VALUABLE INFORMATION FOR AUTOMOBILISTS

Not Everyone Found Competent Of Driving Car

Incompetence Not Recklessness Great Cause of Highway Danger.

(By FREDERICK C. RUSSELL.)

In several instances the recent decided increase in fatal automobile accidents has been declared by officials as inexplainable, especially in view of the vigilance campaigns which are constantly being conducted in many localities. The majority of people attribute the trouble to recklessness. Various other explanations apply to individual cases rather than to the problem in general, but seldom does one hear the real cause stated. About thirty per cent. of the people who drive cars are incompetent to do so. Why avoid the real issue?

This raises the interesting question as to what percentage of the normal population is competent to be trusted at the wheel of a motor car, excluding the afflicted and the weak-minded. Machines are being sold to their first owners every minute in the day, and the assumption seems to be that anyone who has the price to buy a car can learn to drive it. All this in the face of the fact that thousands of persons who thought they could drive have found to their sorrow that they can't, and that the business of chauffeuring, which but a few years ago seemed to be headed for the discard because of the advent of the owner-driven car, is now beginning to flourish.

Discovery Too Late

If about three million or so drivers were to discover what the thousands who admit their incompetency have found there would be a decided improvement in the safety of the highways. As matters stand, however, few individuals discover their incompetency until they have staged a collision; and that is usually a trifle late to be effective. And another unfortunate feature of the situation is that nine-tenths of the incompetent drivers who have trouble and escape unharmed blame it on everything but the truth.

Why dodge the issue? Why seek involved reasons for the hazards of motoring when the outstanding cause is as plain as the "Stop, look and listen" signs? It is inconceivable that such a large percentage of drivers could be intentionally reckless, the logical view to take is that they are reckless because they are incompetent. As a matter of fact, any community knows that the number of wilful violators of good laws and good sense are relatively few. The man who purposely defies the law by doing just as he pleases—the local daredevil—is an exception among motorists. He is a drop in the bucket in comparison with the vast number of drivers who are forever just missing serious trouble because they have no business driving.

If all this sounds like a generality consider briefly the following cases which go to show that the recklessness everywhere observed is chiefly due to the ignorance of a large proportion of motorists and their unfitness for driving:

A car recently skidded into another car that was standing stock still because the driver locked his brake while going forty miles an hour over a wet concrete road. Two cars were standing at the white line waiting for the traffic officer to give them the signal to make a right hand turn. The car nearest the curb started to turn first, but the car to the left immediately shot ahead of it and made a right turn so close to the curb that a fender was "iped off car number one. The driver of the other car was most apologetic, explaining that he thought car number one was going to stay where it was.

Double Collision.

A tourist, in driving through a large city, was just passing a car parked at the curb when a nervous driver in a small sedan ran square into him, thus causing a double collision. The driver of the sedan had attempted to make a complete turn and explained that "his mind wasn't on what he was doing." A motorist who was approaching the writer's car head-on turned over to his own side of the road only after being warned to get out of the way. Instead of turning over to the side gradually he cut the wheels so suddenly that an upset was just narrowly averted.

Two girls, both driving on one operator's license, hurried along a main highway in a Ford with worn fabric tires. Friends following in a car better designed for speed said they were hitting forty-eight miles an hour at times. The girls, were surprised when they learned how fast they had been going, but explained that without a speedometer they "just couldn't keep strict account of the speed."

All of this sort of thing breeds the fatal accidents we read about every day; and the wonder is that there are not more accidents than there are. There are very few drivers who can extricate themselves gracefully from a serious predicament in motoring. Considering that a very large number of motorists are constantly jeopardizing others and breeding these very predicaments the number of accidents is no surprise.

Bundles of Nerves

It is gradually beginning to dawn upon us that a certain percentage of the normal people of any population cannot be trusted at the wheel of a car and perhaps never will be fit for driving. These are the people who are "bundles of nerves," those who "lose their heads" or who have no "presence of mind." Others who may not fall into this category are apt to lack judgment as to speed, distance, road conditions, etc. Even those motorists who are discourteous are a source of danger because no driver on the crowded highways of today can be unmannerly without jeopardizing someone else. "Retaliation," "showing off" and "getting even," like "star gazing," "day dreaming" and "lack of imagination," are all forms of incompetency which in most cases cannot be cured by conventional official admonitions to be careful.

These people think they are careful. They would be insulted to be told that they are not. Such is the blindness of their incompetency. When motoring progresses to the point where the revenue from the licensing of cars and operators is considered secondary to the safety of those who motor and those who walk our streets the hopelessly incompetent driver will be barred from the road and those who are fit to learn will be given an opportunity to do so That the task is an enormous one may be appreciated from the fact that driving a car is becoming constantly more difficult; and those who cannot keep abreast of conditions will find themselves incompetent even if they pass for competent drivers at the present time.

