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KINGSTON AUTOMOBILE CLUB ANNUAL MEETING

T. M. Asseltine Re-elected President—A Great Deal of Business Transacted.

At the annual meeting of the Kingston Automobile club, held in the Board of Trade rooms on Monday evening, T. M. Asseltine, who has been president of that organization for the past three years, was re-elected to that office for the ensuing year. James A. Minnes, in proposing the name of Mr. Asseltine, stated he was an ideal man for the office as he gave of time and ability, with the result that the club had flourished. Mr. Asseltine is a very enthusiastic motorist and he always has the interest of the automobile club at heart.

James A. Minnes was re-elected vice-president, and H. D. Wightman secretary-treasurer. The board of directors, consisting of the following, were re-elected: M. C. Dunn, W. F. Gourdiere, Elmer Davis, A. Z. Vanluven, T. H. Sargent, Dr. C. C. Nash, L. A. Guild and J. M. Hughes.

The secretary reported that the club was in a very flourishing condition. During the year the total receipts were \$1,149.23 and the expenses \$1,027.91.

A great deal of business was transacted during the evening. The question of street intersections was considered and the meeting by a unanimous vote decided to ask the city council to pass a by-law making Elgin and Chatham one way streets. The members expressed themselves as being in favor of the city council making Chatham street a one way street as far as Colborne street, or in other words the traffic should all go from Princess street in a northerly direction. The club will also ask the city council to pass a by-law authorizing diagonal parking on all streets with the exception of those in the limited parking area.

A Dangerous Intersection.
The president referred to the fact of the great danger for motorists at the corner of Bagot and Brock streets where they join Clarence. Chief of Police Robinson, who was present, when asked what he thought would relieve the danger, said in his mind it needed a policeman, but as he did not have one available for the duty, other means would have to be adopted. It is likely that the streets will be marked with white paint to show which way the traffic should go, and there is also a possibility that a traffic officer might be appointed to do duty at such places as this during the busy season.

It was also decided that the club would run an advertisement in the local papers drawing motorists' attention to matters of vital interest to them as well as the man who does not drive a car.

Motor Camp.
The question of a motor camp was discussed, and Dr. C. C. Nash, who was convener of the motor camp committee last year, reported that two hundred and thirty-two tourists had stopped at the tourist camp located at the fair grounds last year. It was the feeling of the members that the location of the fair grounds was not an ideal one, and for that reason another one will be secured. Two of three locations were suggested and the meeting was informed that the utilities commission was willing to install electric light and gas to be used by the visiting tourists.

Dr. Nash also brought before the attention of the meeting, the Rotary convention which is to be held in Toronto this year, and the new coming executive was instructed to co-operate with the Rotary Club in making the Rotarians who stop over in Kingston on their way to Toronto, as comfortable as possible, as well as advertising the city.

Criticism County's Action.
The club, by an unanimous vote, passed the following resolution: "This club, having learned that the county of Frontenac has made no provision this year for continuing its good roads programme, desire to express regret, as we feel said lack of action to be inimical to the best interests of the county as a whole."

"This club having spent considerable time and money in boosting this county as a 'paradise for tourists,' sending publicity literature to practically every motor club in the States of New York and Michigan, feel that we should discontinue our activities in this respect until such time as we receive assurance that we can still safely invite our American touring friends to use our roads."

"That a copy of this resolution be sent to the warden of the county and to Messrs. Anthony Rankin and W. D. Black, members of the legislature."

The President's Report.
T. M. Asseltine presented a very interesting as well as instructive report of the activities of the club during the year. The report showed that he had given the matter careful consideration, and the matters which he brought before the attention of the members were both interesting and instructive. The report in part is as follows:

We are meeting tonight in the room where in 1918 this club was re-organized with a membership of 67 and it has continued to grow ever since until now we have about 250 members. For the past few years the annual meeting has taken the form of a dinner with outside speakers, but it was felt this year in view of the fact that we expect to arrange with the Board of Trade that our official home would be in this building together with our touring bureau, that it would be better to hold the annual meeting here, and in the summer time have a large club picnic and have then some notable speakers to address us on matters of interest to the motorist.

During the past year your directors have been quite active in many direc-

tions, looking after sign boarding, motor camp, picnics for the orphanages, drives for four conventions held in Kingston, co-operated with the publicity committee of the county in distribution of the booklet advertising the tourist attractions of the county and city, and in numerous other ways kept in touch with motoring affairs.

What is by far the most important happening for us this year is the new "Highway Traffic Act" which came into force on New Year's day. The provisions of this act were summarized in a letter I gave to the press on the day the act came into force and the whole act may be said to be contained in these few words "Drive slowly and carefully and you will be allowed to drive, drive fast or recklessly and you will not be allowed to drive, nor your car to be driven."

Speed Limits.
In the new act the speed limits remain the same as before, 20 miles per hour in urban centers and 25 miles in the open country, but the penalties under this section have been made more severe. 1st offence \$5.00 to \$50; 2nd, \$10 to \$100 and suspension of car license for 3 months. 3rd or subsequent offence \$20 to \$200 and suspension of car license for six months and if car is driven at a speed of 40 miles per hour or over, or at any speed whatever or manner that would be dangerous to the public, having regard to the circumstances, the fine is \$10 to \$200 and up to 60 days in jail and six months suspension of license.

