

SALIENT SECTIONS OF N. B. MOTOR VEHICLE ACT EMPHASIZED

Mr. Justice Tilley Points Out Important Sections of Act and Urges "Safety First" on Highway—Emphasis on Certain Sections.

In a striking and pertinent address before the Men's Club of St. John's Church, Saint John this week, Mr. Justice Tilley reviewed the salient points of New Brunswick's Motor Vehicle Law, and emphasized those sections which are often flagrantly disregarded by motorists.

Excerpts from Mr. Justice Tilley's address with pertinent passages from the Motor Vehicle Laws follow:

"There is no question more vital, than the one so often heard, namely, how are we to prevent the deaths and accidents caused by motor vehicle traffic on our highways? Pick up the papers, and daily you read of a serious accident, and in many cases death, occurring on our public highways. We have, in this province, some thirty-four to thirty-five thousand registered motor vehicles of all sorts and descriptions, and the Tourist Bureau returns would add at least a similar number of cars travelling our roads in the summer months. By all odds, the greatest number of drivers, of motor vehicles are careful, good drivers. If we were to classify them on a percentage basis, one would not be far wrong in stating—80 per cent are careful and efficient drivers.

10 per cent are inefficient and nervous operators. A nervous driver is as likely as not, in case of impending calamity, to do the wrong thing at the moment of emergency.

5 per cent are reckless drivers.

And the last 5 per cent one could well designate them as dare-devil drivers—the kind of chaps who will go over the top of a hill with the road obscure at from 50 to 60 miles an hour, running their car either in the middle of the road, or if anything over to the left, or taking a short dangerous curve the same way.

If you were to ask me what is the most dangerous time of the day or night to drive a car, I would answer—twilight—just before your lights become effective. That is the time when you meet the lights of the oncoming car and, for a few seconds, it becomes impossible to see anything ahead of you on the road. The pedestrian, the boy on his bicycle, the cart without lights, during this period especially take some awful chances. These chances, however, would be greatly minimized if both drivers in passing, especially at the twilight hour, would slow down to about 20 miles an hour.

The Act sets out that a person in charge of a garage or repair shop, or service station, to which has been brought any motor vehicle which shows evidence of having been involved in a serious accident, or having been struck by a bullet, should report to the nearest office of the Motor Vehicle Branch, or Royal Canadian Mounted Police, within 24 hours. If any amendments are to be made to the Act, it might be well to consider whether 24 hours is too long a period to give to report such cases. An offender might be well out of the province within 24 hours.

Owner of Rented Cars Liable
The owner of the motor vehicle engaged in the business of renting motors without drivers—otherwise than

as part of a bona fide transaction involving the sale of such motor vehicle—shall be jointly and severally liable with the renter for any damage caused by the negligence of the latter or by any person permitted by the renter to operate the same.

Age Limit

Drivers' licenses may be issued to persons of 18 years or over, after examination by the department as to the ability to operate a motor vehicle.

Rate of Speed, Mode of Driving

Any person who operates a motor vehicle on the highway:

(a) At a greater rate of speed than is reasonable and proper, having due regard to the traffic and use of the highways; or

(b) Reckless or negligently having regard to all circumstances; or

(c) In a manner so as to endanger the life and limb of any person; or

(d) In a manner so as to endanger the safety of any property; shall be guilty of an offence, and liable to penalties prescribed under the act.

This is a broad section of the Act, and what is an excessive rate of speed is governed entirely by locality. For example, one might travel on a main trunk highway with a clear road ahead, at 50 miles an hour, and not be travelling at an excessive rate of speed, while on a by-road with many curves or short and choppy hills, travelling over 35 miles an hour would be dangerous. A good driver knows without telling him at what rate of speed he should travel on the roads he is covering.

Commercial Vehicles

Any person who operates a commercial motor vehicle on a highway at a greater rate of speed than 30 miles an hour if without a load, or 25 miles an hour if carrying a load, shall be guilty of an offence and liable to the penalties prescribed by the act.

Approaching Persons, Horses or Animals

On approaching a person walking on a highway, or a horse or horses, or other animals being ridden or driven or otherwise thereon, a person operating a motor vehicle must give reasonable warning of his approach, and use every careful, reasonable precaution, and stop if occasion requires. I have often noted how careful the great majority of drivers are today, when passing children on the road, or riding bicycles, especially as so often happens, with two on the one bicycle. You never know when a child is about to dart out from a group and run in front of your car. It does not give the driver of a car any unnecessary trouble to sound the horn before approaching children on the road, and therefore, whether the road is clear of oncoming cars or not, it is always a wise precaution to sound the horn before approaching a group of children, or any child, upon the road or adjacent thereto.

