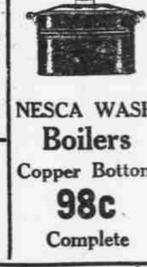
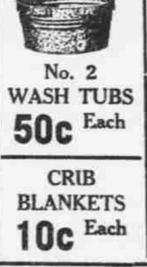
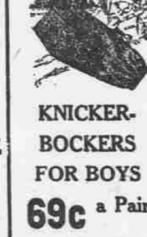
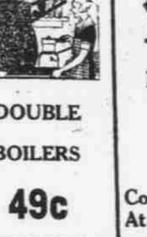


# Pre-Inventory Sale

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 Table Spoons 2 FOR 5c	 Special In Durable SCHOOL HOSE 10c a Pair	 KNICKER-BOCKERS FOR BOYS 69c a Pair	 GLASS TOWELING 10c a Yard Reg. 19c Value	 TABLE OIL CLOTH (REMNANTS) 10c a Yard	 Men's Union Suits Winter Weight 79c A SUIT	 NEWEST CURTAIN GOODS 9c a Yard	 DECORATED CHINA PLATES 6c Each	 DOUBLE BOILERS 49c	 ENAMELED CONVEX KETTLES (16 QUART) Complete At..... 75c
 CHILDREN'S CAPS All Sizes 19c Regular \$1.00 Value	<b>TANNEY CORPORATION 5, 10 and 25 Cent Store</b> Franklin Square, Norwich, Conn.							 MEN'S AND BOYS' CAPS 25c EACH Regular \$1.25 Value	

## TRAFFIC COURT PLAN URGED BY MOTOR VEHICLE COMMISSIONER

To meet complaints growing out of the fact that "the handling of motor vehicle enforcement throughout the state is in too many hands," consideration of a traffic court plan extending to all parts of Connecticut is recommended by Motor Vehicle Commissioner Robbins B. Stowell, in his annual report which has been submitted to Governor Lake. Several other recommendations having a vital bearing on the ownership and operation of motor vehicles in Connecticut are made.

"The remedy sought" in the proposal of the traffic court idea, "is to adopt some plan whereby an arrest for a fee can be unprofitable." According to the commissioner, "the sentiment underlying the complaints has grown until at the present date it is so strong as to demand action." The duty of motor vehicle enforcement is not centralized, says the report, which calls attention to recent instances in which

there have been well-staged drives against certain forms of offenses which are not serious in themselves so conducted as to indicate intent to convict for fees.

"The department has received many complaints about such so-called 'drives' and has been repeatedly asked to recommend some method of procedure which might place the enforcement of the motor vehicle act into the hands of state and city officers, exclusively. Such complaints, the commissioner says, have generally been about arrests made by some local officer.

"So far as the traffic court plan has been developed, according to the report, it is that a court which has a salaried judge and which has regular court machinery could be constituted a traffic court and, together with each other traffic court as might need to be especially created by the legislature for the purpose, should handle all motor vehicle offenses.

"The judge of such a court would soon become learned in the motor vehicle act. Being on a salary, he would not be under the stigma of being interested in securing a conviction. The action of such a court would promptly develop a serious sentence for a serious offense while minor offenses would be given their proper importance.

"Another method which might be considered and which has already been adopted in some states is to reduce the fees of all the officials concerned in an arrest and trial for a motor vehicle offense of a minor nature as to reduce an inducement to arrest for fees. In applying this remedy, the serious offense involving intent should receive top priority for schedule and the minor offense should receive another."

The commissioner points out that the state police department, with its force limited to fifty men, has been unable to divert enough of its men from pressing police business to meet all the demands for motor vehicle enforcement, particularly in view of the fact that twelve to fifteen state policemen are constantly required for the giving of motor vehicle examinations alone. "If motor vehicle enforcement is to be maintained on an increasing basis of efficiency," the commissioner says, "the state police department must be increased by a sufficient squad which must have exclusive traffic enforcement duties to the full extent of the necessity."

The motor vehicle commissioner is, by law, one of the three commissioners of state police, ex-officio.