Examination of drivers has not produced the results hoped for, doubtless because such procedure is entirely too hasty and, in majority of cases, unwisely conducted. Inspectors seem more concerned with seeing that applicants know a few of the automobile laws than with their ability to handle the car, their temperament, their judgment and their knowledge of motors and motoring in general. These laws are frequently of a local nature and too often have no bearing on safety.

The new driver is asked, for example, who has the right of way at a street crossing. Having skimmed through a manual of local laws, he answers, "The man to the right." Forthwith the inspectors okays the application. A week later the motorist proceeds to shoot across a street directly in front of another car just because he happens to be approaching from the right. The typical "right of way" automobile law takes into consideration the speeds at which the respective cars approach the crossing, but the real purpose of the law is not digested. That is why better results would be obtained if the inspector would sound the applicant on his judgment rather than ask him to recite a conditional requirement of the law.

That examinations have not produced desired results is only a matter of noting that where licenses are not granted without this formality there is just as much incompetency as elsewhere. If good driving were judged on a basis of the operator's ability to shift gears and stop quickly the examinations as we know them today might solve the problems if they were generally adopted. But driving a car safely is a matter of skill compared with navigating a ship on the high seas. The rudiments of driving a car are not necessarily the A B C's of safety.

There are far too many amateur drivers for the safety of the country.

Criticizes Policy Regarding Radio

Australian Gov't Receiving Considerable Abuse Because of Its Attitude.

Melbourne, Victoria, Sept. 28—The Hughes Government in Australia has had to face much exceedingly frank criticism on the agreement made with Amalgamated Wireless (Australasia) Limited, for the erection and operation of high power wireless stations in Australia.

The criticism was not directed so much against the fact that the Government had entered into snch an agreement, as against the effect of the agreement as drawn up. At one period it appeared probable that the House would insist on the cancellation of the agreement on the ground that it gave the company control of the wireless scheme, although the Government had provided more than half the money required. This would have entailed the resignation of the Ministry, but the Prime Minister explained that the agreement did not mean what the company and many other people thought it did, and the difficulty was overcome by the chairman of directors resigning. There the matter now rests, but it is quite possible that the trouble may break out again when an attempt to appoint a new chairman is made.

Under the terms of the agreement, Amalgamated Wireless, Ltd., undertook to form a company to erect and operate the necessary high power stations and to organize services with England and Canada. The company was to be of 1,000,000 shares of £1 each. In order to secure a controlling interest the Commonwealth Government was to take up 500,001 of these shares at par.

The Government and Amalgamated Wireless were each to appoint three directors, who were then to select a seventh as chairman. In the event of their being unable to agree on the question of a chairman, an arbitrator was to be appointed by the six directors, and his decision was to be final. The directors were unable to agree in choosing the chairman. An arbitrator was appointed and he selected Sir Thomas Hughes of Sydney, a well-known lawyer and company director.

It was this appointment that caused all the trouble. Sir Thomas had resigned from the directorate of Amalgamated Wireless only a short time previously, and it was contended that his presence on the board would give that company a representation of four against the Government's three.

Sir Thomas eventually resigned, though protesting that the company was within its rights in attempting to secure its own nominee as chairman. This seems to indicate that it will put a candidate into the field when the next effort is made to fill the position. If it does, and if the arbitrator decides in its favor, there will be another deadlock, and Australia's high-power commercial wireless service may be indefinitely delayed.



MEAN NIGHTS & DAYS OF ITCHING TORTURE.

A well-known physician says that he comes across many terrible cases of secret skin disease. Because there's a natural disinclination to seek advice, the sufferer either neglects the trouble in its early stages, or else aggravates it by use of some poisonous mineral ointment. Whilst this may hide up surface trouble, it also *drives disease further into the skin.*

* * * *

You cannot thoroughly and permanently banish diseases like eczema, tetter, psoriasis, ringworm, etc., unless you first destroy all disease germs. Zam-Buk does this quickly and thoroughly.

Zam-Buk is unique in its germicidal and healing strength. Its soothing herbal essences penetrate into the skin right into the weakened and diseased *inner tissues, killing the germs* and uprooting disease at its very source.

The first dressing of Zam-Buk ends the dreadful itching and when all sore inflamed tissues have been thoroughly soothed and purified by Zam-Buk, every trace of disease is made to disappear, and there is a splendid new growth of clear healthy skin.

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UPROOTS SKIN DISEASE

Don't endure skin torture a day longer! Get Zam-Buk to-day! Apply to the first itchy spot, sore or eruption; use it for healing cuts, burns, scalds, ulcers and poisoned wounds; also for weakening, painful piles.

