

motorist as well how great are the risks which nameless heroes are taking to ensure that gasoline will be available when he presents a coupon; that, to paraphrase Thomas Hood, "It isn't petrol you're burning up, it's human creatures' lives."

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The New York *Times* of May 10, 1942, referring to a similar order calling for a general forty-miles-an-hour speed limit in the United States, quotes Senator Austin of Vermont as stating that "this proposed severity of  
**Punishment of Speed Demons** punishment" has aroused a broad undercurrent of feeling. "It is severe punishment," it was said, "to confiscate a car, to take away a man's means of transportation, for committing an offence which now may draw a \$5 fine."

Under the Canadian order, suspension of a licence for a period not in excess of six months may accompany a sentence of fine, imprisonment, or both, at the discretion of the court.

While the vast majority of Canadian citizens are observing the new order, there is always the one who steps up his motor beyond the limit, who without thought for the fact that the forty-mile restriction is a measure designed to aid the war effort whizzes along the highway at break-neck pace checked only by the capacity of his motor. There is just cause for resenting this individual against whose easy conscience patriotic appeals are impotent. But the criminal and the chiseller, and for this purpose they may be classed together, will continue to break the law anyway—to tear up the roads until they find themselves in court.

We read and hear much these days about mathematical deductions which prove that the new order is not a restriction at all, that 'by keeping them rolling' automobiles can cover the same mileage formerly attained at much higher speeds, without sacrificing any time whatever. These anomalies are perhaps explained by the fact that there has been a natural tendency for some motorists to feel that they should never go below the forty-mile limit even on sharp curves or dangerous stretches.

It may therefore be well worth mentioning here that it is an offence to drive a motor vehicle recklessly, or in a manner which is dangerous to the public, having regard to all circumstances of the case, including the nature, condition and use of the road, and the amount of traffic which is actually at the time, or which might reasonably be expected to be on such road.

It is the bounden duty of every policeman to enforce the law, including speed laws, vigorously and effectually; and public-spirited citizens will waste little sympathy on the headstrong violator who, through his own fault, suffers vitriolic nips from the teeth of this new order.

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Following the introduction of a forty-miles-per-hour speed limit in the United States, an American insurance company issued a report on comparative speeds which has its interest for the Canadian  
**The Saving in Safe Driving** motorist. According to this report, a driver going forty-five miles an hour instead of thirty-five gains less than two minutes over a five-mile stretch, but he uses five more gallons of gasoline in a thousand miles; doing fifty-five, his small saving in time costs him twelve gallons more every thousand miles. Tires, it was found, wear out almost four times as quickly at forty-five m.p.h. than at twenty-five. Maintenance, depreciation and oil costs also take a sharp upward jump with increase of speed—the total operational cost of the average American car per mile being put at 2.4