

DIMMING LAW UNDER FIRE AT AUTO MEETING

N. B. Association Members to Take Matter to Provincial Legislature

SITUATION NOW IS DEEMED DANGEROUS

Parking and Other Matters Taken Up at Meeting Here

The members of the New Brunswick Automobile Association present at the meeting last night in the Board of Trade rooms expressed opinions that the present law compelling automobiles to dim their headlights when meeting other vehicles on the highway was a detriment to safe driving, causing danger to the drivers and to pedestrians.

A resolution was passed calling for a study of the question and the meeting decided to prepare a case to carry before the next Provincial Legislature to ask for some improvement in the existing regulations.

The members were asked to assemble all the data possible in regard to the probability of accidents and as to the customs in other provinces and in parts of the United States.

DOMINION SOCIETY.
The question of the formation of a Dominion Automobile Association was discussed and was left to the executive for a report at the next meeting.

The matter of the proposed one-way streets on the north and south side of King Square was taken up and a suggestion was made that the parking of cars at corners where they interfered with traffic be put before the proper authorities in order to effect some remedy.

Several provincial matters held over from other meetings were put in the hands of a committee with instructions to take them before the Minister of Public Works at Fredericton.

PRESIDENT SPEAKS.
T. P. Regan, president, was in the chair. He reported on the Canadian Good Roads Convention in Quebec. He told the members of a luncheon for representatives of the various automobile associations at which the question of a Dominion organization was discussed. They had been asked to get the opinion of their members on this question.

Commissioner T. H. Bullock moved that the matter be turned over to the executive for a report at the next meeting. He declared he favored the move as one tending to widen the scope of the Association and as one that would bring an interchange of ideas from various parts of the country. He was seconded by J. A. Tilton.

OPPOSES PROPOSITION.
R. D. Paterson announced that he would support the motion but declared himself against a Dominion organization on the grounds that the smaller provinces would be swamped by Ontario and Quebec and that the Maritime Provinces and the West would get little show in any controversies. He had intended suggesting that the Good Roads' Association have an automobile branch that would give the provinces something like equal representation.

Commissioner Bullock said he had understood that the proposal was for an affiliation rather than for an amalgamation.

PARKING QUESTION.
Mr. Tilton, reporting for the committee which had been appointed to take up the proposal for one-way traffic on the north and south sides of King Square, said he had spoken of the matter to Commissioner W. L. Harding. The commissioner had told him he would take up the matter with the chief of police and notify them. That was the last he had heard of the question.

There was considerable discussion of this question and of the one of cars parking at corners where street car traffic made progress difficult. It was decided to broaden the scope of the committee to give authority to take up this question also.

BANDING POLES.
The condition of the road from St. Stephen to Saint John was mentioned and J. Charlton Berrie, secretary, reported that he had received a letter from the New York office of the American Automobile Association asking him if a report they had that the road from Bangor to Saint John was snow-bound was true.

F. A. Dyer spoke of the level crossing at Martinon and declared that the railway signal there was out of order for three months in the summer. The matter of banding the poles on the main trunk roads was also spoken of.

ON DIMMING.
Charles T. Green, J. A. Tilton and L. W. Simms were appointed a committee to discuss several matters, the foregoing included, with the Minister of Public Works at the next meeting of the Government in Fredericton.

The question of the dimming of automobile headlights was taken up and J. A. Tilton moved the following: That the study of proper road illumination, combined with the minimizing of undesirable glare, should be given immediate consideration with a view

"Ten Little Nigger Boys"—Revised Version

SPALDING, Nov. 6.—A potato farmer's experience with a batch of unemployed men engaged to lift his potato crop has been described to me by P. H. Cooke, of Town End Farm, Spalding. His story is like a variation of the "Ten Little Nigger Boys."

Mr. Cooke complained that although he had a fine crop and the weather was splendid for lifting it he was unable to find pickers. He said:—

"I telephoned to the labor exchange, and they promised to send me 15 men from Lincoln. Fourteen eventually arrived, the fifteenth man having left the train at Seaford."

"The men were taken down to the farm in motor-cars, while blankets, food, and other things were brought to make them comfortable. The fourteen had a breakfast of bacon and eggs next morning, with a man to wait on them."

"Twelve men picked potatoes and two left. So there were ten."

"Six appeared next morning, but two fell out, and then there were four."

"Four had breakfast the following morning, and then went for a walk, and now there are none."

"Oh, the drole! It is heaven compared with picking potatoes. Yet there are other men on the farm who are earning eight and 10 shillings a day at it, and are finished at four o'clock."

to determining whether it may be possible to improve the regulations in force.

Mr. Tilton declared that he was opposed to the dimming of headlights and he was supported by D. L. McRoberts, who seconded the motion.

SAYS SURVEY GOING ON.
Mr. Paterson suggested a survey of the regulations in force in other parts of North America and Mr. Regan said that such a survey was now being made. He recommended that each member help out by getting all the data possible.

One at a time all the other members present expressed themselves as dissatisfied with the dimming regulations on the ground of safety to the automobiles and to pedestrians on the roads.

