

# THE DAY OF BARGAINS

In Conjunction With Our Great February Furniture Sale We Will Offer the Following Bargains for "Dollar Day."

**DON'T MISS ANY OF THEM!**

	Dollar Day
TABOURETS, value \$1.50 to \$2.50	\$1.00
ODD CHAIRS, 1 and 2 of a kind, some worth \$1.25 to \$3.00	\$1.00
PICTURES in beautiful subjects, gilt and walnut frame, 16x20, worth \$1.50, \$2.00 and \$3.00	\$1.00
U. S. FLAGS, 3x6, complete, Pole and Fixtures, value \$1.98	\$1.00
Vases in different styles, values \$1.39 and \$1.75	\$1.00
PILLOWS, all new feathers, value \$1.75 a pair	pair \$1.00
PILLOWS, geese and duck mixed, value \$1.75 and \$2.00 a pair	\$1.00
RUGS in Crex or Rag, 27x54, value \$1.25 and \$1.75	\$1.00

Many other surprises for \$1.00 to the first buyer which we will not mention here. Doors open at 9 o'clock. Big Bargains through entire store.

## SCHWARTZ BROS.

THE BIG STORE WITH THE LITTLE PRICES

9, 11, 13 Water Street, Norwich, Conn.

### GOVERNMENT CONTROL OF WORLD RAILWAYS

About One-third of World are Under the Government of Their Respective Countries.

Suggestions of government control of the railways of the United States during the war, now being made by officials of the government at Washington, lead interest to a compilation by The National City Bank of New York showing government control or ownership of the railways throughout the world. It shows that about one-third of the railways of the world are owned or controlled by the governments of the respective countries or states which they operate, and that in Europe, Asia, Africa and the British Colonies more than one-half of the lines are government owned or controlled. In some cases, notably Germany and Austria, the railways are chiefly the property of the states or sub-divisions forming the general government, in others they are the direct property of the government. In Germany over 9 per cent of the railways are classed as government or state railways; Austria-Hungary 82 per cent, Russia 77 per cent, Italy 74 per cent, Switzerland 92 per cent, the Scandinavian states 44 per cent and France at present 17 per cent, while other parts of her system have been built in part or whole by the government and are operated by railway companies, and will later revert to the government. Of Europe, as a whole 64 per cent of the railway lines are classed as state or governmental railways, Asia 70 per cent, Africa 65 per cent, South America 31 per cent and North America but 5 per cent. In Australia 95 per cent of the railways of the colonies which form the Commonwealth of Australia, in New Zealand 99 per cent are governmental, India 80 per cent and the British Colonies as a whole 85 per cent, while those of Great Britain none is owned by the government, though the entire system is now temporarily controlled by the government for war purposes. In Canada about 5 per cent of the railways are government owned. In China portions of the railways are being constructed under agreements which will finally make them government property, and in Japan 79 per cent of the railways are now classed as government lines. The principal countries which do not own or at least control any part of their lines are United States, Great Britain, Spain and Turkey, though in certain of the South American countries, notably Argentina, the share of the lines owned or controlled by the government is comparatively small. The cost of the railways of the world, including in this term construction and equipment, is estimated at about 60 billion dollars, of which those of Europe are about 27 billion, North America 21 billion, South America 2-1/2 billion, Asia 4-1/2 billion, Africa 3 billion and Oceania 1-1/2 billion.

The table which follows shows the total number of miles of railway in each of the principal countries of the world, at the latest date or which figures are available, and the number of miles owned or controlled by the government or the states forming the government; also approximate totals for the entire world and the various Grand Divisions. The figures show miles of road and do not include additional miles in the form of second, third or fourth main tracks or yard tracks and sidings.

Country	Total Miles	Govt. Miles	Ratio
Argentina	22,688	4,136	18.2%
Australia	22,283	20,062	90.0%
Austria-Hungary	19,325	24,090	124.8%
Belgium	8,451	2,990	35.4%
Brazil	16,294	2,930	18.0%
Canada	35,562	1,765	4.9%
Chile	5,015	2,236	44.6%
China	4,457	—	0%
Denmark	2,455	1,295	52.7%
Egypt	4,381	2,401	54.8%
France	31,958	5,600	17.5%
Germany	39,800	28,500	71.6%
India	25,823	25,800	99.9%
Italy	11,635	8,528	73.3%
Japan	7,131	5,688	79.9%
Mexico	16,038	13,324	83.1%
Netherlands	2,075	1,128	54.4%
Russia	48,956	37,800	77.2%
New Zealand	2,989	2,960	99.0%
Norway	1,873	1,645	87.8%
Peru	1,800	1,150	63.9%
Rumania	2,382	2,350	98.7%
Russia	48,956	37,800	77.2%
Spain	9,377	—	0%
Sweden	9,228	3,045	33.0%
Switzerland	3,571	3,537	99.0%
Turkey	4,571	1,200	26.2%
Union So. Africa	8,286	7,824	94.3%
United Kingdom	23,701	—	0%
United States	265,218	—	0%
All other	36,120	3,710	10.3%
Total Railway Mileage	713,120	—	—
Total State Mileage	—	237,010	33.2%

