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THE DEADLY AUTOMOBILE.

"I speak after eight years in traffic court," remarked Magistrate Hogue in New York while sentencing a reckless driver. "The battlefields of France were safer by comparison than our highways. In eighteen months we lost 45,000 killed in France. In a similar period in America, just closed, we had 26,000 persons slain by automobiles, and 25,000 of that were children."

SUSPENSIONS OF DRIVERS.

Connecticut's crusade against reckless automobile drivers is bearing fruit; a bulletin of the state motor vehicle department indicates that nearly 3,000 drivers suffered suspension of their licenses during the first half of this year.

Although the effort of the state vehicle department against reckless driving is bearing fruit in bringing such persons before the bar of justice, the lack of complete co-operation by the law is a subject of adverse comment.

Practice of many prosecutors to nolle cases upon payment of money is branded as nullifying efforts to make for better driving through legal discipline. There appears to be no complaint upon this score in New Britain, and if it is practiced elsewhere it is to be hoped that means are found to discourage it.

Examination of the disposition of actual court cases indicates that the enforcement of the motor vehicle law is becoming standardized and more severe, according to the department, and cases are being handled in a more effective manner than formerly.

Demands for increased safety upon the highways is having the effect of forcing courts to more adequately protect the public interests. It is stated.

WHO'S GOING LOONEY?

Statistics indicate that since 1889 the number of persons in the United States who have been committed to institutions for the care of mentally afflicted have increased 454 per cent, while the population of the country during that time has increased only 110 per cent.

In 1909, according to the federal census, the number of automobile fatalities in the United States totalled 632. In 1922, according to the report of the committee on public accidents statistics, automobile fatalities totalled 14,000. This represented an increase of more than 2,200 per cent, while the population increased only 20 per cent during that time.

Nowadays more people are taken to institutions for the mentally afflicted because such things are looked after more carefully. In former years only the most advanced cases were confined.

More people are hurt and killed by automobiles than formerly because more autos are in use. But that isn't saying that most of the fatalities are not preventable and represent a terrible waste of life.

Whereas insanity statistics represent a growing humanitarianism, automobile statistics are a blot upon the sanity of those who are not in institutions for the insane.

NEW HAVEN'S POSSIBILITIES.

The New Haven railroad is believed to be on the upgrade financially and in the development of an ability to give that portion of New England which it serves the kind of service it demands. What Wall Street thinks of the railroad's prospects is indicated in the rise in quotation of its stock. The public served by the New Haven hopes the line will consistently increase in prosperity and thus be able to meet the requirements of modern service, both passenger and freight, but with no further increase in rates. If anything, a downward swing in rates would be appreciated.

The New Haven is expected to report a surplus for the first six months of this year, a feat not achieved by the railroad since 1917. Preliminary estimates have indicated the surplus for the six months will be in the neighborhood of \$300,000. How great an improvement this is can be recognized from the fact that the first six months of 1923 provided a deficit of \$4,169,000.

The New Haven is said to suffer from several handicaps that the present management is endeavoring to overcome. These, according to observers, are that the road is inadequately supplied with equipment, as shown by the charge of more than \$4,500,000 paid in 1923 for equipment rental. An equal sum was paid for joint facility rents, which can scarcely be avoided. A large proportion of the road's present capitalization represents the purchase of other enterprises that are yielding an inadequate income compared with the purchase price.

The New Haven is a property that simply must be placed upon its feet if Southern New England is to be served in an efficient manner. There is hope, and plenty of it, when the histories of other railroads which once were on the rocks and now are in first class financial condition is considered. For instance, there is the Erie, once the butt of a million jokes, now entirely rehabilitated and more than paying its way. There is the Baltimore & Ohio, 20 years ago running pell-mell into an ignominious finish and going into the hands of receivers; but only a few days ago it was announced that the earnings during 1923 were the greatest in its career, equaling \$13,211 a share.