50c. box, all chemists and dealers.

Major West Had Varied Career With The Mounties

Pioneer on Police Force Retires After 34 Years of Continuous Service.

Saskatoon, Sask., Oct. 2.—A pioneer of the Royal Canadian Mounted Police and the first officer to be appointed in the Peace River country, Major C. H. West, after 34 years' service with the force, retired recently on pension.

Major West had a varied career with the force, acting in many capacities during his long service. The history and traditions of the force appealed to him, and after studying medicine in London, the Major came to Canada in 1888 and immediately joined the Mounties. He graduated in medicine and surgery in the North West Territories and six years later he came to Prince Albert for the first time with the rank of hospital sergeant.

In 1900 he was appointed medical officer at the time when the Dominion Government made its treaty with the Indians in the Athabasca country and the following year he had charge of the R. C. M. P. in the Peace River country. During this period he was for long practically cut off from civilization, receiving mail only about once a year. Mrs. West, a niece of the late Senator T. O. Davis, and a daughter of Col. C. E. A. Patterson, of Montreal, was one of the first white women to visit the post.

After occupying many posts throughout the West, in 1919 he was again returned to Prince Albert. The Major is now living in British Columbia.

LADIES REMOVE THEIR CORNS IN A VERY SIMPLE WAY

No pain, no trouble, costs only a quarter. It is a very simple thing to paint on a small application of good old "Putnam's" night and morning. To remove corns, to get entirely free from them, use Putnam's Corn and Wart Extractor. It is guaranteed, 25c. at all dealers. Refuse a substitute.

ST. GEORGE

St. George, N. B., Sept. 30.—Miss Julia Murray returned home on Wednesday after a delightful visit with relatives in Gardiner, Me., Boston and Cedar Rapids, Ia. She was accompanied by Mr. and Mrs. T. F. Lonergan, of Cedar Rapids, who will spend a few weeks with Mrs. Lonergan's mother, Mrs. Ellen Murray.

John D. Lyons, of New York, is the goest of Rev. J. W. Howland.

Thos. J. O'Brien has returned to his duties in the Bank of Nova Scotia, St. John, after a vacation with his parents, Mr. and Mrs. John C. O'Brien.

Mr. and Mrs. Chas. Wright are rejoicing over the birth of a daughter.

Miss Marion Gibson, of St. Stephen, was a recent guest of Mrs. Harry Cook.

Edwin R. Hibbard has returned from a trip to the horvest fields.

Miss Eva M. Maxwell lewt on Wednesday for Framingham, Mass., where she will enter a hospital to train for nurse.

Mrs. Harry Cooke left on Friday for Moncton, where she will visit her brother, Willard Hanson.

Mrs. Alexander Mahoney, of St. John, was a recent guest of friends here.

Mrs. R. A. Cross, of St. John, is a visitor at the home of her sister, Mrs. David Boyd.

Geo. F. Meating has returned after visiting his brother, Joseph, at McAdam.

Mrs. James Jack and daughter, Miss Bertha Campbell, have returned from a visit in St. John.

Rally day exercises were held by the Presbyterian and Baptist Sunday schools on Sunday last. Addresses were delivered by Rev. E. J. Kerry.

Mrs. Joseph Murray and daughter, Mrs. Urban J. Sweeney, and child, of St. John, were week-end guests of Miss Bessie McGratton.

Mrs. Geo. A. Craig returned last week after spending a few weeks in Ottawa.

Special services will be held in St. Mark's Church on Sunday, Oct. 1st, at 11 a. m. and 7 p. m. During the evening service music will be rendered by an orchestra. Bishop Richardson will be in St. George on Sunday, Oct. 8th, and will hold confirmation services in Pennfield at 3 p. m.; in St. George at 7 p. m.

Schooner Hartley W., Captain A. J. Brown, sailed on Sunday for Norwalk with a cargo of pulp.

Miss Mary Lawrence left on Monday for Wolfville, where she will continue her studies at Acadia Seminary.

After spending three very pleasant weeks with relatives in Quincy, Mass., J. Ralph Southard returned home on Monday.

S. L. Lynott, of "The Sentinel," Woodstock, was a recent guest of his brothers—Charles and Wallace—at "Camp Lynott," Lake Utopia.

Mrs. Geo. A. Greene, of St. John, is visiting friends in town.

Mr. and Mrs. Harry B. Epps recently purchased a new Ford Sedan and are enjoying an auto tour through parts of Nova Scotia.

Mrs. Chas. Coutts and children returned this week from Machias, Me.

Rev. E. J. Kerr motored to St. John on Tuesday to attend the meeting of the Presbytery.