Grand Division	Total Miles	Govt. Miles	Ratio
Europe	217,000	118,000	54.4%
North America	323,000	15,000	4.6%
South America	62,000	16,000	25.8%
Asia	69,000	47,000	68.1%
Africa	29,000	19,000	65.5%
Oceania	23,000	22,000	95.7%

FRANKLIN SQUARE



FRANKLIN SQUARE

## SATURDAY WE DEMONSTRATE THE PURCHASING POWER OF YOUR DOLLARS

Mail order houses, manufacturers and jobbers all worked in harmony with us to make our first Dollar Day a great success. We call your attention to the fact that these garments are not all this season's models, but every article is a real, wonderful bargain. Shop early. See our window display of \$1.00 items.

SEE WHAT YOU CAN BUY HERE



SILK and SERGE DRESSES FOR \$1.00	SERGE and CHECKED SKIRTS FOR \$1.00	WOMEN'S COATS FOR \$1.00	SHIRT WAISTS TWO FOR \$1.00
CHILDREN'S FUR SETS FOR \$1.00	WOMEN'S SUITS Coat and Skirt EACH FOR \$1.00	CHILDREN'S MILLINERY FOR \$1.00	\$3.00 SHIRT WAISTS FOR \$1.00

### Government Operations of Industries.

In the earliest war contracts, manufacturers and builders were more or less independent agents. Today the inefficient ones are being reduced to the role of government superintendents. The movement is significant. Industry, as well as the railroads, is coming under complete government control. For the time it is not clear whether efficient contractors—and the word contractor is here taken in a general sense—will maintain their independence. The really efficient companies, though, are so few the sweeping statement is warranted.

The first result of federal control will be a new system of letting contracts. If the government assumes all risks, it will pay only a management and a plant rental fee. Private profits will cease. The public, which takes the risks, will take the profits. The argument will here be applied to the "cost plus profit" form of contract, though it holds equally well for the "fixed-sum" type.

In "cost-plus" contracts, the government necessarily has taken the price risks as to materials and labor. Now the assumption of responsibility is more complete. Originally, the government merely paid the bills. Months ago it began insuring the procurement of materials. Now it is beginning to assume responsibility for labor supply. In other words, it is taking all labor and materials risks. It is also attacking management problems. Progress charts are discovering delayed production, and production specialists are being sent to cure the ills disclosed. Labor, as well as materials and equipment problems and inefficiency, comes within their purview. The government is thus assuming the management risk. Finally, if a contractor is in difficulty financially, if the banks will not carry him longer, the government ex-

tends the necessary credit. It is taking the financial risk.—Engineering News-Record.

### Permits For Persons Subject to Draft Save Delay in Traveling.

No passport is required by the state department to go to Canada, but persons subject to draft who desire to cross the line are often delayed while their cases are being investigated.

When any registered person desires a passport or to go to Canada he may apply to his local board for a permit. If he is not likely to be called within the period of the proposed absence or if the board is otherwise assured that his absence will not result in evasion of or interference with the execution of the draft law, he may obtain the permit by giving his address while absent and by agreeing to keep himself informed of any call upon him and to return immediately upon call.

### MAKING DYNAMITE.

The questioner reddened a little as he thought of the length, height and breadth of his ignorance. The superintendent pulled open a dark drawer and handed out a stick of some soft substance covered with a shell of heavy paraffin paper. Opening one of the neatly crimped ends a soft substance was seen within that looked something like fine cornmeal which has been dampened and firmly pressed.

"That's some of it," was the brief explanation.

"Looks harmless enough," said the visitor, in an indifferent tone, laying it back upon the desk with a well-concealed quiver of nervousness.

"And as harmless as it looks, except under certain definite conditions," was the quick rejoinder in a tone suggestive of considerable professional pride.