The other day, as the result of a wrangle with the Pullman company, the New Haven refused to divulge its interest in the Boston & Maine. This is a sample of the attitude of railroad officials that does not fit well with the public. What difference would it make if the interest in the Boston & Maine were actually admitted? Everybody knows the New Haven has an interest in that railroad, dating from the time when an astigmatic former management attempted to gobble up all transportation in New England. Taking the public into one's confidence would be a good way for the management to cultivate public good will.

The New Haven, like all other railroads when efficiency reaches a low ebb, suffered from a plethora of caustic criticism, most of it no doubt deserved. The management of the line has become sensitive to criticism, which is a good sign; it means the management feels it is improving conditions and that it would like a little commendation for a change. Fair-minded men will give it due credit when such credit is earned. The line has far to travel before it is as efficient in all respects as several of the great trunk lines, but southern New England will not be slow to appreciate improvements when they actually materialize. For such as have been made, without going into details, the public is grateful; for such as can be achieved as the road increases in prosperity the public will await with pleasure. Meanwhile patrons will help the management by offering suggestions, and if the management is wise, it will accept them thankfully.

The management of the Erie, when that railroad was considered a vast joke in the railroad world, frankly admitted the truth about the line and after such admission let it be known that all suggestions would be carefully considered. The Baltimore & Ohio for years left blank space in its time tables on which patrons were to write complaints and suggestions and mail them to headquarters, with the promise that all would be carefully weighed and all good ones put into effect. In this way the good will of the public was won over and improvement has been constant until this day.

The New Haven needs good will quite as much as it needs funds. When a former mismanagement all but put it on the rocks, causing thousands of thrifty New Englanders who had invested in its securities to lose heavily, it could expect nothing else but verbal brickbats. The public continues somewhat critical because such an experience does not wear off easily. But if there are opportunities for a few hoopsters, the public will be glad to hand them to the management when they are earned.

SOCIAL WELFARE.

The New Haven Journal-Courier says "It is not the business of the constitution to promote the social welfare of society in this (the proposed child labor amendment) and in like manner elsewhere, this being distinctly the obligation of the several states who can best determine their social responsibilities," etc.

Our contemporary may intend to refer solely to the proposed child labor amendment, but a fair interpretation of its words would lead one to believe they mean the constitution is not to promote social welfare.

The nation engaged in a civil war lasting four years in order to promote the social welfare of the black race in the United States. The fame of Abraham Lincoln rests upon the accomplishment, which is embodied in the 13th amendment to the constitution.

The 14th and 15th amendments, consolidating the citizenship rights of all Americans, likewise can be regarded as social welfare legislation, the vote being a protection against social injustice as well as a privilege of citizenship.

The 16th amendment, relating to income taxes, pretakes of the nature of social legislation, its aim being to lighten the burdens of those least able to bear the weight of governmental cost to those better able to bear such burdens.

intoxicating liquor, and the 18th amendment, granting suffrage to women, are regarded by many as in the category of social legislation.

The New Haven paper, in common with the Bristol Press, fears that congress might pass enforcement legislation exceeding the rigors of a child labor amendment, thus repeating the experience of the Volstead act, which goes beyond the 18th amendment. Such a fear may or may not be justified; whether it is sufficiently important to cause reasonable opposition to the proposed child labor amendment is doubtful. That the proposal to include more social welfare legislation in the constitution should be scouted altogether on that account is looking backward.

The New Haven editor argues along the lines of the Corwin amendment to the constitution, submitted by congress to the states in 1861, but which was not ratified. The amendment would have prevented any later amendment from authorizing congress to abolish or interfere within any state with the domestic institutions thereof, including persons held to labor or service by the laws of such states.

Although the Corwin amendment sought to prevent the abolishment of slavery, it would have been equally efficacious in preventing a child labor amendment, such as is before the states for ratification today.

Every reform hurts some interests, some persons and in many instances, some states. Southern mills, which compete with New England mills, unquestionably exploit child labor; some of them are partly owned by New England capital.