Not To Attach Bicycle To a Car

No person, while riding on a bicycle, shall attach the bicycle to, or take hold of, any other vehicle for

the purpose of being driven along the highway.

Accidents

In the case of an accident, where only one motor vehicle is concerned, the operator of the motor vehicle shall stop, and give the person injured, or the person whose property is injured, his name and address. Where an accident is caused by two or more motor vehicles, any person operating the motor vehicle must furnish the names and addresses of those operating the motors. Where injury to persons, or death, is caused by accident, or damage to cars, to an amount over \$50., the accident must be reported within 24 hours to the Royal Canadian Mounted Police.

Clear View Ahead

The driver of a motor vehicle shall not drive to the theft of the centre line of a highway in overtaking or passing another motor vehicle of vehicles, or horse or animal, unless such left side of the road is clearly visible and free from oncoming traffic and shall, before passing or attempting to pass, give audible warning with his horn, and the driver of the motor vehicle, or other vehicle, horse or animal being passed, shall, as soon as possible (after the sounding of the horn) turn to the right to allow the passage, and shall not increase his speed while the car is passing.

There is no rule of the road that is more flagrantly broken than the above mentioned. I have had many drivers of cars tell me that it is not necessary, or required, to sound the horn when passing a car on the main highway. I think I am safe in saying, that not more than fifty per cent of the drivers of cars on public highways sound their horn when passing another car, or a team on the road. The act distinctly requires that this should be done.

One cannot always keep their eye on the road ahead and the mirror in your car to see the car following you. In other words, the foot from the car wishing to pass is not only an act of courtesy, but is an act of safety to both drivers and should be complied with.

Approaching (The Crest of a Grade, Bridge or Curve

This is the most vital section of the act, and one under which more accidents are caused by non-compliance. The act requires the driver of a motor vehicle, when approaching the crest of a grade, or upon a curve in the highway—where the driver's view is obstructed within a distance of 200 yards—shall not attempt to pass, nor shall he pass or attempt to pass any vehicle moving in the same direction, on a bridge, on a curve, or brow of a hill, where a clear view for 200 yards cannot be had. If the police reports of accidents are checked, I think you will find that practically 60 per cent of the accidents are caused by non-compliance with this section.

Must Not Cut Through Funeral Procession

One can hardly conceive the necessity of this section. Ordinary courtesy and decency should be sufficient to prevent any driver discourteously driving through a funeral procession, but such things have been done, and if people have not the decency of their own initiative to restrain from discourtesies of this kind, the law should very properly provide for such indiscretion.

Soliciting a Ride

No person shall stand on the highway for the purpose of soliciting a ride from the driver of any private vehicle, unless in case of emergency. I wonder how many of the automobile drivers realized there was such a clause as this in the act. I am quite sure that the many dozens of people on the road who signal for a drive, do not know that it is there. In fact, I have known of no case where it was ever, so far, acted upon.

If a person is convicted under this Act, of the offence of driving or operating a motor vehicle while intoxicated—the minister shall suspend the driver's license held by such person for not less than three months and not more than a year. The Act also provides that in case of further offences, increased penalties will be administered.

Owner or Driver Not Liable in Certain Cases

Notwithstanding Section 48 of the Act, protecting common law rights, the owner or driver of a motor vehicle other than a vehicle operated in the business of carrying passengers for hire or gain, shall not be liable for any loss or damage, or damage resulting from bodily injury to, or death of, any person being carried in or upon, or entering or getting on, or alighting from, such motor vehicle.

The law on this subject differs in some of the provinces of Canada, and records show that in some cases, suits have been instituted against the driver of a car by friends who were taken out for a drive and injured by accident while accepting the courtesies of the owner and driver of the car. **Glass Nails, Tacks, Scraps of Metal, Etc., On Road**

Any person who throws, or deposits, or leaves on the highway, glass, nails, tacks, scraps of metal, is guilty of an offence, and liable to penalty.

From the official report of accidents occurring in 1934 I have tabulated the following information. I had not before me these figures which I am now quoting, when writing the preceding portion of this paper. They bear out the statements made therein, that

C. P. R. WILL BUILD STREAM-LINED TRAINS

Announce Construction of Locomotives to Attain Speed of 110 Miles Per Hour—To Construct Five.

MONTREAL, Quebec, Nov. 9.—Canadian Pacific Railway head office announced last night the construction of five "light-weight streamlined locomotives" to be placed in service between Montreal and Quebec.

The announcement said the locomotives, being built to attain a speed of 110 miles an hour, would be the first of a new series to be constructed. Light-weight coaches will make up the new trains, chief characteristics of which the company said will be the streamlining and increased ratio of power to weight and fuel consumption. The engines will be 33 per cent lighter than locomotives doing relatively the same work planned for the new ones.—(Canadian Press).

