

The Henry Allen & Son Company FUNERAL DIRECTORS AND EMBALMERS LADY ASSISTANT All Calls Answered Promptly Day and Night 88 Main Street

NOTICE Owing to the continued high cost of labor and material, the Commissioners have found it necessary to make a slight increase in the electric power rates as follows: First 300 kw. hours per month 8c per kw. hour. Next 300 kw. hours per month 5c per kw. hour. Next 2400 kw. hours per month 3.75c per kw. hour. All over 3000 kw. hours per month 2.7c per kw. hour. Monthly minimum charge to remain as at present, i. e., \$2.00 for the first HP. or fraction thereof installed. \$1.00 for each succeeding HP. or fraction thereof installed.

The above rates will be effective commencing Jan. 1st, 1920, and for bills rendered commencing Feb. 1st, 1920.

The City of Norwich Gas and Electrical Department

OVERHAULING AND REPAIR WORK OF ALL KINDS Automobiles, Carriages, Wagons, Trucks and Carts

Scott & Clark Corp. 607 TO 515 NORTH MAIN STREET

John & Geo. H. Bliss Largest Assortment of DIAMOND JEWELRY BROOCHES SCARF PINS RINGS PENDANTS BRACELET WATCHES RADIOLITE STRAP WATCHES, ETC.

John & Geo. H. Bliss

Nickel Plating and KINDRED FINISHES at UNITED METAL MFG. CO., Inc.

Flowers and Trees FOR ALL OCCASIONS Orders Delivered MAPLEWOOD NURSERY CO. T. H. PEABODY Phone 396

Your Old SOFT AND STIFF HATS Made to look as good as new at the BROADWAY SHOE SHINE AND SHOE REPAIR SHOP 52 BROADWAY

A. G. THOMPSON, F. S. Chiropodist, Foot Specialist (PROTECT YOUR FEET) Mrs. Cummings' Spring Arch Support, Suite 7-8 Alice Building, 321 Main St. Norwich, Conn. Phone 1396-4

Why Throw Your Old Hats Away, when you can have them made as good as new if you bring them to the City Shoe and Hat Cleaning We also dye all kinds of Shoes, in black or brown 33 BROADWAY

WHEN YOU WANT to put your business before the public, there is no medium better than through the advertising columns of The Bulletin.

The Bulletin

Norwich, Friday, Jan. 2, 1920

THE WEATHER.

Winds Off Atlantic Coast. North of Sandy Hook and Sandy Hook to Hatteras: Fresh to moderately strong west and northwest, fair and much warmer.

Storm warning displayed from Virginia Capes to Eastport, Me. Conditions and General Forecast.

The disturbance that was over Lake Erie Wednesday night has reached northeast Canada, but the general depression extends southwestward to the north Florida coast. Temperatures are now generally below the seasonal average except in the Atlantic states. There were light rains in the Atlantic states except in north New England where there was snow.

Generally fair weather will prevail Friday and Saturday east of the Mississippi river with low temperatures and with a cold wave Friday and Friday night in the Atlantic states from Maine to North Carolina.

Forecast. For New England: Fair, colder Friday, with a cold wave in the west and by night in east portion; Saturday fair, continued cold.

Observations in Norwich. The following records, reported from The Bulletin's observations, show the changes in temperature and the barometric changes Thursday:

Table with columns: Ther. Bar., 7 a. m., 12 m., 6 p. m., Highest 42, Lowest 20.

Predictions for Thursday: Cloudy, probably local rains or snow, warmer. Thursday's weather: Cloudy, followed by clearing, warmer, southwest wind.

Sun, Moon and Tides.

Table with columns: Day, Sun, Moon, High Water, Low Water.

Six hours after high water it is low water, which is followed by flood tide

GREENEVILLE

Miss Marie Gable of St. Francis' hospital, Hartford, is spending her New Year's vacation at her home on Central avenue.

Frank Martha has returned to New York after visiting at his home on North Main street over the holidays.

Miss Giffney of Hartford is visiting friends in the village.

TAFTVILLE

With the passing of the holidays and the advent of the new year the village has settled back into its normal atmosphere.

Holiday guests are going to their homes in other cities and only a few of the students who attend schools and colleges in out of town places remain at home.