Ratification of the proposed child labor amendment might be followed by unwise enforcement provisions; the probabilities, however, are that such enforcement will go no further than forbidding the products of child labor from interstate commerce. Nothing could be more effective and nothing as simple. It is very unlikely that an amendment, ratification of which would be devoid of the fanaticism and hatred which accompanied the victory of the 18th amendment, would have a repercussion of fanaticism in congress, such as produced the Volstead act. If the proposed amendment is as bad as some of its opponents have claimed it will never be ratified.

DUAL NATIONALITY ENDS.

A contentious trouble-maker between Japan and the United States is removed by the passage in the Japanese diet of a revision of the law relating to citizenship, an amendment eliminating the dual nationality of Japanese born in the United States.

As a result, thousands of Japanese on the Pacific coast, who were born in this country, will be citizens of the United States only, and not at the same time citizens of Japan, as was the case under the unamended Japanese law.

Alarm has been expressed by Californians that the unamended law permitted the growing up of a large army of Japanese citizens in California, while at the same time they supposedly were under the protection of the United States. In the event of serious trouble between the two countries, it was pointed out, it would be a matter of conjecture as to which citizenship they would recognize as more binding.

The action of the Japanese diet in abrogating this old law and divorcing itself from all claims upon American-born Japanese, is an indication that the Japanese government is willing to go more than half way to be upon the most friendly terms with the United States.

"A GENTLEMAN OF COURAGE"

Curwood's Latest Book of Interest to Lovers of Nature and Romance

James Oliver Curwood's, "A Gentleman of Courage," just published by the Cosmopolitan Book Corporation, will be found interesting reading by lovers of the big woods as well as those who place love and adventure above description of natural scenes. The childhood romance of Peter McLean and Mona, is interwoven with the Mounted Police and a group of pioneers in the lumber districts, even from the start. As it develops to fruition in adult life it continues to be a part of the life history of the woodsmen and their guardians of law.

Mona is the child of parents drowned in a storm on the big lake. She was rescued by foster-parents whose one hope was a girl child. They were residents of a frontier village which they had been from the timber surrounding them. Peter is the son of a father who had committed what was generally considered justifiable murder and who had sent him to a friend in the village to live while he evaded the police. At the first meeting of the pair Peter was destined to fight one of Mona's battle with a boy who later became a member of the provincial police force. The latter individual departs somewhat from the usual definition of a mounted policeman, he becomes the villain, and a real convincing one. With the return of Peter's father, in a dying condition, the feud between the policeman and the hero becomes intense. From that time on startling and colorful events pile up until a final, satisfactory, conclusion is reached.

Sarcasm or Pills

London.—Pills, pills! England is built on a foundation of pills," said Tahu Wiremia Ratana, New Zealand faith healer, who arrived here recently to take part in the British Empire Exhibition at Wembley. "You have so many drug stores and pills and drugs and food that you are sick most of the time."

The Fun Shop

MAXSON FOXHALL JURELL

OUR LESSON FOR TODAY

By Wallace M. Bayliss.

"By crackle, boy, you're getting fat!" Whence' you tell the thin man that, They laugh, then state with joy unfeigned, How many ounces they have gained.

"By ginger, man, you're getting thin!" That always makes the fat man grin. And instantly much talk is loosed, To tell the pounds they have reduced.

But listen, childhood! Keep in mind That talk like this must be confined To men alone, for women folks Regard such stuff as unbecoming.

A woman's never thin, you see, She's slender, sylphlike, willowy; Nor is a woman ever fat, She's merely plump. And that is that.

These Days: "When a love affair goes wrong, it's usually the woman that pays," remarked the professor. "Not if she hires a good breach-of-promise lawyer!" chuckled the cynic. —Edward H. Drechsel.

Too Much Heart: Gardner: "My heart is in my work." Owner of salar: "That's fine. Now how about getting your hands into it?" —C. E. Stewart.

The Jingle-Jangle Counter: Sunshine follows stormy weather; Cheese and crackers go together. —Nathan M. Levy.

Blacksmiths keep the bellows going; Boasters do a heap of blowing. —Richard Bartholmeus.

In my jeans the coin did jingle— But in those days I was single. —George O. Reed.

Some numbers are even, others are odd— Shall I, or shall I not, have my hair bobbed? —Mrs. W. B. Connell.

