by those sitting to the speaker's left. The bill was finally evolved, he believed, as strong and good a piece of practical and necessary legislation as it was possible to devise, and one of the best bills of its character in the world. Upon the house and the entire country was entitled to congratulate. Having passed this law, it now only remained for the government to see that it was effectually carried out, which after all was the main thing.

One of two other minor amendments standing on the orders in the names of the members for Newcastle and Nanaimo were accepted by the minister, and the committee rose to prepare the bill complete with amendments.

The final hour of the evening sitting was devoted to private legislation, the charter of the Victoria Stock Exchange going through committee and being reported complete without change; and the bill for the incorporation of the Nias & Skeena River Railway Company advancing similarly, one or two trivial amendments only being made during this measure's progress through committee.

The bill of the Portland Canal Short Line, for an enlargement of powers

ideal working of the measure, experience with respect to sewerage matters in Esquimalt having shown such legislation to be necessary.

The bill passed second reading.

Hon. Mr. Ellison moved second reading of a bill respecting agricultural associations. He explained that it was simply for the purpose of consolidating and simplifying the legislation in connection with the various associations operating under the Department of Agriculture.

The bill passed second reading.

Noxious Weeds Bill.
In moving the second reading of a bill for the eradication of noxious weeds, Hon. Mr. Ellison explained that this was a consolidation of the Noxious Weeds and Thistles Acts, and it also provided machinery to compel people to keep their own weeds in front of their land holdings and in other places from which they might spread.

The bill was given second reading.

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and dignified body at one end of the capitol that moves with due deliberation; sometimes it seems as if it were too dignified and too deliberate to reach any conclusions on anything; but in the hundred years which this lodge has existed, laws have been passed in the senate, and being a true Mason, I am an optimist. I have every hope that the issue may be properly determined. I speak with due moderation. I would hurry no one, but time passes and a stitch in time saves nine." Delegates were present at the banquet from grand lodges in various parts of the country.

Approval of Contracts.
NEW YORK, Feb. 21.—President Taft, after a long session of the National League, announced today approval of contracts

MELBOURNE, Feb. 21.—Mr. Bristol, the aviator, has flown in his biplane from Melbourne to Geelong in forty-five minutes.