The general underlying purpose of every motor vehicle act, aside from the

collection of revenue for the state, is to provide regulation and discipline which will help to promote safe operation of motor vehicles, in the commissioner's view. Therefore, any motor vehicle act is necessarily more a law of regulation than it is a criminal law. The test for his department, he says, is that determination as to whether the principle regulation be considered or whether punishment be imposed, depends upon whether there is willful infraction in any offense. This policy applies to revocation and suspension of licenses. "In connection with the suspension of operators' licenses," the report says that "it has always been the policy of the department to remove permanently from the road any operator who is disqualified either by some disability, mental or physical, or who, by virtue of his temperament, has shown that he is not fit to be on the roads." The commissioner points out that "the offense of operation of a car while under the influence of intoxicating liquors is much more frequent than in recent years."

Officials of the department gave over 887 hearings on cases involving possible suspension or revocation of licenses during the fiscal year ended June 30 last, which is the period covered by the report.

The offense of operating before becoming of legal age is regarded as troublesome. The statistics of the department do not show, however, any extraordinary number of accidents charged against minors under 21 years old as compared with those older, but they do appear to show that the ages between 21 and 25 years are most apt to happen. The state law makes it illegal for any person under 18 years old to operate a motor vehicle on the public highways, unless under the instruction and in the presence of a licensed operator. A bill to drop the age minimum to 15 years was defeated in the last session of the legislature. "The law as it now stands," the commissioner says, "is a difficult law to enforce and it is without qualification should be adopted."

An idea of the increase of motor vehicle operators entitled to use Connecticut highways and the volume of business of the motor vehicle department is given by a table in the report showing that receipts of the department have jumped from \$238,120.89 in 1911 to \$3,493,047.83 in 1922, and that the number of licensed operators has increased from 35,241 in 1912 to 164,011 in 1922.

The traffic hazard has increased correspondingly, it is explained, and general accidents reported have increased from 6,373 in 1920 to 12,813 in 1921, 10,390 this year. To some extent the increase in numbers recorded is due to the fact that the aggressive policy of the state police department has been successful. The number of accidents which result in serious injury or death, is practically the same in 1922 as it was in 1920 and 1921, but the number of slight accidents which result in smaller approximate damage has much increased. To the commissioner, it seems fair to argue from this that there is a great, approximate degree of caution on the part of operators than formerly.

Statistics and charts of fatal accidents are appended to the report. Every one who considers them, the commissioner says, "cannot fail to see at once that what is needed is the application of new methods, the extension of present methods, still more aggressive work, insistence upon prevention by the adoption of all reasonable devices, an insistence upon severe discipline." The comparison with all other states is favorable to Connecticut.

Safety Week in September, 1921, was a success, says the report. It reduced accidents throughout Connecticut approximately 16 per cent. for the rest of the year following. A survey of the result of Safety Week includes the following under the heading "Children Involved in Fatal Accidents":

Jan. 1 to Dec. 31, 1920: 46 per cent. of victims were under 16 years old.

Jan. 1 to Aug. 31, 1921: 30 per cent. of victims were under 16 years old.

Sept. 1 to Dec. 31, 1921 (four months following safety week): 33 per cent. of victims were children under 16.

Jan. 1 to Nov. 30, 1922: 47 per cent. of victims were under 16 years old.

Other statistics given in the report to show the success of Safety Week have already been printed.

There is a spirit of investigation in the professional administration of motor vehicles all over the United States which shows that there is the stirring of a great movement towards traffic safety. The same condition applies in measure to commercial motor vehicles, and a recommendation for changes to bring about a more equitable fee system in this respect is made. As an example, trucks used in the ice cream business

are cited. During the summer the manufacturers of this product have a large number of delivery trucks, but when the number falls off in the winter almost all of these trucks are retired. All of these matters can be adjusted and adapted, the commissioner feels, if the motor vehicle department is given discretion to rebate fees, upon proper evidence, in specific classifications. He also suggests that any minimum fee rates prescribed by law for commercial motor vehicles ought to be taken out and the department authorized by law to do justice to the various classes referred to. Particular mention is made of the fees charged for Ford's carrying a box in the rear and classed as commercial motor vehicles.

