

**SIGN THAT TELLS ENEMY ALIENS
THAT THEY MUST WATCH THEIR STEP**



"Notice to Enemy Aliens" signs have been pasted on streets and avenues along the waterfront in coast cities warning against trespass. Our subject, following the "get-out" order, must pick his steps while on a moving expedition to other quarters.

**REVIEW OF STREET RAILWAYS
BY MASSACHUSETTS INSTITUTE
OF TECHNOLOGY FOR 5 YEARS**

Basic Questions of Rate of Fare, Length of Haul, Zone System, and other Features Treated in an Exhaustive Manner in Bulletin Just Issued.

It is now four or five years ago that the Electrical Research Division of the Massachusetts Institute of Technology has had under consideration and investigation the various problems of transportation. Some of the results have already attracted public attention such as the comparison of motor vehicles in efficiency under various conditions, one with another and with horse drawn ones. The latest report which appears in book form and as M. I. T. Research Division Bulletin, No. 14, concerns itself with street railway affairs, and takes up the basic questions of the nickel fare, length of haul, zone system and others in a comprehensive discussion, which being of Technology, leaves no question of bias in its findings. Moreover, many facts and figures are presented from which the interested reader may arrive at his own conclusions.

Some of the statements in this volume are of greatest consequence, for example, the prediction of the passing of the flat rate and the coming of a fare based on length of haul, an evidence that the single fare from one point on the line to any other one can no longer stand in the face of modern methods of business and modern extensions of transportation systems.

Half-a-dozen Tech men have been engaged in the research, Professor Harold Pender having charge in the beginning and on going to Baltimore his mantle fell on Professor Dugald C. Jackson, with assistants, H. F. Thompson, David J. McGrath, O. Robert Scherig, Thomas N. Buell and Edmond W. Bowler, Mr. McGrath being employed on the work all the time.

It appears that density of traffic is the most important factor towards success of street railway operation, and the higher this figure, the lower the proportionate investment charges and the operating costs per passenger.

Density of traffic is a factor that does not always follow expected lines, for example it is large in medium-sized cities, but in very large cities is likely to be made less through the existence of long routes into sparsely settled suburbs. This density is the expression of the number of passengers carried per unit of track in a unit of time.

Another important factor is the rate of fare, for it is distinctly true that the increasing of unit fares tends to discourage and decrease traffic, while lowering the rate of fare always increases the number of passengers. A flat rate of fare over whole cities or over extended districts is customary today almost everywhere in this country, but these investigations show that it is in error in principle. The nickel is a very convenient fare but if it is to be used, limiting the distance which one may ride for one fare is suggested. The three cent fare within city districts has theoretically its advantages, but with its use costs are rather important additional costs in collecting and in adding, and difficulties in limiting the ride to relatively short distances.

ward tendencies in costs continue, street railways must stop development, or else must find means for increasing their incomes, and it is not to be forgotten that the railway is a private enterprise in which the stockholders have the right to look for reasonable returns on their investments.