In an interview on the question, Mr. Regan gave the following statement: "For safety and comfort when driving a motor car at night the road ahead should be adequately lighted. The illumination should be sufficient to make clearly visible any substantial object on the road up to 200 or 300 feet ahead of the car so that the driver can see an obstruction in time to apply his brakes and bring the car to a stop if necessary."

"With brakes in average condition, tests have shown that a distance of 50 feet is needed to stop a car moving at 20 miles an hour, while a distance of about 175 feet is required to bring a car to a stop from 35 miles an hour."

ADDED DISTANCE.
"To this 175 feet must be added an extra 25 feet, which represents the distance a car travels while the driver is endeavoring to apply the brakes after actually seeing an object on the road. This reaction time of the driver varies with different individuals but averages approximately one-half of a second."

"For country driving, dimming the headlights when meeting another car should be discouraged because of the element of danger involved. Under ordinary driving conditions the driver's eyes are adjusted for good road illumination. When the lights are dimmed, suddenly reducing the road lights, a few seconds must elapse before the eyes can readjust themselves to new conditions."

CHANCE FOR ACCIDENT.
"During these few seconds the driver is unable to see clearly and may collide with the oncoming car, run into pedestrians walking along the roadside or get off the road into the ditch."

"In addition, the lights of the approaching car seem suddenly brighter because no road illumination beyond them is available to reduce the contrast with the background."

"It is believed that some form of beam control is far superior to the present practice of dimming when meeting another car on the road."

HAD PROHIBITION PLAN DURING WAR

Lloyd George Dissuaded by Whiskey Magnate From Action

LONDON, Nov. 7.—England came near following the example of the United States during the war and introducing prohibition, it was revealed for the first time by Lord Stevenson, managing director of John Walker & Sons, the distillers. He held important official positions with the ministry of munitions during the war.

It was significant, Lord Stevenson said, that Lloyd George had nailed his flag to prohibition.

"I must confess that it surprised me greatly, and I will let you into a secret. In the early days of 1916 Lloyd George told me that it was the intention of the Government to stop distillation and introduce prohibition for the period of the war."

"I said, 'Oh, then you expect the war to last a week?'"

"He said, 'What do you mean?'"

"I said, 'I want you to realize what is involved. If we stop distillation there'll be no anaesthetics for the wounded; there'll be no solution for the dilution of T. N. T.; there'll be no bread, since it takes the distillation of 25,000,000 gallons of spirits a year to produce the yeast from which the bread of this country is produced.'"

Later on in the war, Lord Stevenson said, though the distillers were working day and night they could not supply enough alcohol for the high explosive shell, and he was told the stocks of whiskey in bond would be requisitioned by the Government.

He was willing, if necessary, he said, but no steps were finally taken.

"One would think," concluded Lord Stevenson, "that looking back on those days, the man who won the war would at least realize the debt he owed to the Scotch whiskey trade."

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Invisible Tub Worm Is Professor's Pet
SEATTLE, Wash., Nov. 6.—Most people have pets of one kind or another, usually pets that can be seen with the naked eye.

Professor Kincaid of the University of Washington zoology department has a different kind—one that is invisible except under the microscope—a two-month-old Japanese tub worm.

His pet lives on oyster shells. The work, the zoologist asserts, is beautiful. It shares its home—two quarts of water—with at least 25 distinguishable animals.

"They live," explained the professor, "like the inhabitants of the Scotch village who took in each other's washing."

BOYS JOIN
The South End Boys' Club was open for registration last night and C. G. Ward, the instructor, enrolled a number of boys all eager to begin the new season's activities at the club. Registration will be continued this evening.

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672 Years Is Total of Ages Of 8 Electors

YARMOUTH, Nov. 6.—In one community of Shelburne county the combined ages of eight electors who voted at the federal elections last week totalled 672 years, or averaged 84 years each. That is thought to be a record hard to equal as they all live in the immediate vicinity of Shag Harbour and are as follows: Mrs. Nehemiah Swin, aged 88; Nehemiah Kenney, 87; Mrs. Nehemiah Kenney, 85; Mrs. Joseph Connel, 85; Mrs. Ezekiah Stoddart, 82; Mrs. Ezekiah Smith, 86; James W. Smith, 85, and Mrs. Alden Nickerson, 76.

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SAILORS TAKE PART IN PERILOUS MARCH
Battle 15 Hours in Small Boat; Cross Crocodile Infested Swamps

DURBAN, Nov. 6.—A terrible struggle in a small boat amid high sweeping waves; a gruelling journey across crocodile-infested swamps, and adventures with savages were the experiences of the crew of the whaler Normann (108 tons), who have reached their home here.

The whaler was making for Durban when a wild storm broke. The vessel was swamped in the heavy seas, which quenched the furnaces as she drifted closer and closer to the shore of Saint Lucia Bay, which is about 150 miles.

The crew of nine took their courage in their hands and launched their lifeboat. After a desperate struggle which lasted 15 hours, with incessant bailing, the sailors beached their boat safely.

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SHOOTS DOGS.
Police Sergeant Rankine, of the northern division of the police department, had a busy time in killing dogs yesterday, for on the request of William Andrews, Frederick street, and John Dalling, Johnson street, the officer shot dogs belonging to them.

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