The dealer's bond, so called, has in the main apparently proven to be a suitable proposition. It has weeded out the rank and file of dealers some persons who were taking out dealers' markers or purposes other than for the demonstration and sale of cars. The bond provision is considered to be too direct, however. It requires the commissioner to call the bond of a dealer for any infraction of the law relating to the use of dealers' markers. There are instances of minor infractions for which the calling of a \$1,000 bond is excessive, and, if this feature of the law is to be retained, the commissioner recommends that his department should be authorized to compromise any offense. He also calls attention to the fact that there is nothing in the present law, as there formerly was, to the effect that a dealer may use a car for his personal use. This was apparently inadvertently left out of the law, and the commissioner says there should be a distinct determination as to just what may or may not be done under the marker. The suggestion offered is that the marker and fees be graded, and that there be an exemption for the dealer who for which he pays a higher fee, and a limited marker by which he may only demonstrate a car, and the demonstration of the car must be done so that there will be no escape from the application of the definition.

The gasoline tax is commended as a success. Certain exemptions are recognized in the case of the professional oysterman or fisherman who uses his boat for the gathering of oysters or sea product ought to be exempt from the tax on the use of fuel. In the opinion of the commissioner, however, he who plies his trade for agricultural purposes ought to be exempted. Under the present law, no fuel used in any motor boat is exempt, and it is suggested that the law be changed so that the motor boat user may benefit in productive business where he uses fuel.

Pointing out that Connecticut, under Governor B. B. Patten, was the first to consider the subject of supervision of aircraft, and reciting activities of the department under the amended aircraft law, particularly with regard to the demerit of seeing to it that all who operate aircraft over Connecticut are qualified, it is projected by the commissioner, "that the most available flying school in the state be chartered, so that whenever an airplane alights in Connecticut the state police department will forthwith have notice by wire of the fact that such a plane is in the state and then, through the agency of the police, the aviator can be prevented from again flying until he is examined and qualified. It is noted that Lieutenant O. Freeman, a qualified aviator with large experience, has been appointed aviation inspector of the department.

Several of the other activities of the department which have been told of in the newspapers from time to time are reviewed in the report, with the commissioner's conclusions, according to the report. "When this movement spreads and extends into those people who are to be guided from those whose business it is to guide them, the results are sure to follow."

The organization this year of safety committees and safety organizations, in those centers where accidents are in large numbers, is commended. Not a little credit for the department's success in combating the traffic hazards by the commissioner is laid to newspaper publicity. Moreover, he says there is an question but what on the administrative side for revenue, the publicity run in the newspapers has saved the state and the motor vehicle department along great amounts of money by making the citizen more prompt to fulfill his obligations and pay his tax-ratings to the state.

Concerning motor vehicle markers, the report says that it is no longer absolutely necessary for purposes of identification to secure the registry number of a motor vehicle, but if a general description of the car can be had with

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recognized as one of the foremost men of letters of his time. The year will also bring the centenary of the birth of Sir Mackenzie Bowell, who had a long and distinguished career in Canadian politics and for a short period filled the premiership of the Dominion.

**NEBRASKA'S LEGISLATURE WILL HAVE FARM BLOO**

Lincoln, Neb., Dec. 25.—Nebraska will have a farm bloc in its next legislature, convening January 2, to protect agricultural interests in legislative matters. If present plans of its sponsors are successful, the movement was started among agencies of organized agriculture and J. N. Norton, former head of the Farm Bureau Federation, already has come forward with its proposal. Threatened reductions in state expenditures seeks the result of the political campaigns has caused the fear in some agricultural circles that the legislature may hesitate in appropriating funds which would be necessary for the protection of the industry.

A state income tax, rural credit changes in the present revenue law, tax reduction and removal of party control in promoting agricultural measures, are among other issues which farmers and others are expected to take an active part.

Statements from various members indicate that economy will be a dominant factor in legislation. Abolishment of many state boards, commissions and independent agencies, as well as democratic attack on the state's civil administration law with a view of its repeal, are advocated in several quarters. Governor-elect Charles Bryan and his democratic legislators pledged repeal of the law, a republican measure, although the assembly will have a republican majority in both house and senate.

