

# Citizen Control of the Citizen's Business

TORONTO'S CITIZENS CAN CONTROL TORONTO'S AFFAIRS ONLY  
THROUGH FREQUENT, PROMPT, ACCURATE AND PERTINENT INFORMATION WITH REGARD TO TORONTO'S BUSINESS.

ISSUED BY THE

21 KING STREET EAST



TELEPHONE ELGIN 1904

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## THE DIFFERENCE

If one morning in 1927 we had read in our newspaper that 864 persons had been killed in a disaster in some part of Canada, we would have been appalled. An inquiry as to causes would have been held and public opinion would have demanded a thorough investigation and the adoption of measures to prevent a recurrence.

As a matter of fact, 864 persons of all ages were killed in Canada in 1927 in motor accidents. These were duly reported in the press. The most spectacular cases awakened momentary horror; but, in the main, the monotonous procession of such tragedies in the news columns tended to deaden rather than arouse the sensibilities.

## Whither?

There were killed in motor accidents in Canada

In 1926.....	606
In 1927.....	864
In 1928.....	?



## PEACE AND WAR

The Great War lasted four years and three months. In it those who killed one another were enemies. The civil war of motor accidents has lasted twenty years and shows no sign of termination. In it those killed are the victims of their own nationals or of themselves.

Name of Conflict	Fatalities (Killed and died) (Only approximate in case of battles and wars)
Battle of Waterloo.....	59,000
Battle of Bunker Hill.....	1,500
Battle of Queenston Heights.....	430
Battle of Ridgeway.....	19*
Second North West Rebellion.....	108*
Battle of Lundy's Lane.....	255*
Battle of Gettysburg.....	5,665*
Battle of Bull Run (1st Manassas).....	857
Franco Prussian War.....	183,620
Spanish American War.....	7,900
South African War.....	9,774
Russo-Japanese War.....	130,000
Great War—	
Canada (killed and died of wounds)	52,803***
United States (killed and died of wounds).....	50,510***
Motor fatalities (1923-27 Inc.)	
Canada.....	2,590**
United States.....	106,417

\*Not including died of wounds which is not available.

\*\*Somewhat lower than actual figures, which are not complete for 1923-1925 (inclusive).

\*\*\*Not, of course, including died of disease.

## Motor Fatalities for Five Countries

CANADA					GREAT BRITAIN				UNITED STATES				FRANCE				ITALY			
YEAR	Motor Vehicles	FATALITIES			Motor Vehicles	FATALITIES			Motor Vehicles ..	FATALITIES			Motor Vehicles	FATALITIES			Motor Vehicles	FATALITIES		
		Num- ber	Per 1,000 Vehicles	Per 100,000 Popula- tion		Num- ber	Per 1,000 Vehicles	Per 100,000 Popula- tion		Num- ber	Per 1,000 Vehicles	Per 100,000 Popula- tion		Num- ber	Per 1,000 Vehicles	Per 100,000 Popula- tion		Num- ber	Per 1,000 Vehicles	Per 100,000 Popula- tion
1923	514,402*	355*	.69	5.4	1,105,000	2,641†	2.39	6.2	15,092,177	18,211	1.21	16.3	?	?			115,455	293	2.63	0.8
1924	566,976*	340*	.60	5.1	1,300,000	3,271†	2.52	7.7	17,593,677	19,254	1.09	16.9	?	1,626			125,319	496	3.97	1.3
1925	630,348*	425*	.67	6.3	1,510,000	3,715†	2.46	8.7	19,954,341	21,612	1.08	18.7	844,829	2,089	2.47	5.2	176,478	555	3.15	1.4
1926	836,794	606	.72	6.5	1,682,322	4,155	2.47	9.7	22,001,391	22,881	1.04	19.5	1,046,000	2,160	2.06	5.5	202,401	?		
1927	946,476	864	.91	9.1	1,851,436	4,480	2.42	10.5	23,127,311	24,459	1.06	20.6	1,207,847	?			233,729	?		
Number of people per motor vehicle 1927		10				23				5				32				173		
Number of people per sq. mile of area 1927		2.58				482				40				184				329		

\*For registration area only, which in these years did not include the Province of Quebec, figures of accidents in latter area not being available for these years.

