

WOULD AMEND THE AUTO LAW

Result of One Year of Reciprocity is Reviewed.

(From the NEWS Correspondent.)

Trenton, Jan. 18.—The result of one year's trial of automobile reciprocity shows that there are many features of the law which should be amended and strengthened, in the opinion of State Motor Vehicle Commissioner Job H. Lippincott, of Jersey City. In his annual report submitted to the legislature today he recommends that the commissioner be given more power, that the automobile registration fees be increased, that the number of automobile inspectors be increased and, as an aid to the enforcement of the fifteen day touring privilege, all garage owners be required to keep permanent records of all incoming and outgoing machines, subject at all times to inspection by the authorities of the state.

Commissioner Lippincott asks the legislature to empower him to suspend the fifteen day touring privilege against any license issued by another state, in order that the department of motor and vehicles may at all times have automatic control over every motor vehicle using the roads of New Jersey.

"Reciprocity, as we have it in New Jersey," declares the commissioner, "would appear to be more a reciprocity of privilege than a reciprocity of both privilege and regulation. The peculiar position in which New Jersey is located with its magnificent system of public roads, makes it very important that any reciprocity law which may remain upon our statute books should be of such a nature as to provide for proper regulation of foreign cars using our roads under the reciprocity privilege. The roads of New Jersey, probably more than the roads of any other state in the union, are used by tourists and business vehicles bearing licenses from other states, with the consequent difficulty of both road maintenance and police regulation."

The increased registration fees as recommended by Commissioner Lippincott are as follows, the present fees, in each instance, being in parentheses:

Horsepower	Fee
1 to 10	\$5.00 (\$4.50)
10 to 20	10.00 (\$7.50)
20 to 30	15.00 (30 H.P. and more \$15.00)
30 to 40	20.00
40 to 50	25.00
50 and over	30.00

The recommendations as to new fees for commercial auto trucks is that they be charged according to horse power and \$10 additional for all trucks weighing unloaded over 4,000 pounds, and \$5 additional for each 1,000 pounds thereafter. Under the present law, these trucks, when the weight is more than 4,000 pounds, pay a straight fee of \$10 in

addition to the fee under the horse power rating. The recommendation for manufacturers' licenses is \$5 per set of tags, not exceeding 5 sets and for livery licenses, 10 per set of tags not to exceed 5 sets.

Commissioner Lippincott says the actual increase in the state revenue under the proposed system, based on a comparison with 1912, will be approximately \$100,000. The commissioner says that his department regards reciprocity not as an absolute method of adjusting the relations between states, but simply as a step in the development which will eventually result in the establishment of an inter-state license system, which will contain the three necessary elements of any scientific motor vehicle law, namely, reciprocity of privilege, reciprocity of regulation, and reciprocity of revenue. Mr. Lippincott thinks it entirely possible that such a system should be adopted with the result that no vehicles would travel on the roads of our states without paying a proper road tax, the collection of which would not entail the slightest delay or other inconvenience to the owner of such vehicle.

The commissioner asks that the number of inspectors be increased from eight to sixteen, and he says he is convinced that such increase would add many thousands of dollars to the revenue of the department through more stringent enforcement of the laws. He recommends a reform in the horse power rating, and thinks at least \$50,000 could be saved by the state if such reform be adopted.

A law is recommended compelling rear lights to be so placed as to illuminate the number plate, also one prohibiting the hanging of registration markers so that they may swing. The commissioner recommends that the minimum age for automobile drivers be raised from 16 years to 18 years. He commends to the legislature the question of regulating the width of tires so that each inch of tire width should not represent more than 800 pounds, as a means of protecting the roads from wear.

During the past year the department issued 53,189 registrations, the gross amount collected being \$496,653. The report shows that \$3,000 has been saved in agency expenses and approximately \$7,000 by broadening the specifications in the bids for the automobile markers.

Valuable Dust.

Professor Curie nearly lost the first few grams of the wonder element, radium, ever separated from the pitchblende by allowing the glass tube containing it to fall to the floor of his lecture hall in Paris. The tube broke, and the radium was scattered in all directions, whereupon the professor had the whole floor carefully swept and every scrap of dust collected. This latter was then dissolved and recrystallized and all but a fraction of the lost radium recovered.—Westminster Gazette.