BOYS' AND GIRLS' CLUBS TEAMS AT WINTER FAIR

Teams from each of the nine provinces are going to the Royal Winter Fair to compete in the annual National Contests for Canadian boys' and girls' farm clubs, a movement which now includes throughout Canada a total of 1,900 clubs, with an aggregate membership of 30,282. The 32 teams of two members each are those who won in the provincial contests in projects dealing with live stock, poultry and field crops.

There are 61 boys in the 32 teams and 3 girls, Marion Wood, 16, of Mount Herbert, Prince Edward Island; and Louisa Kerr, 18, Stanley, N. B., and Hazel Sellick, Cross Creek, N. B. The Prince Edward Island girl won in the provincial beef cattle judging and the two New Brunswick girls are the provincial winners in the poultry project.

They go to Toronto with all expenses paid by the Canadian Council on Boys' and Girls' Club work, the membership of which includes the Dominion and Provincial Departments of Agriculture, the two principal railways and several nationally known business organizations. The trip is a reward to the members of the teams for their success in the provincial contests. The teams from the Maritime Provinces and Quebec in Toronto on Sunday night, November 17. By 7.30 the next morning the other teams will be on hand. Monday will be spent in sightseeing and entertainment. On Tuesday morning soon after eight o'clock, November 19, all the teams will be at the Royal Winter Fair to take part in the contests, the results of which will be known by early evening. On Wednesday packing plants will be visited and other points of interest, and in the evening they will be guests at the Royal Winter Fair Horse Show. Thursday they spend seeing the many sights the Royal has to offer. On Friday they go to Hamilton as the guests of the International Harvester Company and from there to Niagara Falls, returning to Toronto in the evening in time to catch trains for their homes.

The farm club movement in Canada is growing rapidly. In 1931 there were 1,215 clubs with a total member ship of 21,142. Now there are 1,900 clubs and 30,282 members.

In Canada the Canadian Council of Boys' and Girls' Club work has its headquarters in Ottawa, with A. E. McLaurin the General Secretary. Dr. W. V. Longley Director of Extension, Nova Scotia Agricultural College, Truro, is the President.

NO ANSWER

The wisest sayings often come out of the mouths of children. A St. Thomas man motoring with his family in the country and discussing with his wife the present-day craze for speed and the disastrous results that so often follow excess of a reasonable rate of travel, was interrupted by his little daughter's question:

"What is the speed limit?"

"Thirty-five miles an hour," he answered.

"They why do they make cars that go faster?"—St. Thomas Times-Journal.

most of the accidents are from head-on collisions.

Last year, the total number of motor vehicle accidents reported, numbered 453—371 of these were caused by collision. When we analyze the reports, what do we find?

There were 48 persons killed and 294 injured.

A total of killed or injured, 342. Animals killed by motor vehicle, 36, and nine injured. There were 456 cars, buses or trucks damaged, 17 horse-drawn vehicles and bicycles were wrecked or damaged, not taking into account cars injured to a less amount than \$50.

LAND OF THE STORK MEN

Nature Grows 'Barbed Wire' in Ethiopia

A country in which nature has built her own "barbed-wire entanglements" in the form of thorn-bush jungles, and where water holes sometimes are 50 miles apart, is Ethiopia's Ogaden Province, scene of Italy's push into the ancient empire from the south.

Ogaden is in Ethiopia's south-eastern corner, jutting out into an angle formed by British Somaliland on the north and Italian Somaliland on the south and east.

On the southwest it extends to the Webbe (river) Shibeli, one of Ethiopia's two queer streams which flow hundreds of miles towards the sea only to disappear into the earth a few miles from their goal, says a bulletin of the National Geographic Society.

This strange river tumbles down from Ethiopia's high central mountains, almost reaches the sea near Mogadiscio on the Indian Ocean, then changes its mind and runs 170 miles along the coast only 12 to 15 miles inland, finally losing itself in the Italian Somaliland plains a few miles from the Equator. Another of Ethiopia's disappearing rivers, the Awash, flows out of the mountains near Addis Ababa, northeastward, but loses itself about 60 or 70 miles inland from Djibouti, the chief port of French Somaliland on the Gulf of Aden.

In the Haud country, which stretches along the frontier between Ethiopia and British Somaliland are "ant skyscrapers," mounds as much as 35 feet high, built by white ants and to be found every 100 yards or so in some localities.

South of the Haud region is more plateau country, a barren plain of limestone, mostly open but with thorn tree jungles scattered over it. In the dry season a large part of this plateau is so parched that it is three to five days' march from one water hole to another.

Tribes of the Fafan valley cultivate the fertile soil near the river, but in the rainy season sudden floods roar down its reaches and the tribesmen must take to the nearby hills with their herds until the water returns to its normal level.