The census enumerators start this morning on the work of taking the census in the village. Mrs. Anna R. Miller is in charge of the work in the village. What the population of the village will be after the census is taken is a matter of opinion.

Some hold forth that the population will be greater than in 1910 by almost 50 per cent, while others claim that it will not be over 10 or 12 per cent.

A large number of the local young people attended the dance in William on Thursday evening.

Local fans were disappointed in the outcome of the Crescent-Nutmeg game yesterday afternoon as it was thought that the local boys could show as much speed if not more, than their opponents.

Y. M. C. A. MEETING AT CRESCENT FIRE ARMS CO.

At the noon hour New Year's day, the Young Men's Christian Association conducted a noon meeting at the plant of the Crescent-Fire Arms Co.

The workmen assembled in goodly numbers and joined in the singing of several hymns. Some twenty slides were shown on the screen and Secretary Edwin Hill explained the pictures.

J. H. Rinehart operated the lantern and Miss Bergstresser officiated at the organ.

The next noon meeting will be held at the West Side Silk Mill next Monday at 12:30.

OPENING RECEPTION OF NEW YEAR AT THE Y. M. C. A.

The contributors and senior members of the Y. M. C. A. and their men and women friends, are promised a delightful programme at the Young Men's Christian Association building, this (Friday) evening from eight to ten o'clock.

The social committee has secured the Boston elocutionist, Miss Miriam Davenport Gow, who will present a fine programme of readings of the poems and in addition there will be gymnastics and music by Swahn's orchestra, including a flute solo.

Miss Mary Louise Hughes went from Buffalo to Syracuse in an airplane to attend the Syracuse-Colgate football game.

No More Catarrh

This Simple Home Treatment Has Stood the Test of Time.

Every fall and winter, for more than twenty years, thousands of people have made it a daily practice to breathe the air of Hyomei and so keep themselves free from catarrh, coughs, colds, bronchitis, sore throat and influenza.

This you will breathe Hyomei daily, as free from all these troubles as it won't cost you a cent.

The Lee & Osgood Co., or any reliable druggist, can supply you with the complete Hyomei outfit, including a hard rubber pocket inhaler. The inhaler will send a fine and extra-bottle of the liquid Hyomei out but a few cents.

A few drops of oil in the inhaler will last for days and its pure, soothing, antiseptic, heating air, breathed deep in the air passages of your nose and throat, will keep you free from coughs, colds, influenza, and catarrh all winter long. Pleasant to use, takes but a few minutes daily, and is guaranteed to satisfy or money back.

GAGER

Funeral Director and Embalmer

Prompt Service Day or Night

STATE HIGHWAY WORK \$2,385,933

In the face of high costs, State Highway Commissioner C. J. Bennett is able to report in his annual statement of the department's work in Connecticut that the cost of maintenance has not exceeded the figure of other years. The total gross expenditures for the nine months for which the report is given were \$2,385,933.30.

In part, Commissioner Bennett's report is as follows: Our report a year ago called attention to the fact that there was a constant increase in the cost of material and labor, which we hoped at that time would stop. Our hopes have not been realized. The cost of construction is very much higher, and the maintenance cost per unit has materially increased. Nevertheless, due to our policy of reconstructing with hard surface pavements, our total cost of maintenance for the full year is not larger than it was for the same previous period.

This report is made for a period of nine months, due to the change in the close of the fiscal year established by the legislature of 1919, so that comparisons, when made, should be with this in view.

The future of highway construction in Connecticut is as favorable as in any other section. We are faced with a restriction in the amount of highway which it is possible to complete because of the increased cost of materials; the increased cost and lack of labor; the difficulty in securing materials owing to a general increase in building activity; the need for higher types of road surface, and the poor transportation for road materials furnished by the railroads, so that the public must be patient if we fail to produce as many miles of highway during the coming years as we have done in the past, and especially if the decrease in mileage be accompanied by a marked increase in the cost of construction.

Reference has been made to the cost of maintenance. Due to favorable conditions, we find at the writing of this report that the total cost of maintaining the highways for twelve months to Oct. 30th has not exceeded the total amount expended for the previous reports of reconstructing our main thoroughfares with city types of pavement.

Expenditures.

