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Thursday, December 28, 1922.

Hardware dealers don't believe there is a coal shortage. The basis for this claim is the fact that ash-sifter sales are only normal.

Christmas has caused many a man to change his mind about going south or buying a new car. The old car is now good enough and its much nicer to stay north one winter!

THE NEW YEAR

What will the new year bring in business, in general, to the country, to the world and to mankind? These are questions which statisticians are paid large sums for answering in some small part and which perhaps one-third of the nation's male population are endeavoring to answer in a manner that is self-satisfying and self-convincing.

The statistician by figuring closely on cause and effect is able to make a little better guess than the average person. The business man who follows the statistician's report adds a little to his guess, while the one who goes by his personal experiences is simply placing himself in one of two classes, as events may transpire—the poor or good guesser. In big business this would be considered poor policy; the small business man should consider it so. Perhaps that's one reason why he is small.

Aside from business conditions there is much to be hoped for. From the chaotic conditions growing out of the war, the countries of Europe and Asia are in the most hopeless entanglement known to the world. The effect of this is vitally felt in America and it is impossible for this country to approach normal until these European countries also come much nearer that condition. Through modern methods and devices the world has become so small that what affects one in any great respect must also affect the others. Open covenants, sanity and reason, is a combination that will materially relieve the condition.

In our own country there was never a greater demand or need for real leadership. More than one leader is needed, but they must be big enough in body, mind and ability to recognize the spurious note in those seeking to advance their own interests at the expense of the country. The people are fed up on propaganda; they demand a change of diet and to that group of men who cast aside misalliances and show that patriotism and the general welfare of their country prompt their motives, there is a golden opportunity.

Humanity is prone to soar beyond its heights. Sometimes we come down with broken wings. The return of individual sanity and reason, as they relate to our daily mode of living, is something to work for during the coming year.

YEAST EATING

Those who are so fortunate to have secured and perused the bulletin recently issued by the State Agricultural College, dealing with the analyses of various forms of yeast, undoubtedly know more about yeast than they did. Others perhaps know just enough to be harmful, which reminds us of an old Scotch saying to that effect. As near as we can remember it is: "Fools and bairns (children) should ne'er see ha' din things."

The State College, by analyses and with feeding tests, has proven that the vitamin content of the majority of yeasts so widely advertised, is practically negligible. Since prohibition, or possibly because of it, yeast manufacturers have through advertising increased the amount of yeast consumed enormously. Vitamin content was the cause of this increased consumption, due probably to the fact that few persons realize what vitamins are. Yeast-eating became even more

popular than the "lollypop craze" which at one time infested the country, because people believed that they were securing concentrated vitamins.

Now comes our state college with an informative bit of literature dealing with facts as they concern yeast. These facts explode the theories people have held regarding the cure-all powers of yeast. But it does not mean because some yeasts do not contain a large amount of vitamins they have no food or medicinal value.

Any reliable physician will state that the average person secures all the vitamins necessary in the food he eats. An excessive quantity is not needed, in the form of yeast or other concentrates, except in some cases with infants or those suffering from malnutrition. In either of these cases the services of a physician are required who will prescribe for the ailment.

Undoubtedly yeast has some value as a medicine. We do not believe it will grow or reduce flesh, or many other things often claimed for a patent medicine. The sorry part of the whole yeast-eating campaign is that many people have accepted it much in the same manner as they do patent medicines whose curative powers are exaggerated.

ONE JUDGE FOR ALL
MOTOR VEHICLE CASES

(Continued from page 1)

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 should receive one fee 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, is 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 of regulation be considered or whether punishment be imposed, depends upon whether there is wilful intent 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 desirable 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 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 apparently show that the ages between 24 and 28 years are those during which accidents 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 16 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 a definite age without qualification should be adopted."

An idea of the increase of motor vehicle operators entitled to use Connecticut highways and the volume of business in the motor vehicle department is given by a table in the report showing that receipts of the department have jumped from \$230,120.89 in 1911 to \$3,409,047.88 in 1922, and that the number of licensed operators has increased from 26,241 in 1912 to 164,011 in 1922.