\*\*Figures do not include Motor Cycles.

†Fatalities of mechanically propelled vehicles.

## CANADIAN MOTOR FATALITIES — BY PROVINCES

1926					1927					
PROVINCE	Motor vehicles (4)	FATALITIES			Motor vehicles (5)	FATALITIES			1927 LEVEL CROSSING FATALITIES	
		Number (1)	Per 1,000 vehicles	Per 100,000 population		Number (1)	Per 1,000 vehicles	Per 100,000 population	Number	% of Total
Alberta.....	65,590	33	.50	5.4	72,389	35	.48	5.7	5	14.3
British Columbia.....	68,009	60	.88	10.6	77,148	77	.99	13.4	2	2.60
Manitoba.....	57,857	27	.46	4.2	62,622	32	.51	4.9	2	6.25
New Brunswick.....	21,541	11	.51	2.7	24,302*	24	.99	5.8	3	12.5
Nova Scotia.....	25,879	28	1.08	3.2	29,824*	31	1.04	5.7	1	3.22
Ontario.....	388,728	242	.62	7.7	433,504	387	.89	12.1	46	11.8
Prince Edward Island.....	3,460	1	.29	1.1	4,365*	2	.46	2.3	0	0
Quebec.....	108,332	183	1.68	7.1	125,888*	252	2.00	9.7	20	7.93
Saskatchewan.....	97,267	21	.21	2.6	116,434	24	.20	2.9	2	8.33
Totals.....	836,663	606	.72	6.5	946,476	864	.91	9.1	81	9.37

(1) Figures supplied by the Dominion Bureau of Statistics.

(2) Figure supplied by the Board of Railway Commissioners for Canada.

(3) Inclusive of motor cycles.

(4) Figures from Canada Year Book.

(5) Figures supplied by Provincial Departments except where otherwise noted.

\* From newspaper reports.



MEASURES WHICH HAVE BEEN SUGGESTED, OR ARE  
IN ACTUAL PRACTICE IN SOME JURISDICTIONS, TO  
REDUCE THE NUMBER OF MOTOR ACCIDENTS

1. The universal requirement of driving licenses for all operators of cars, whether private or public, granted only after examining and testing applicants on all essential standards of fitness.
2. The setting up of standards of fitness of driver, to cover (a) familiarity with the rules of the road, (b) physical fitness including good heart, good eyesight and good hearing, quick reaction to sensory stimuli.
3. The repetition of such tests and examinations at stated intervals.
4. The requirement of periodical inspection of cars by licensed motor mechanics to establish the mechanical fitness of the car from the standpoint of brakes, lights, tires, etc., with penalties for failure to submit to such inspection up to impounding of car for a stated period, such inspection being necessary before the sale of a car and in all cases of accident and before all reinstatements.
5. In addition to the fines and cancellation of licenses for reckless driving, now provided for in some jurisdictions, the confiscation of the car after second offences.
6. The jailing of those convicted of driving while intoxicated, the cancellation of their driving licenses, and confiscation of their cars for stated periods.
7. The stressing of "safety" rather than "speed" by motor companies in their advertising campaigns.
8. The supplying of suitably situated and equipped playgrounds for children in cities.
9. The discouragement or prohibition of so-called "jay-walking" in urban centres.
10. The provision of sidewalks along crowded highways.
11. Continued and continuous education of the public in measures of safety by Safety Leagues, Safety Campaigns, Motor Leagues, the daily and periodical press and the schools.
12. In view of the fact that 9.37% of motor fatalities in Canada occurred at level crossings, in 1927, the adoption of the following measures and practices:

- (a) The treatment of all railway crossings in the same way as "stop streets."
- (b) The setting up of cooperative machinery, including representation of the Dominion Railway Board and of the various provincial departments or Boards dealing with municipal affairs, which could call together the interested parties and outline such measures as are deemed necessary to make safe the crossing concerned, and recommend a distribution of the costs between the railways, the municipalities and, in case of through highways, the authorities concerned drawing revenues from gasoline taxation.
- (c) Circularization of all municipalities pointing out that a Dominion railway crossing protection fund exists, and pointing out the benefits that may be derived therefrom.
- (d) The establishment of three colour electric signals, similar in appearance to ordinary city traffic signals, at all level crossings.