The total gross expenditures of the department for the nine months from Oct. 1, 1918, to June 30, 1919, were \$2,385,933.30. The refunds from all sources for the corresponding term are \$436,402.13, making a total net expenditure for the nine months of \$1,949,531.17. This amount cannot be compared with the expenditures for the previous year because only nine months are included. The net income from automobiles for the corresponding term was \$1,361,538.44.

The expenditures for the actual work of the department are made under three heads: First, construction of highways; second, construction and maintenance of bridges; third, maintenance, repair and reconstruction of existing highways.

The amount spent during the nine months on all state roads and bridges are as follows:

Construction of all new roads, \$495,721.23; maintenance of existing roads, \$423,549.45; maintenance and reconstruction of roads, \$1,487,190.72 divided into reconstruction or replacements, \$469,559.45, ordinary repairs and equipment, \$1,017,631.27.

The overhead expenditures, which include the cost of the office and engineering for all the department for the nine months were \$59,422.34. This sum does not include the amount for repair supervision, but was spent in administering the whole department, and in engineering and inspection work to the total of \$1,528,859.18.

Road Construction.

Early in the year 1919 this department was urged by governmental agencies and by other agencies having to do with the welfare of the returned soldiers to carry on highway construction immediately in order to provide for the home-coming. These seemed reasonable requests, and the department endeavored to comply. It was found that the returning soldiers were not anxious to do work of this character and that there was work of other and more lucrative kinds which he could do more easily.

Even early this year and during the time covered by this report there was a shortage of labor which at times approached the acute. When there is a general shortage of labor, the individual takes a step forward and is able generally to secure a higher type of work than he has done before.

The work of filling in uncompleted in the state highway system was very heavy. It was estimated at the close of 1919, which made a special appropriation for this purpose requiring the highway commissioner to expend a total amount of \$400,000 on the completion of unfinished gaps in the state highway system. The passage of this legislation is one of the most beneficial events that has happened in connection with highway matters during the past decade. As a result of this action, the department has been able to proceed with the construction of unfinished gaps on the road from Norfolk to Torrington; on the road from Colebrook to Williston; from Ridgefield to Branchville; from Savin Rock to Milford; from Middletown to Middlefield; from Watertown to Thomaston and from Thompson to the Massachusetts state line.

This will do much to round out the highway system of the state and make it possible for the motorist to proceed without undue inconvenience over continuous stretches of state highway.

In this connection, let it be noted that the development of the new highway system has now reached the point where we can see a practically continuous system of state highways which will eventually have to be connected up with the surrounding country by short feeders so that the state will be well served by this means of transportation.

Trunk Line Bridges.

The construction and maintenance of trunk line bridges has been carried on during the nine months mentioned, and arrangements made and work started on the construction of the Washington bridge over the Housatonic river, which should be completed by Jan. 1, 1921. This work is one of considerable magnitude and of great importance.

The toll bridges and ferries which are included under this heading have been maintained and operated in good condition during the term mentioned. The receipts from the toll bridges show a large increase from year to year.

Maintenance and Repair.

As above stated this work has been

carried on for nine months at a reasonable cost, and an examination of the total year's expenditure for all road repair reveals the fact that the cost for twelve months approximately the same as that for the corresponding twelve months of the year previous, which is a remarkable achievement, and is probably to the policy of reconstructing the main trunk line roads with hard surfaced durable pavements of suitable width. The total amount expended for the repair of trunk line roads alone for the past six years is as follows:

Table with columns: Year, Amount.

The figures given for 1918-19 do not correspond to that given in the previous statement, which was for the state roads while this total is for trunk lines only and includes all the expenditures for maintenance of trunk lines, both ordinary and for replacement and reconstruction, plus the cost of outfitting both trunk line and state air roads, but not the cost of supervision and equipment.

The source of funds for the purposes of maintenance and reconstruction of trunk line roads is an appropriation of \$1,000,000 for two years, or \$500,000 for one year, plus receipts from automobile fees for the term Oct. 1, 1918, to June 30, 1919.

The receipts from automobile fees were \$1,361,538.44. The grand total of all expenditures from this account for the nine months or the corresponding term during which these fees were received were \$1,238,538.64. Apparently this will show that the automobile fees would cover not only cost of maintenance but the cost of reconstruction or replacement. This is not true, since the nine months covered by this period of uncompleted roads the greater percentage of automobile fees is received. During July, August and September the receipts from automobile fees are comparatively light, while, on the other hand, the expenditures for road repairs, maintenance and reconstruction are heavier during these months than for any other six months' period of the year, so that provision must be made in expending the money to provide repair money during those months for which the automobile receipts are low.