The traffic hazard has increased correspondingly, it is explained, and general accidents reported have increased from 6,878 in 1920 to 7,013 in 1921 to 10,300 this year. To

some extent the increase in numbers recorded is due to the fact that the aggressive policy of securing reports is more and more 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 small approximate damage has much increased. To the commissioner, it seems fair to argue from this that there is a greater approximate degree of caution on the part of operators than formerly.

Statistics and charts of fatal accidents are appended to the report. Everyone 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 10 per cent. for the rest of the year following. A survey of 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 yrs. old.

Jan. 1 to Aug. 31, 1921: 50 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: 37 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 administrators of motor vehicles all over the United States, which shows that there is the stirring of a great movement towards traffic safety, according to the report. "When this movement spreads and extends into these 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 predominance is also explained. 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 no question but what, on the administrative side for revenue, the publicity run in the newspapers has saved the state and the motor vehicle department alone 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 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 which make identification at all possible. The effect of the application of the system upon the body of operators as a whole has been to teach that there is no profit in attempting to run away. "It is 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 that we find so 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.

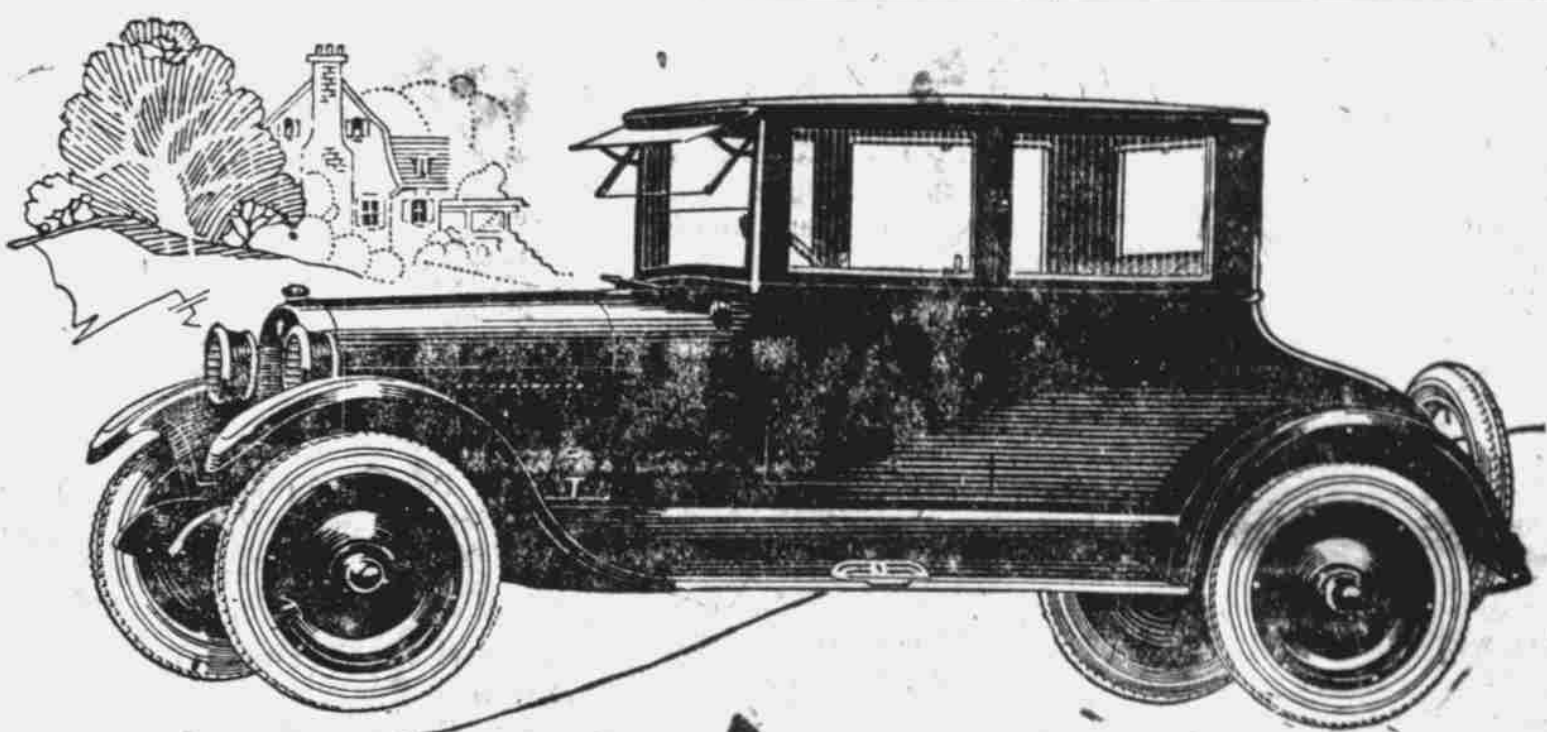
There is a well-founded objection on the part of many of the owners of jitneys to the use of that word "jitney" and there will undoubtedly be a request that some word which is more dignified in its application be used to designate this species of passenger service. As a result of the cars with which 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 committees 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 continuously should pay more than a car which operates only occasionally and that a motor vehicle which operates on the highways of the state indiscriminately should pay more than one which operates exclusively on pavements in the cities." He points out that there are concerns doing livery 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.

