ROAD LAWS INADEQUATE

W. W. Tarbell Makes Suggestions for Their Improvement.

To the Editor of the Danbury News:

There has been "talk" of amending the Connecticut apology for motor vehicle regulation at the next session of the assembly. That it may not end in talk perhaps depends on such good and efficient journals as your own.

I learned to touch my horn under the laws of Pennsylvania and do it as automatically as I touch the gas. Occasionally I hear a horn at a hidden crossing, but rarely see speed slackened, and as rarely do I see the "courtesy" of a right approach shown, I have reported endless numbers of parking stops without signal but have never seen an arrest. I have—— but as this is all endless and probably all useless, we'll pass it up and make a suggestion.

It is that you, with your able editorial facilities, start something and spread it, with invitations to everybody who drives a car to write you of their experiences and their thoughts as to remedy of what seems to be an increasing danger to their lives.

My thought along that line is as follows:

(1). Require a horn signal at all crossings except in towns and cities with their own regulations by traffic guides or officers.

(2). Require a horn signal at all curves, sharp or gradual, to eliminate the cutting across of highspeed motors and, more important of low-speed trucks.

(3). Require that the horn signal shall be made light or loud as a proper and safe warning may require.

(4). Require a hand signal wherever and whenever it is needed to warn another driver.

(5). Fix the speed of all cars equipped with balloon tires and hydraulic four wheel brakes at a maximum and minimum safety limit, measured by the road condition, i. e., straightaway, curves (sharp and gradual), open crossings, hidden crossings, etc.

(6). Fix a reasonable lower speed limit as per above for hard tires, two wheel brakes, four wheel mechanical brakes, trucks and motorcycles.

(Qualify the above two suggestions so that towns and cities may regulate their own speed limits and require them to do so.)

(7). Revise headlight clauses in such way that the present evils and dangers be avoided.

(8). Make it the duty of all drivers, male and female, to report violations at the most convenient point, direct to officer or by telephone to nearest official, and, if this is not feasible, to note same, with proper data and car number, reporting by letter, telephone or telegram to the Hartford commissioner.

(9). Make it compulsory on the part of drivers to report any and all cases noticed which develop a lack of enforcement of traffic regulations by officers.

(10). In issuing drivers' licenses a convenient booklet shall be provided to licensee by the motor vehicle commissioner and it shall be the duty of such licensee to record and report all violations as per clause 8, returning the completed record to the Commissioner of Motor Vehicles at close of period for which license is granted.

(11). Any driver of any motor vehicle who shall be found guilty of driving with the scent of liquor on his breath shall have his license suspended for: First offense, 30 days; second offense, one year; third offense, life.

(12). Any driver of any motor vehicle who shall be found guilty of driving while intoxicated shall have his license suspended for life.

The Lack of Enforcement (and it is intended to be the main aim of this letter to help make it possible) is illustrated by one of our efficient traffic officers (and they all seem to me to be wonderfully so), answering my question as to how the phrase, "reckless driving," was enforced, in this language: "It isn't, it can't be, and if it was it would take one-half of the citizens of the state to arrest the other half."

Yours very truly,

W. W. TARBELL.

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