The department has purchased a great many motor trucks for use in its work, and has been allotted a large number of motor vehicles since the construction of the report by the United States government.

In the previous report mention was made of the establishment of a repair plant at Portland, Conn., for the purpose of taking care of the equipment. The construction of this plant was undertaken with no knowledge of the possibility of securing equipment from the United States government. The fact that we had such a plant as a point of concentration of this equipment was a remarkable advantage in classifying and repairing and repairing this equipment, and has been a source of great benefit to the state in connection with the allotment of trucks from the war department.

Federal Aid.

As noted previously, this state participates in federal aid and secures from the government an allotment of unexpended road money for four years amounting to approximately \$1,000,000 which must be met with a like expenditure by the state itself. Under the law, this money can be expended only on the trunk line system. Some work has been completed, as mentioned in the previous report, and work is now well under way on the completion of roads from Norwich to Westbury and upon the road from Bethel to Bridgeport. A third project contemplates the completion of a road from Hartford to New London which is an auxiliary road and should be in full blast during the summer of 1920.

Jewett City Road Built.

Mention has been made several times of certain things accomplished which have been of value in the development of the state highway system. During the nine months covered by this statement, the completion of certain pieces of road has resulted in important benefit to the state. The most important of these are the roads from Littlefield to New Milford; from Naugatuck through Esham to Woodbridge; the closing in of certain gaps of uncompleted roads so as to form a connecting and continuous highway; the connecting of Jewett City with the villages of Glasgow and Voluntown along these villages a suitable and passable highway at all seasons of the year.

Eliminating Grade Crossings.

The highway department stands as it always has done, for the elimination of grade crossings, but up to the present time, without result. A perusal of the reports for the past few years will show that each one of them calls attention to the increasing danger arising from the existence of the grade crossings of railroads. The elimination of grade crossings undertaken recently have been at those points where the cost of construction was low and without particular regard to the danger of the crossing itself or the possibility of more frequent accidents due to a greater volume of traffic. There are numerous crossings throughout the state which, to the mind of a thoughtful person, should be eliminated without further delay. It is realized that the railroad companies are in no financial condition to carry the burden of any great amount of this class of work, but there should be some steps taken to proceed with the work of elimination of grade crossings at the earliest possible moment in order to obviate accidents due to their existence. Several serious and a few fatal accidents

NEGLECTED COLDS LEAD TO PNEUMONIA



Father John's Medicine

For Dangerous, Obstinate Colds. No Injurious Drugs

Doctors know that a great many serious throat and lung troubles, and fatal cases of pneumonia develop from neglected colds. Treat your cold promptly by using Father John's Medicine which gives new strength to ward off disease because it is pure and wholesome nourishment for those who are weakened and run down. Remember that Father John's Medicine is free from alcohol or dangerous drugs and therefore is a safe family medicine, fine for children as well as older people. Sixty years in use.

Hartford.—Since the telephone directory was issued, July 1, 700 new telephones have been added to Hartford's total.

BORN

BROWN—In Stonington (Anguilla), Dec. 30, 1919, a daughter, Marion Eloise, to Mr. and Mrs. Lewis Herman Brown.

TALDINO—In Westbury, R. I., Dec. 30, 1919, a daughter, Ethel May, to Mr. and Mrs. David Taldino.

KNOUSE—In Norwich, Jan. 1, 1920, a daughter to Mr. and Mrs. F. V. Knouse (Catherine Bistracree) of 65 Church street.

SMITH—In Norwich, Dec. 29, 1919, a daughter, Alice Elizabeth, to Mr. and Mrs. Raymond F. Smith of 88 Franklin street.

ARNOLD—In Passaic, N. J., Dec. 29, 1919, a daughter to Mr. and Mrs. Henry D. Arnold.

PULLEN—In Keene, N. H., Jan. 1, 1920, a daughter to Mr. and Mrs. Benedict C. Pullen of Norwich.

LATHAM—In the Day Memorial hospital, Putnam, a daughter, to Mr. and Mrs. Oliver Latham of Phoenixville.