North and east of the Webbe Shibeli and in the path of the Italian advance toward Harar and Dire Dawa, are still other broad limestone plateaus and low ranges of hill. Thorn jungles and high grass cover the level country, interspersed with sandy plains, and the only water in the dry season is in wells as much as 40 or 50 miles apart. Streams have cut vast gorges as much as 1,000 feet deep.

Advancing Italian armies may be the first white men ever seen by some of the remoter tribes in the Ogaden country, for until recently, at least, few whites are known to have penetrated into the dry regions.

Some Italian patrol may be startled to discover the "stork-people" somewhere in the Ogaden jungle—people so named by a jesting explorer because they like to stand on one leg instead of two. They curl up the idle leg much as does a stork, resting the foot on the knee or the leg that is in use.

BRITISH TEACHER ASSAILS CROONER

LONDON, England, Nov. 9.—A vigorous attack upon "crooners" has been launched by the headmaster of Rugby, R. P. H. B. Lyon, who referred to "the rhymed doggerel which is chanted to the latest crooning melody".

"It is a queer world," he said, "when a sleek, silky-voiced lounge-lizard can perpetrate a few quatrains of noxious slush to the tawdry and temporary affections seeking satisfaction in June under the moon, or 'neath the summer sky or last July and in December we shall remember, and be forthwith accepted by the toleration of the whole of a manly generation, while the great spirits of the world, building immortal verse out of their heart's stuff in poverty, in blindness, in despair, sing to them in vain."

"I am certain that much of the lasting distaste felt by the average adult for poetry is due to a forcing of the taste at the wrong time. In days of slipshod English and the spread of American slang and journalistic of rapid sensational slogans and screaming capital letters, there is no surer safeguard against the decay of taste than a mind well stored with beautiful utterance."

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WORLD'S POULTRY CONGRESS TO BE HELD IN LEIPSIK

Owing to a serious conflagration in the city of Berlin, Germany, the large building in which the live bird exhibit of the Sixth World's Poultry Congress was to have been held in 1936 was destroyed by fire. As there was no other hall in Berlin large enough for the purpose, the Congress authorities decided to hold the Congress in Leipzig. According to official information, this arrangement will give better accommodation than was possible in Berlin, while at the same time the delegates will have every opportunity of seeing the sights in and around Berlin itself on the occasion of a pre-arranged visit. Provision is also being made for the delegates to visit the Olympic Games which will be held on the outskirts of Berlin. A Canadian tour is being arranged and already there have been some definite bookings and a large number of applications for information.

North China's Trade With Canada in 1934

In 1934 North China's largest and most important import from Canada was newsprint, valued at 443,081 gold units (one gold unit equals 68 cents United States currency), which was over 644 per cent of the total imports for the period under review, writes C. S. Bissett, Canadian Trade Commissioner in Tientsin, in the forthcoming issue of the Commercial Intelligence Journal. The rise of Canada as a supplier of this article is increasing. For the first six months of 1933 the percentage of the total obtained by Japan was 90 and by Canada 1 per cent; in the same period in 1934, Japan 55 and Canada 30 per cent; and in 1935, Canada 64 and Japan 19 per cent. Present conditions indicated that this lead will not only be maintained but will be increased as the year progresses. Newsprint has supplanted both lumber and wheat flour, the latter at one time much the most important of Canada's export items, as the leading export commodity in trade with this territory. In addition wrapping paper totalled 4,252 gold units and miscellaneous paper and paperware amounted to 6,114 gold units. Second in importance came softwood timber, which was mostly Douglas fir, valued at 110,079 gold units. This total compares very favorably with that of the same period of last year, viz., 77,980 gold units. The respective percentages of the total imports obtained by Canada were 12 and 18, showing a marked increase in this half-year's total imports. Added to this were railway sleepers, 9,115 gold units, and hardwood timber, 3,098 gold units. Wheat flour was third in value, although the total Canadian share, 10,473 gold units, is only a shadow of its former importance. The total imports amounted to 496,069 gold units, of which the United States is credited with 456,882 gold units or 91 per cent. The reason for this was the availability of the Wheat and Cotton Loan to China for the purchase of United States products. From present indications it is likely that Canada's share for the first half of the year will be much greater than that shown above. Among the remaining items of lesser importance the values (in gold units) are: salt, herring, 4,568, which was 58 per cent of the total imports; condensed milk, 4,060 miscellaneous medicinal substances and spices, 4,104; rye whisky, 3,553; animal products and groceries, 2,432; hides, leather and animal substances 1,966; textile cotton products, 1,069.

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ATTORNEY

—one appointed to act for another in business.

—Oxford Dictionary

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