Mr. and Mrs. Henry Meating, Miss Laura Meating and Miss Kathryn O'Neill motored to the Border towns this week.

A CORDIAL INVITATION TO DISEASE

This is an apt description of Constipation. It's an unnatural condition to begin with—but it's dangerous because it leads to indigestion, fills the system with poisons, brings on anaemia. You don't need a purgative; you don't want to weaken the system by a harsh, griping medicine—what you need is mild, natural stimulant to the bowels. You get just what you need in Dr Hamilton's Pills, which tone up the liver, restore the bowels to perfect action and positively end constipation. You'll feel tip-top after regulating your system with Dr. Hamilton's Pills. Good for young and old—a real family medicine, 25c., all dealers or The Catarrhozone Co., Montreal.

Plasterers Making $26 Daily At Chicago

More Than Some Bank Presidents Are Pulling Down, Says Manufacturer.

Chicago, Oct. 2—Some union plasterers in Chicago are making bigger weekly wages than some bank presidents, according to Herman H. Hettler lumber dealer and president of the Illinois Manufacturers Association.

"According to what one contractor tells me," said Mr. Hettler, "he pays his plasterers $2 an hour and $10 a day bonus for working on his jobs. That would make $26 a day for union plasterers hired by that particular contractor. Saturday afternoons he pays $4 an hour, or $16 for four hours work. The same double scale of $4 an hour prevails for Sunday work.

"This contractor tells me also that the union and the employers have signed a three year agreement. The contractors are said to control 100 per cent of all the plastering jobs in the city and the union 100 per cent. of the journeymen plasterers and their helpers.

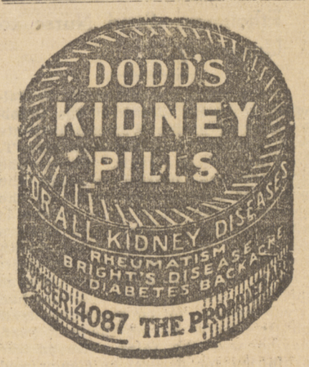
"Combinations have been formed among the supply houses that control much of the materials that enter into the erecting of buildings in Chicago. Many building material concerns have been known to unite with labor leaders to bring about conditions such as exist in the plastering trade here."

Yes, Indeed

Wythe—"Kent is a great optimist."

Penn—"How so?"

Wythe—"He is building an addition to his coal bin."—Brooklyn Standard Union.





Let Cuticura Keep Your Skin Fresh and Young

Daily use of the Soap keeps the skin smooth and clear, while touches of the Ointment now and then prevent little skin troubles becoming serious. Cuticura Talcum is ideal for powdering.

Soap 25c. Ointment 25 and 50c. Talcum 25c. Sold throughout the Dominion. Canadian Depot: Lymans, Limited, 344 St. Paul St., W., Montreal. Cuticura Soap shaves without mug.

HEMORRHOIDS

Do not suffer another day with Itching, Bleeding, or Protruding Piles or Hemorrhoids. No surgical operation required. Dr. Chase's Ointment will relieve you at once and afford lasting benefit. 60c a box; all dealers, or Edmanson, Bates & Co., Limited, Toronto. Sample box free.

Strength from Ironized Yeast Simply Glorious!

It Follows a Natural Law Which Never Changes or Fails. The Entire Body Quickly Feels New Power!

"I've just about gone to pieces!" Do you know that getting back strength is comparatively easy? But do you realize that it is almost impossible to get back your strength by means of unnatural drugs? Do



Madam, Ironized Yeast Will Build You Up Amazingly and Quickly!

you know that about one woman out of every three is exhausted because of nerve and blood starvation? The remarkable power of yeast-vitamines-ironized has been proven. There is now no further excuse for being weak, sick, run-down. Ironized Yeast contains the tremendous natural building forces of vitamines and iron, and it builds and strengthens in half the usual time. Do you know why? Ironized Yeast is not a mere mixture of yeast and iron, but yeast ironized, which is a substance all by itself. That's what makes Ironized Yeast the most powerful, natural builder in the world today. You will find a new strength coming over you, your cheeks will get rosy, your eyes sparkle, your appetite will be sharp, you will digest what you eat, your blood will become rich, your energy will be more than equal to your ambition. Get a package of Ironized Yeast today, and beware of substitutes. Sold at all drug stores at $1.00 a package. Each package contains 60 tablets, each tablet is sealed. They never lose their power. Harold F. Ritchie & Co. Ltd., Toronto, Sales Agents. Health and strength are now up to you.

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Drive in and let us drain your motor and fill it with the correct grade of ENARCO.
We have a runway for quick crankcase service.

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Package of 10 — 20¢
" " 20 — 35¢
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