Read the Classified Ads. on page 8.

FULL TEXT OF CROSSING ACT

Measure Introduced by Senator Fielder Covers Subject

(From the NEWS Correspondent.)

Trenton, Jan. 20.—The full text of the Fielder grade crossing bill, Senate No. 2, which was introduced by Senator Davis for President Fielder, is as follows:

Be it enacted by the Senate and General Assembly of the State of New Jersey:

1. Whenever a public highway and a railroad cross each other at the same level and it shall appear to the board (Board of Public Utility Commissioners) that such crossing is dangerous to public safety, or that the public travel on such highway is impeded thereby, the Board of Public Utility Commissioners may order the company operating such railroad, within such time as said board may fix, to alter such crossing according to plans to be approved by said board, by substituting therefor a crossing not at the grade of such public highway and by carrying such public highway under or over such railroad, or by vacating, relocating, or changing the lines, width, direction or location of such highway and the opening of a new highway in the place of the one ordered vacated.

2. The entire expense of such alterations, changes, relocation or opening, including damages to adjacent property, shall be paid by such railroad, unless a street railway uses such crossing, in which event the board may order not exceeding ten per centum of such expense to be paid by the company operating such street railway and the balance to be paid by the company operating such railroad.

3. The expense of removing, relaying or relocating any municipal water or sewer pipes or other municipal pipes, conduits or subways, shall be borne by the municipality owning the same and also the expense of paving, curbing and flagging the highway constructed as the result of the change of grade.

4. When the order of said board shall require changes in, or the removal of the property or constructions of any telegraph, telephone, gas, electric, lighting, power, water, oil, pipe lines or other company or corporation, co-partnership or individual, they shall, at their own expense, move or change the grade or location of their property or constructions in conformity with the order of said board. They shall be deemed parties in interest and shall be given notice of hearing and an opportunity to be heard.

5. The board or body having charge of the finances of any municipality wherein any such crossing exists, may present to the Board of Public Utility Commissioners a petition in writing setting forth the facts upon which relief under this act is

sought, or upon the petition of any railroad company whose tracks cross or are crossed at grade, or said Board of Public Utility Commissioners may, of its own motion, proceed with respect to any such crossing; whereupon said Board of Public Utility Commissioners shall fix a time and place for a hearing before it and shall give such notice thereof as it shall deem reasonable to the municipality and corporations, co-partnerships or individuals interested therein and after such hearing, shall determine or order what, if any, alterations to or changes in or connected with such crossing and public highway shall be made.

6. All the powers, supervision, regulation of, jurisdiction and control over public utilities granted by the act to which this is a supplement, are hereby vested in the Board of Public Utility Commissioners and courts of this state as may be necessary to carry the provisions of this act into effect.

7. This act shall take effect immediately.

The act is a supplement to the general public utility act.

PRINCE ALBERT.

Son of English King, Who May Visit the United States.



Prince Albert, second son of King George and Queen Mary, is going sailing across the sea, and it is not impossible that his wanderings will take him to the United States. Prince Albert is a student on the cadet training ship Cumberland, which sailed for a six months' cruise, including the West Indies. It is announced officially that New York is not on the itinerary as arranged at present, but it is generally believed that Prince Albert may have a glimpse of New York's skyscrapers. The prince is in his eighteenth year.

An Oyster Feast.

Truly the China campaign of 1890 was the most enjoyable picnic in which I have ever taken part. When we landed I saw with great pleasure that the whole coast was covered with oysters—real natives. I at once sent back a message to the chief engineer, asking him to send me a bucket and an oyster knife. Later on I got a hammer and a chisel, and next morning the beach was a sight with 8,000 men eating oysters.—"China Jim," by Major-General J. T. Harris.

HOLD PARENTS RESPONSIBLE

Supt. of State Home for Boys Makes Report.

(From the NEWS Correspondent.)