There is a popular impression that the new law permits three offences before imprisonment, but it seems quite clear to me that a jail sentence may follow every offence including the first. There is an additional penalty for third conviction, seizure of the car and its storage for three months at the expense of the owner. But on the first offence the driver may be sent to jail, and it is not necessary that he drive at forty miles an hour in order to be convicted and sentenced. Any speed which is, under all the circumstances, a dangerous one, makes him liable to the jail penalty. A speed of over forty miles is merely that which the law considers dangerous per se, that is, under any circumstances whatever. What I want to impress upon the motorists is that fast driving of any kind is potentially a jail offence.

For driving while under the influence of liquor the penalties have been increased to terms ranging from seven days to one year in jail and suspension of car license for three months to two years.

Severe Penalties.
These are severe penalties, our friends the pedestrians will say they are none too severe, and we will probably agree to that too, that is, for the other fellow. Members of this club are pledged to observe the law.

The Act is too new to have any case law interpreting the various sections. For instance, a driver offends with 3 different cars not his own, by driving recklessly, would the third car be impounded though it had figured in only one case? Or if the same car were driven by three different persons, all of whom offended, would its owner still retain possession because each of these drivers had only one conviction? These questions are not fully answered by the clause which says that the owner shall be responsible for any violation of the act unless the car is in possession of someone else without the owner's consent, for "the driver shall also be responsible for such violation."

Difficulties of that nature, however, will be met, and decisions of the courts will make the new act workable in the places where now at a first glance it appears to be weak.

But the intention of the act I am sure no one can afford to miss, for that is quite clear, to stop, not only speeding, but dangerous driving.

Other provisions of the act permit parking light on left side, provide for red light or reflector on bicycles, permit spot lights, limits summoning for offences to ten days from time of offence, makes it an offence to deposit any glass, nails, tacks, bottles, etc., on roads. In all cases the second and third offences must be within the same calendar year as the first to count as such.

A curious omission from the act is that no provision is made for signalling to the left, although there have been a number of court decisions that a driver who does not do so is negligent and liable for any damages that may accrue from his not doing so.

I feel that our club has a duty placed upon it of letting the motoring public know about the changes I have mentioned, and I would suggest that the incoming directors take some steps

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So Says Mr. T. Shea of Dodd's Kidney Pills.

Saskatchewan Man Recommends Them To All Who Suffer.

Pepper, Sask., April 7. (Special).—The sterling value of Dodd's Kidney Pills as a kidney remedy is shown by the following statement of Mr. T. Shea, of this place.

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1 cup crushed Grape-Nuts, 1/2 cup butter, 1 cup sugar, 3 eggs, 25 Graham wafers crushed, 1 1/2 cups milk, 1 teaspoon vanilla. Cream butter and sugar, add beaten eggs, then Grape-Nuts and wafers with baking powder—add milk and, lastly, vanilla. Bake 30 minutes in moderate oven. Frost with any preferred icing.

"There's a Reason"

Grape-Nuts

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either through the press or by sign-board or otherwise to call attention to the same.

Local Problems.
There are a number of local problems which I might mention and which might very well be taken up by the new board.

Such as: Establishment of one way streets, such as Chatham, Elgin, Clarence street between Bagot and Wellington streets; Safety device at Tete du Pont Barracks Gate, parking at an angle, light on cars, cutting corners, drivers taking or not taking their right of way, parking on market streets, lack of traffic directions at junction of Brock, Bago and Clarence streets, poor parking arrangement on Montreal streets, speeding on our paved streets, particularly those where there are no street railway rails. There are a number of others which I cannot just now call to mind which require attention and action to bring them to the notice of the proper authorities.

Gasoline Tax.
There is another matter that may be of vital interest to many of us at any time now. I refer to the possibility of a tax upon gasoline. For a number of years past this levy has been mentioned and staved off from time to time through representations from our league as to the unfairness of selecting the motorists as a class to collect road revenue from. I feel, however, now that the province of Quebec has adopted the weight of the car as a basis of license fee for operating motor vehicles together with a tax of 2 cents per gallon on all gas used, and that several States have already done away with the license fee altogether and substituted a tax on gasoline, that the motorist of this province must be prepared for such a change at any time from now on. To my mind this tax is the only fair tax to impose, a European hotel plan of motoring, you pay according to the number of miles you travel the roads. If this system should be inaugurated in Ontario, it would seem to be only fair that all users of the roads should also have a tax applied to their usage, so much for each wheel, hoof or otherwise, and I think it would be quite proper when the time comes for our club to make representations along such lines.

In conclusion I want to say that our club is an organization of motorists by motorists for motorists and feel that it occupies a distinct place in the community composed as it is of men who have the best motoring ideals, deals of fairness, courtesy, politeness and helpfulness to the other fellow, deals that make for the sane and safe use of our highways and streets and development of those ideals and conduct among our members and those with whom they come in contact among our members and those with whom they come in contact on the road until the time shall come when motorists shall not look askance at the pedestrian nor the latter at the motorist but every class using the streets and highways shall feel that their respective rights are fully protected and their privileges cheerfully and courteously accorded.

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