**OUR NEWTOWN
NEWS LETTER**

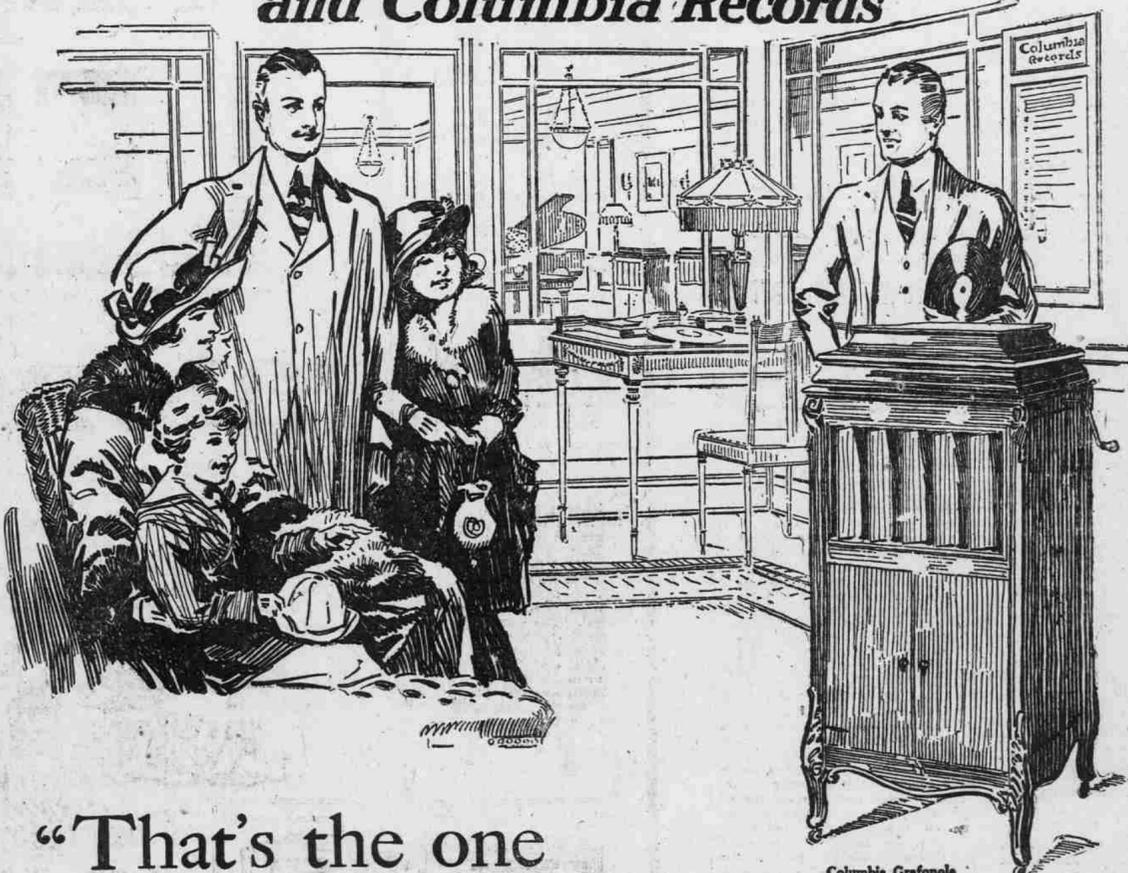
(Special to The Farmer.)
Newtown, Dec. 11—Judge William C. Johnson of the Probate Court, was one of the speakers at the ninth annual convention of the Federation of Jewish Farmers of America, which began its session Sunday night with an open meeting at the auditorium of the Educational Alliance, New York city. The local branch of the federation, through the national president, Eli Greenblatt, extended the invitation to Judge Johnson. The former took prominent part in organizing the Farmers' Dairy Co. of Bridgeport, and is vice president of the company. Judge Johnson is also greatly interested in the company and gave time and money in establishing this enterprise. The Jewish farmers of the country pledge themselves to answer the call of President Wilson by greatly increasing their crops in 1918 over that of the past year. The Jewish farmers are warm supporters of the co-operative movements for purchasing supplies and marketing farm products which are now a feature of Fairfield county agriculture. Harry Garder of Steeple and Louis Busker of Newtown attended the convention as accredited delegates from Fairfield county. Some of the other speakers who addressed the convention include the following:

R. D. Cooper, president Dairymen's League; Commissioner J. J. Dillon, New York State Food and Markets; H. C. Coburn, president Farmers' Dairy Co., of Bridgeport; Hon. Jacob H. Schiff, Leonard G. Robinson, president Federal Land Bank, Springfield, Mass.; Alfred Jarecki, president Jewish Agricultural and Industrial Aid Society; John Mitchell, chairman New York State Food Commission; Marc W. Cole, secretary Million Acres Wheat Committee, and Patriotic Farmers' Fund; M. Fairberg, American Representative of the Moscow Narodny Bank, and Ely Greenblatt, president of the Federation of Jewish Farmers of America.

The Misses Louise and Charlotte Hartwig of Berkshire, have received diplomas for experts in canning operations from the Storrs Agricultural School, having completed the extension course of the school.

An agent of the State Counsel for Defense from Hartford spent two days in Sandy Hook last week making a topographical survey of the river beds of the Pointauk stream and its tributaries. This work is a part of the plan of utilizing the water power of New England in the production of electricity for domestic use as well as manufacturing uses. James E. Campbell, the Sandy Hook miller, has gotten his buckwheat grinder into operation after a period of eighteen years' disuse, and now is receiving "krisks from as far away as Bridgeport and Huntington. One of the mills is also used for grinding rye, and whole wheat flour for the farmers hereabouts, who have again resumed the raising of these grains for domestic uses. W. B. Terrill and Roy Meyers are assisting in the work.

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Alex Kozsgehy, 1184 State St.
Lee Brothers, 1379 Main St.
Piquette Piano Co., 60 Cannon St.

Otto Wissner, Inc., 923 Main St.
G. Cuccaro, 1618 Main St.

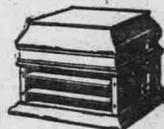
Columbia Grafonola Price \$215



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of the railroads of the country." Professor Hixson expressed his appreciation of the meritorious work of the students speaking.

The basket ball team of N. H. S. played the New Milford High school team at the town hall, Saturday night. The visitors won the initial game here by a score of 54 to 3.

Carlton Hubbell this Monday night at 8 o'clock.

The county commissioners have paid over to Town Treasurer Frank Wright, \$1950, Newtown's share of the license money received by them from the six saloons in town.

hearing is set for Dec. 17 at 10 a. m. Arthur Ferris, son of Mrs. Bertha Ferris and a graduate of the high school has returned from Plattsburg, N. Y., with a commission of second lieutenant. After a few days' furlough at home he will be assigned to duty in the national army.

The December meeting of the Equal Franchise League will be held at the home of Miss Anna M. Becc...

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