

to perform and discharge the duties by this resolution enjoined; that any member of said committee shall have power to administer oaths to persons appearing before such committee; that the said committee shall have power to employ such stenographers, clerks, assistants, and experts as it may deem necessary and expedient for the proper discharge of the duties hereby assigned to it, and to fix the compensation of such persons as it shall employ.

Be it further resolved, That each member of the said committee shall be reimbursed by the state for his actual necessary expenses, but shall receive no compensation for time devoted to the work of such committee.

Be it further resolved, That a copy of the report of such committee, together with any bill or bills framed by it, shall be sent to each member of the next legislature at least thirty days before the convening of the next regular session of the legislature.

Be it further resolved, That the said committee shall hold such meetings at such times and places as it shall deem most expedient in the discharge of the duties hereby imposed.

[No. 73, A.]

JOINT RESOLUTION NO. 25.

Relating to the distribution of safety first literature to applicants for automobile licenses.

Resolved by the Assembly, the Senate concurring, That the secretary of state be and he is hereby authorized and directed to mail to each and every person who has received for the year 1918 or who may hereafter receive for said year a motor vehicle license as provided by law, a printed copy of the following "Word of Caution to Motorists," for and in behalf of the safety of life, limb and property.

A WORD OF CAUTION TO
MOTORISTS

With a rapidly increasing number of automobiles coming into use, it cannot be too strongly emphasized that caution should be observed by drivers when approaching grade crossings over which railway trains run. Daily reports show accidents that could have been averted had the driver of the motor car stopped, looked and listened before attempting to cross ahead of the approaching train.

The latest government statistics show the number of persons killed and injured in the United States at grade crossings as follows:

DURING 1915: APPROXIMATELY 1147 PERSONS KILLED, 2935 INJURED.

DURING 1916: APPROXIMATELY 997 PERSONS KILLED, 2898 INJURED.

The reduction in casualties during 1916, as compared with the previous year, is due to warning notices posted by railway companies and automobile clubs who are endeavoring to provide effective means for eliminating the hazard as much as possible.

LET YOUR SLOGAN BE: STOP, LOOK, LISTEN!

Observations have been made to record the care shown by automobile drivers, and in 35,000 instances the following results were noted: 53 per cent looked neither way before passing over a grade crossing; 8 per cent looked one way only; and 174 motor car drivers (about half of 1 per cent) actually stopped their machines before proceeding to pass over the crossing. These figures show that few drivers display the necessary caution that may save their lives, limbs and property, by simply waiting a moment or two to allow the train to pass.

Trains have no choice of routes; they must run on the rails, and their patrons require that they be on time, if possible. Motor car drivers can choose their own routes, and the occupants of machines usually are not pressed for time.

If automobile drivers would associate the sight of a grade crossing and its advance notices with the sight of a traffic policeman, and control their machines accordingly, grade crossing accidents would cease. No man is immune to the accidents at grade crossings which are so frequent with the constantly growing use of the automobile.

“IT IS BETTER TO WAIT AT THE CROSSING THAN IN A DOCTOR’S OFFICE.”

A study of varying speeds is interesting. A motor car or train MOVING AT

5 miles an hour travels	7.3 feet per second
15 miles an hour travels	22 feet per second
10 miles an hour travels	14.7 feet per second
20 miles an hour travels	29 feet per second
25 miles an hour travels	37 feet per second
30 miles an hour travels	44 feet per second
40 miles an hour travels	59 feet per second

50 miles an hour travels	73	feet per second
60 miles an hour travels	89	feet per second
90 miles an hour travels	131	feet per second
100 miles an hour travels	150	feet per second

Trains moving from 25 to 40 miles an hour can, under ordinary conditions, come to a stop in about 1,200 feet. Motor cars running at the same speed can be stopped in about 30 feet. The train often weighs as much as 3,000 tons, while the automobile's weight rarely exceeds two tons. It can be readily seen, therefore, that the greater weight, once under way, is much harder to stop.

[No. 55, A.]

JOINT RESOLUTION NO. 26.

Relating to the publication of laws governing the operation of automobiles, motor cycles and similar motor vehicles.

Resolved by the Assembly, the Senate concurring, That the secretary of state be and he is hereby directed to have printed in pamphlet form, all Wisconsin laws which are now or hereafter enacted governing the regulation of automobiles, motor cycles, and similar motor vehicles, a copy of which printed pamphlet shall be furnished to each and every person making an application for a license in the manner provided by law, the object and intent thereof being to acquaint each and every person operating an automobile, motor cycle, and similar motor vehicle with the laws which govern the operation thereof, for and in behalf of the safety of life and limb, and education to the general public, from a standpoint of "safety first."

[No. 103, A.]

JOINT RESOLUTION NO. 27.

Relating to a desk now in the office of Justice R. D. Marshall.

Resolved by the Assembly, the Senate concurring, That the desk which was used by Justice Orton from 1878 until his death in 1895 and afterwards used by Justice Marshall until the new furniture was installed in the refurnishing of the capitol, which desk has been retained in his office by Justice Marshall on account of its historic and close personal associations although not needed nor in use as office equipment, be and is hereby presented to Justice R. D. Marshall as a token of respect, and the superintendent of public property is authorized and directed to deliver the same to him.