The Diagnosis: Helen: "I guess my daddy must be fallin' apart." Lisa: "Why yo' say dat?" Helen: "I hear Mother ask Daddy to tell where de five bones she find in his pants pocket come from." —James A. Rasor.

For Divers Reasons: Flapper: "There must be something wrong. I can't swim a stroke in this bathing suit." Tactful Clerk: "Ah, no wonder! The label reads: 'Guaranteed to Wear Like Iron.'" —Henry Fisher.

Tips: These salesmen are a funny lot. Last week, when it was good and hot, One drifted in; I don't know yet Just how we got to talking hot; But I do know most all his views Upon that well-known subject, booze. He gave me recipes and tips; Gave me a flask that fits the hips; Gave me bootleggers' names, some "cents" In whom I could confidence. He was some giver! Gave his time To prove the Volstead Act a crime. He waxed so eloquent on gin We both forgot why he came in. We parted lifelong friends, I think; The funny part is, I don't drink. —B. M. W.

Accuracy Always: A zealous but untrained performer had obtained permission to speak at the county jail. "Brothers," he pleaded with them, "lose no time in turning to the path way of righteousness. Remember, we are here today and gone tomorrow." Gloomy voice from the rear: "I've got eighteen years here yet." —Eugene Eisenman.

Outline of History: The lives of great men often remind us We should choose our wives with care. Or the world will find behind us Lamenting widows everywhere. —Stanley C. Morris plus M. A. E.

ITEMS FROM THE ROGTOWN ENTERTAINERS

By Grim Lawford: The ball game between the Rogtown White Sox and the Sun Creek Tigers yesterday was called off at the end of the fourth inning, as many of the players had to go home to milk and attend to other chores. It was a fine game and will be finished tomorrow afternoon at Rogtown.

Summary: White Sox 39 45 27 Tigers 28 40 32 It was a pitchers' battle. Total admission was \$5.50 — many snuck in.

Will Holmes, who is near sighted, was called out by Empire Ruff when he took a sweater for third base and stood on it several feet away. Adolph Paikner made a fine hit, but became confused and ran the wrong way around the bases and was called out. Players ought to know what way to run.

Several minutes were lost while they sewed up the ball that became ripped. They will have a new ball Saturday. Too much gambling at the game. Ye Scribe noticed several wagers running up to a quarter being made. Baseball must not be commercialized.

The Awakening: John (consolingly): "I didn't think you'd break your engagement with Sue. You always said she was your 'dream' girl." Jack: "She was my dream girl, but I woke up." —Joseph Cohen.

Jealousy: Two little girls were talking about how pretty another girl was when one of them remarked: "I think her dimples are just too cute for anything."

Her little brother, playing on the floor, overhearing this remark, immediately looked up and said: "Dimples ain't nothing. I got warts."

Evelyn Walker. (Copyright 1924. Reproduction forbidden.)

Wise, Smith & Co.

HARTFORD

OUR SALE OF THE ENTIRE STOCK OF

JEROME E. SAGE

Offering High Grade Merchandise at Irresistible Prices

As was the expectation, still greater was the response yesterday, the opening day of our sale of the Jerome E. Sage stock. Hardly any need of further advertising of this event except to convey the message of—

QUICK ACTION

We want as many of our customers as possible to benefit by this sale. Therefore we urge you to come tomorrow and

Get Your Share of the Truly

Wonderful Bargains

Women's and Misses' Dresses, Coats, Skirts, Blouses, Suits, Evening Gowns, Gloves, Hosiery, Corsets, Silk Underwear, Muslin Underwear, Knit Underwear, Neckwear, Laces, Sweaters

Table Linens, Bed Linens, Dress Linens, Madeira Linens, Blankets, Comfortables, And Everything That Jerome E. Sage Carried All At Lowest Prices Known in Many Years

And Now — Just a Final Word

Come Tomorrow While Assortments Are Still Good

Facts and Fancies

BY ROBERT QUILEN

Some men shave every day and some men are married. Another excellent device to reduce your abdomen is a muzzie. "Everybody should learn to drive a car." Starting with those who do.