MARRIED

SOHRETTE-GUYETTE—At North Groveland, Dec. 29, 1919, by Rev. Bernard M. Donnelly, Miss Eva Guyette and Henry Sohrette.

WILLET-SCOTT—In Stonington (Pawcatuck), Dec. 25, 1919, by Rev. Father John J. Fitzgerald, Anthony J. Willet and Miss Doris E. Scott, both of Westbury, R. I.

DIED

CLARKE—In Westbury, R. I., Dec. 30, 1919, Milo M. Clarke, aged 71 years.

BARBOUR—In Westbury, R. I. (Avondale), Dec. 31, 1919, George F. Barbour, aged 68 years.

CONSTOCK—In New London, Dec. 31, 1919, Catharine Tiner (Cons. widow of Elshah M. Constock of East Lyme, in his 86th year.

DABOLL—In New London, Dec. 31, 1919, Ida C., widow of Nathan F. Daboll.

HOLMES—In Norwich, Jan. 1, 1920, Ellen B. beloved wife of Thomas A. Holmes, aged 84 years and 11 months. Notice of funeral hereafter.

SMITH—In Norwich, Jan. 1, 1920, Richard S., infant son of Joseph and Ruth Fowler Smith, aged 5 months, 2 days. Notice of funeral hereafter.

WOODMANSEEP—In Norwich, Jan. 1, 1920, Mrs. S. Woodmanseep, aged 88 years. Notice of funeral hereafter.

DEWESE—In Danielson, Dec. 31, 1919, Miss Mary Dexter, aged 51 years. Funeral services at her home on Broad street, Danielson, Saturday, Jan. 3, 1920, 10 o'clock.

WEEKS—In New Bedford, Mass., Dec. 31, 1919, Martha Wheelden, wife of Edmund L. Weeks, aged 51 years. Funeral at her son's home, at Versailles, Conn., Saturday, Jan. 3, at 2 o'clock.

Church & Allen 15 Main Street Funeral Directors and Embalmers Lady Assistant Telephone 323-3 HENRY E. CHURCH WM. SMITH ALLEN

Shea & Burke 41 Main Street Funeral Directors

THE PORTEOUS & MITCHELL Co.

The Weather Today Will Probably Be Fair

TODAY

WHEN THE STORE OPENS AT 8:15

OUR GREAT JANUARY CLEARANCE SALE

WILL BEGIN

THIS GREAT JANUARY CLEARANCE SALE IS A DISTINCTIVE

FEATURE OF THIS STORE. NO OTHER SALE OF THE YEAR

APPROACHES IT IN MAGNITUDE—IN THE VOLUME OF

MERCHANDISE OFFERED, AND IN THE PRICE REDUCTIONS

MADE. COMPLETE DETAILS WERE GIVEN IN OUR TWO-

PAGE ADVERTISEMENT IN YESTERDAY'S BULLETIN, AND

EVERY ITEM WILL BE FOUND EXACTLY AS ADVERTISED.

ONE POINT WE WILL EMPHASIZE

SHOP EARLY!

Everything will be in readiness when the store

opens at 8:15, and shopping will be more convenient

during the morning hours than later in the day, when the crowd will be largest. Moreover,

some of the best bargains will go to early shoppers.

HERE ARE SOME EXTRA SPECIAL VALUES

FROM OUR BASEMENT DEPARTMENT

2,000 yards of short lengths in White Goods

—Nainsook, Long Cloth, Etc.— Sale price a yard 19c

1,000 yards of Berkley Cambric, in short lengths, regular value 55c—Sale price a yard 39c

84-inch Bleached Sheeting, in short lengths —2 to 10 yards—Sale price a yard 65c

68-inch heavy weight All-Linen Irish Table Damask, regular value \$3.00 — Sale price a yard \$2.19

25 Bath Robe Patterns, with cords to match, size 72 x 90—Sale price complete \$3.95

The Porteous & Mitchell Co.

(Continued on Page Ten)

An Absolutely Reliable Castile Soap

Strictly without free alkali, which harms a delicate skin. Each cake of Laco outlasts 2 cakes of ordinary soap. Economical, Beneficial, Cleansing. Comes in foil package.

TRY A 3-CAKE BOX FOR SALE AT ALL GOOD DRUGGERS LOCKWOOD, BRACKET COMPANY, BOSTON IMPORTERS