Trenton, Jan. 20.—That parents should be properly dealt with by the state, if by their neglect their children are stunted in growth, or injured, or their care and education are neglected so that the children have to be placed in institutions and become dependent is the declaration of Captain John C. Kalleen, superintendent of the State Home for Boys at Jamesburg. In his annual report just filed with Governor Wilson, Captain Kalleen goes further and declares that if parents are unable to provide for their children, assistance should be rendered by the state.

"In this manner only," the superintendent says, "we can save children from commitment to an institution for a life of crime and its consequences." Continuing, the superintendent says:

"The causes of commitment, we find, to have been the same as in years preceding, and we do not think, judging from the experience of the past improvement will appear until the home conditions can be made normal. The number of boys committed during the term of being incorrigible was 164, and of this number, 140 were under 14 years of age.

"It is true boys 14 years of age and under reared under home conditions most deplorable have emerged from them self-supporting and reliable, but such are exceptional, and few of them ever enter an institution or become independent. In the main, the class with whom we have to deal will not improve, nor will commitments to institutions from it be less until home conditions are livable and normal."

The superintendent points out that from 8 to 14 years of age is a time in a child's life when tender care should be exercised in its training, but judging from the records of the commitments to the home, very little, if any care is given to it. He says that an examination of the records shows plainly neglect on the part of parents in caring for the children.

Superintendent Kalleen recommends the New York plan for this state, namely, to have all boys under 16 years of age convicted of crime, except for manslaughter or murder, adjudged juvenile delinquents, the idea being to prevent putting on record any reference to crime a child under 16 years of age may have committed.

The other causes of commitment were larceny, 114; breaking, entering and receiving, 40; and assault and battery 6. Of the total number of boys committed, 145 were classed as normal, and 179 as sub-normal.

The average number of boys in the home during the year was 510. The largest number contributed by any one county, 119, came from Hudson county. Essex county sent 55; Passaic, 35; Union, 25; Bergen, 15; Atlantic, Morris and Middlesex, 12 each; Salem, Somerset and Cumberland 4 each; Camden, 3; Warren, 2 and Burlington, Cape May and Gloucester 1 each. The average age of all the boys committed was 13 years. The total expenses for the maintenance for the year was \$95,196.93.

WOULD CHANGE AUTO LAW

Commissioner Lippincott of New Jersey Recommends a New Rating.

(From the NEWS Correspondent.)

Trenton, N. J., Jan. 20.—In his annual report, soon to be presented to the legislature, State Motor Commissioner Job H. Lippincott declares the present reciprocity automobile law is unsatisfactory and will have to be lengthened. One of the suggestions contained in the report is that the license fees should be so raised as to provide a further increase of \$100,000 to the \$500,000 which were collected in 1912.

The commissioner says a new rating to determine the horse power of vehicles more accurate than that of the A. L. A. M. should be adopted, and rear lights should be placed so that they will illuminate the number of the license. Mr. Lippincott further suggests that the minimum age of drivers be raised from fifteen to eighteen years.

KILLED NEGRO IN CHURCH.

Taylor Meant His Bullet for Another, His Rival.

Trenton, N. J., Jan. 20.—The county authorities sent out a general alarm for the arrest of Moses Taylor, who shot and killed Obadiah Minor in the colored Baptist church at Hightstown. Taylor and Charles Wormsley, another negro, had quarreled about a woman. At the church entertainment a cake was put up at auction. Taylor and Minor bid. Taylor let Minor have it and Wormsley called him a quitter. Taylor drew a revolver and began shooting. Minor tried to dodge and jumped directly in the way of the bullet, which killed him.

Taylor fled, but came back when he found he had not shot Wormsley. Friends induced him to put up his revolver and make his escape.

THREE DIE IN FIRE.

Mother and Two Children Victims in Elizabeth Blaze.

Elizabeth N. J., Jan. 20.—Mrs. Lewis Chibbro, thirty-two years, and her two children, Rose, aged four, and Amelia, four months, were burned to death in a fire which destroyed the three story frame house at 905 Flora street. The woman's husband saved himself by jumping from the third story to the roof of a porch. A boarder was badly burned.