The same condition applies in a 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 demand 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 rating 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 Fords 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 desirable proposition. It has weeded out of the ranks of the dealers some persons who were taking out dealers' markers for purposes other than for the demonstration and sale of cars. The bond provision is considered to be too direct, however. It requires the commis-



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*Its Beauty is More
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CLEAN LINED, modishly fashioned and radiating good taste, this new Reo Coupe is an advance agent of 1923 body styles.

Riding comfort, starting with a generous wheel-base and long springs, finds unusual expression in the fatigue-proof, deeply-cushioned seats and backs.

The simple Reo dual control, neatly arranged instrument panel and clever seating plan provide comfort and roominess for four adults, with plenty of arm-and-leg freedom for the driver.

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CLAYTON M. BENJAMIN
CANAAN, CONN.

soner to call the bond of a dealer for any infraction of the law relating to the use of dealer's 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

(Continued on page 8)

Mrs. Rpy, Drpmn of New Haven is visiting relatives in this place and in Ashley Falls.

Mrs. Julia Hinman of New Hartford has been visiting friends in town for a few days.

Cent-a-Word Advertisements
Minimum Charge, 1st insertion 25c
FOR SALE

For Sale—1-1921 Chevrolet Touring Low Mileage. 1-1922 Roadster with Delivery Body. Both the above cars are in first class condition. Clayton M. Benjamin, Canaan, Conn.

For Sale—Good beef 10c lb., by quarter. Blackberry River farm.

For Sale—Black and tan fox hound, 7 months old, unbroken. Charles Coons, Alford, Mass.

Wood—Well seasoned, mixed, mostly Rock Oak, Stove length \$11.00. R. D. Miller, Canaan, Conn.

For Sale—A pair of Canadian horses, ages 7 and 8, 2500 lbs., true to work anywhere, also one general purpose horse, bay age 8, 1100 lbs., an extra good driver and fearless, safe for anyone. These horses will be sold very cheap to some one who will give

kind treatment, also a business harness, a light driving harness, sleigh and buggy. Call at 40 Bridge St., Great Barrington, Mass.

For Sale—3 (three) strings of sleigh bells. Mrs. A. P. Briggs, Church Street.

WANTED

Real Estate Wanted—Wanted small country place with buildings in good condition at moderate price. Location on main road preferred. Address F. B. Otis, 135 Lefferts Place, Brooklyn, N. Y.

Salesman Wanted—Each town in Litchfield County to sell Cars—good pay. Roscoe Benjamin, Winsted, Ct., phone 436.

Wanted—Suits made to measure. Dyeing, dry cleaning, Steam pressing, Repairing, Altering. Parcel post packages returned within few days. Phone 79-4 will bring our automobile. Henry Wellner, Tailor, Canaan, Conn.

Wanted—A housekeeper for a well furnished home in nice location, only one in family. For particulars address letters to Charles Pitcher, Sharon, Conn.

Saw Logs Wanted—Chestnut, Oak, Hemlock, and Pine either delivered on our yard or along highway accessible for trucks. The Canaan Lumber Co.

MISCELLANEOUS

Reward—\$25.00 reward for information as to the identity of the person who poisoned my dog, Bernard Kenerson, State Police Barracks.

Found—A fox hound; owner can have same by proving property and pay for this adv. Charles Coons, Alford, Mass.