Even the cynic believes in love, but he latches all of it on himself. The guilty flee when no man pursues, unless they have a million dollars.

Relatives are people who suspect that you bought the car on easy payments.

To avoid suspicion, carry it just as you would if it was a bottle of vinegar. "But if it was vinegar I wouldn't carry it at all," a friend protests.

The prize for self-restraint goes to the paragraphist who reads that a diner held up and robbed a restaurant and refrains from making a wisecrack about it.

Correct this sentence: "I owe my success," said the millionaire, while being interviewed by a magazine representative, "I owe my success to the fact that I was darned lucky."

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Observations On The Weather

Washington, July 18.—Forecast for Southern New England: Fair to tonight and Saturday; not much change in temperature; moderate northwest winds.

Forecast for Eastern New York: Fair tonight; slightly cooler in extreme south portion; Saturday fair; gentle to moderate northwest winds.

Conditions: The storm which passed out the St. Lawrence valley yesterday caused severe local showers in the eastern portion of the Lake region and in New England. The greatest rainfall reported was 2.42 inches at Eastport, Me. There has been a decided fall in temperature in the eastern portion of the Lake region and along the coast from Maine to Virginia.

Conditions favor for this vicinity fair weather with cool nights.

25 Years Ago Today

Mr. Adams, a representative of the Armour Co., of Chicago, was in town today and arranged for the transfer of property between the tracks and Commercial street to the big meat parking house.

Frank L. Wilcox of Berlin was elected president of the Kensington Water Power Co., at the annual meeting held yesterday.

W. W. Bull was elected captain of Company E, Connecticut National Guard, at a meeting held last night at the state armory.

The iron doors of the soldiers' monument are being put in place. It was voted, at a meeting of the street commission last night to have Washington street macadamized.

The committee in charge of organizing in this city a garrison of the regular Army and Navy union is meeting with considerable success.

A path from the club house to the trolley tracks is among the improvements mapped out by the committee at the Maple Hill Golf club. A trolley station will be placed at the end of the path for the convenience of club members.

PAPYRUS SECOND

By The Associated Press. Sandown Park, Eng., July 13.—Polyphontes, by Polymelus, out of St. Josephine, owned by Sol Joel, won the Eclipse stakes of \$12,500, at 1 1-4 miles, run here today. J. Hornung's Papyrus was second and L. Aator's St. Germans, third. Eight ran.

DR. FRANK CRANE'S DAILY EDITORIAL

Thinkers and Politics

By DR. FRANK CRANE

A little book by Henri Barbusse called, "The Knife Between the Teeth," is a plea for international communism. As an argument it is not convincing. In fact, it is not an argument at all, but an impassioned appeal.

But in the first part of the book he says some things in regard to the duty of intellectuals in politics which are striking. Very often what a man says, by the way, is much more interesting and convincing than the gist of his preaching.

He tells us that most people, with the intellectuals at their head, affect to despise politics. They regard politics as a field particularly full of offensive vulgarities.

In the present time and under the present conditions, where the struggle between right and wrong is waging, he considers that this attitude is vicious, that it is "a sign of aristocratic myopia, or, rather, a pretext easily explainable but little excusable, to remain comfortably hidden from the rough and tumble of life amidst clouds and phrases."

The tricks, the pettiness, the sordidness, the dull and narrow passions of politics are but scattered instances, and to build upon them the generalization that politics is an essential evil is an "infantile sophism unworthy of intelligence."

He proceeds then to give us some very burning words of exhortation and of warning, in a passage that is almost a classic.

"If the living world is to achieve a better order, or if it is to remain where it is, the matter must be effected by political measures, and all words and ideas are of no avail. To act politically is to pass from dreams to things, from the abstract to the concrete."

"Politics is the effective working-out of social thought; politics is life. If we admit any sort of connection between theory and practice, we must take our part in political life."

"To leave the men of practical politics alone in their efforts, even if we do so with an amiable neutrality, and to say that we will have no dealings with those men, this is to abandon the cause of humanity."

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