The fire was discovered by a brakeman on a passing freight train. The engineer tooted his whistle for fifteen minutes before the attention of neighbors were attracted.

Gossip in Court Circles.

Vienna, Jan. 20.—Gossip in court circles indicates the early rehabilitation of Archduke Ferdinand Karl, who some months ago renounced titles, honors and high command in the army, in order to marry pretty Bertha Czuber, daughter of Professor Czuber of the Vienna high school. The Archduke, who took the name of "Burg," it is said, will be rehabilitated by Emperor Franz Joseph through the intercession of Archduke Ferdinand, heir to the throne. His wife is to be ennobled and given the title of "Countess."

SCHOOLS FOR SOCIAL CENTER

338 in 101 Cities Used According to Report.

(From the NEWS Correspondent.)

Three hundred and thirty-eight schools in 101 cities of the United States were used as social centers during the past season, according to a report compiled by Clarence Arthur Perry for the Sage Foundation. Officials of the United States Bureau of Education, who have examined the report, declare that it is bound to stimulate interest in this rapidly developing phase of the movement for wider use of the school plant.

Mr. Perry finds that in forty-four of the 101 cities social centers were directed by paid workers. New York had forty-eight such centers and Chicago sixteen, while Philadelphia, Boston, Columbus, Detroit, Jersey City, Louisville, Rochester and Trenton are also among the cities included in this list. There is wide variation in the length of the season, from five or six weeks in some localities to the full school term in others. In fact, little uniformity prevails as to what constitutes a social center. Mr. Perry presents in the report a tentative definition of a social center as follows: "A community may be said to have a schoolhouse social center if one of its school buildings is thrown open to the public on one or more fixed nights a week for at least twelve weeks a year, for activities of a social, recreational, or civic character, regularly directed by one or more trained leaders."

The report also presents data on the growing use of school buildings for political meetings. In Cleveland, Ohio, meetings were held in the schools to discuss the new constitutional provisions that were before the people for adoption. In Jersey City the public schools were opened to partisan political meetings with gratifying results; eight public school auditoriums in New York City were also opened for the same purpose, and in Chicago the assembly halls were employed for political rallies and proved a distinctly popular innovation. Milwaukee, Wis., and Worcester, Mass., are cities where the schools have for some time been used for political meeting places.

The use of schools as polling places is another recent development. Thirty schools in Los Angeles were used for this purpose in 1911. In the past year Milwaukee began using the basements of school buildings as polling places. In New York the commissioner of accounts recommended that the school buildings be used for registration booths throughout the city, declaring that the plan would mean the saving of a considerable part of the hundred thousand dollars expended for rental every year. Definite adoption of the idea of schools as polling places is reported from Boston, Mass.; Berkeley and Long Beach, Cal.; Grand Rapids, Mich.; Madison, Wis.; and Salt Lake City, Utah.

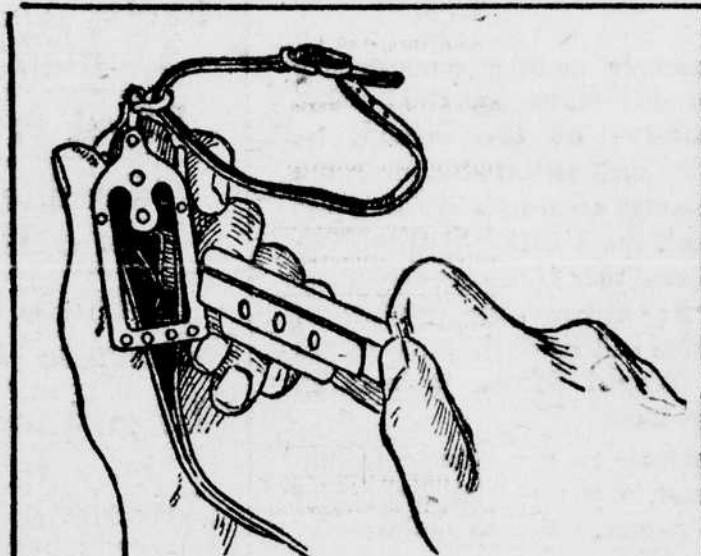
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