Other proposed legislation includes a law designed to equalize the burden of taxation, a proposal to tax intangible property on the same basis with real property, instead of at one-fourth value, and a law providing funds to participate in the state's program of road building by a tax on motor vehicles and relegate non-secondary road projects to the counties.

**MINNESOTA—Health Officer F. C. Goldstein is making an extensive investigation for the purpose of ascertaining just what was the origin of the several cases of amoebic dysentery, which appeared here of late. The disease is said to be peculiar to Spain and other European countries, although cases have been reported in the middle west.**

## Important Notice

Commencing January 1st, 1923

### THE COLONIAL EXPRESS

New York, New Haven & Hartford's popular daylight train will carry through sleeping car daily between BOSTON and ST. PETERSBURG, FLA.

Leaving New London 11:40 a. m.  
Leaving New Haven 12:46 p. m.  
Leaving Bridgeport 1:23 p. m.  
Arriving Jacksonville 8:35 p. m. next evening, and at St. Petersburg, Fla., second morning 8:40 a. m.

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details regarding its make, its color and possibly a portion of the number, it is generally practical to reduce the possible cars to so small a number that each individual car of that group under suspicion can be examined by the police, and in that way identification has been obtained in cases where more definite information was lacking. The offense of evasion of responsibility is hardly possible without punishment at this time providing there are any facts present to the credit of our self-reliant traditions," the commissioner believes, "and to the close competition in sports and games of our childhood and youth phases, in the very many who can qualify as good drivers. The standard from the point of view of safety is improving."

It is recommended that the line of discrimination between kinds of registrations be more carefully drawn by the incoming session of the legislature, and the definitions more particularly set out. This is especially true with regard to the so-called O-marker, which is the registration which permits the carrying of passengers for hire by vehicles other than the jitney. The department has had extensive experience in this subject now and it is possible to know what the exceptions to this law ought to be. There are questions constantly arising as to how some particular person may be authorized to carry a load of passengers in a truck for a special occasion; for example, to a fair or a festival. Several other examples are cited and rulings that have been made to meet them are quoted.

There is a well-founded objection on the part of many of the owners of jitneys to the use of the word "jitney" and there will undoubtedly be a request that some word which is more dignified in its application be used to designate this species of passenger service. As a result of the car with which jitney certificates and licenses are issued and perhaps because of the application of the insurance feature, the law has developed a careful class of drivers of jitneys. The commissioner feels, however, "that the insurance feature is a hardship upon public service organizations which run jitneys, in the sense that the premium is extremely high. It is recommended that a careful investigation should be made with insurance companies to determine whether it is not possible to get adequate protection at lower rates of insurance." The necessary details, statistics and facts regarding this feature will be collected and be in readiness for presentation before the proper committee of the legislature of 1923.

Inasmuch as the basis for the motor vehicle fee system is compensation to the state for wear on the roads, "it is fair," the commissioner maintains, "that a car which operates continually should pay more than a car which operates only occasionally and that a motor vehicle which operates on the highways should pay more than one which operates only on pavements in the cities." He points out that there are concerns doing every business under the O-marker whose cars never travel outside the limits of a city. There are also certain special classes of such vehicles which never carry any passengers except on special occasions. For example, there are undertakers who maintain livery cars which never travel anywhere excepting in a funeral procession. There are also cars in a livery business in a small town which are used for travel between a railroad station and the hotel, and nowhere else.

**1922 CENTENARY ANNIVERSARIES OF MANY NOTABLE AMERICANS**

New York, Dec. 25.—The year about to begin will include the centenary anniversaries of an unusually large number of Americans whose lives and achievements were of profound influence upon the social, moral and intellectual progress of the age. The list of distinguished names includes those of authors, artists, statesmen, poets, clergymen, soldiers, editors, scientists, inventors, and others.

The year will bring the centenary of John Sherman, the great statesman, of Francis Parkman, the history of Joseph Medill, the famous Chicago editor, of Schuyler Colfax, the Indiana statesman who became vice president, of Oliver Marton, United States senator and Civil War governor of Indiana, of Thomas Wentworth Higginson, the well known author, and of Generals Daniel E. Sickles and Earl Van Dorn, the one a

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