"Nothing less than a detonating cap buried in one end of the stick and set off by a special kind of fuse."

"How about a sudden jar?" was asked. In reply he raised the stick with which he had been emphasizing his remarks and hurled it to the floor with all his strength. The visitor restrained with great difficulty an impulse to shatter the international record for the standing high jump and prepared to continue the study of high explosives in such a manner as to preclude forcible demonstrations.

"No damage from that source," continued the informant, "as long as your power remains in its normal condition. When partially frozen, however, some dynamites may be exploded by violent concussion; it depends a great deal upon the composition of the dope."

"The dope?"

"Yes. You see, all dynamites consist in general of nitroglycerin mixed with a more or less complex absorbent called the 'dope.' Two elements universally used in the 'dope' are sawdust or wood pulp and nitrate of soda. They are non-explosive but both, especially the latter, when ignited, give off a large volume of gas, which expands and adds considerably to the force of the nitroglycerin explosion."

"Yes," the visitor responded reminiscently, "and the other ingredients?"

"Well, you see," he replied, after a moment's hesitation "it would be a hard matter to explain to you in 20 minutes all that has been discovered and utilized in 20 years of research. Over there is the laboratory building," pointing to a small red building at some distance where could be seen an occasional figure moving around amid a labyrinth of retorts, glass tubes and what not; "we employ an experienced chemist to conduct constant experiments with a view to hitting upon some new active absorbent which shall be cheaper, safer and more effective than that now in use."

Accepting the hint the visitor passed to sum up. Then dynamite consists in nitroglycerin mixed with a number of non-explosive substances, which together act as an absorbent?"

"Exactly."

"And the nitroglycerin? What is that made of and how do you make it?"

"Nitroglycerin is formed when glycerin is nitrated with a mixture of nitric and sulphuric acids."

On our way to the nitroglycerin house or "nitrate" we passed some long rambling buildings from which issued dense white and red fumes which set us coughing and gasping at a great rate. "Here's where we make the acids for the nitroglycerin," was the explanation, "and over there," pointing to a huge iron tank of boiler-like appearance, "is where the acids are mixed and from whence they are driven in suitable quantities by compressed-air to the nitrate."

Arrived at the last mentioned building, and having accustomed our eyes to the semi-darkness, which appeared

stygian after glare of the midday sun, we saw a series of large leaden tanks set in tiers to the highest of which my courteous guide led me. It looked like a churn of herculean proportions the agitator being driven by a powerful steam engine. Into this receptacle, which was already charged with a weighed amount of mixed acids, there flowed a tiny stream of pure golden glycerin. An attendant, seated on a stool, gazed steadily at a large thermometer, the lower end of which projected into the swirling liquid within the tank.

"Why do you watch the temperature so closely?" I asked.

"Over 90's dangerous," he replied, without looking up.

"At what point would an explosion be likely to occur?" I pursued with one eye on the thermometer, which stood at 75, and the other on the door which stood ajar.

"I'd let her down at 90," with one hand on a small lever and the other pointed below, where we could see through a hole in the floor, a tremendous open tank filled with 3,000 gallons of cold running water.

"And then?"

"Get away!" was the laconic reply.

Three or four way back to the through the numerous tanks, which were used in washing the finished nitroglycerin from the excess of acid, we passed to the "mix house," 500 feet below and around to the bend of a hill. Here some men were mixing a huge mealy mass in a large, shallow bin of polished wood.

"They're mixing the nitroglycerin with the dope," explained the superintendent. "Here in the next bin is a batch of the finished dynamite ready for the packers." I looked cordially mystified at the last term, but was soon enlightened.

Passing around the bluff, we came to the first of a series of small buildings in each of which a gang of men were hammering away for dear life, ramming or "packing" the dynamite through large tin funnels into paper cylinders, which form the outer coverings of the finished cartridges. At the end of this line of buildings was the "case house" where the sticks are weighed and boxed in cartons for the market.—Kansas City Star.

### United States Leads in Coal Production and Consumption.

The United States, is, by far, the biggest coal producer, as well as coal user, of all the countries of the world. A comparison of the production and per capita consumption of the various countries just preceding the war shows that the annual production in the United Kingdom—England, Scotland and Wales—was 260,416,000 tons; Germany, 172,065,000; France, 99,740,000; Belgium, 22,593,000; Austria-Hungary, 16,813,000; Russian Empire, 25,998,000. The per capita consumption of the various countries shown was: United Kingdom 3.83; Germany 2.12; France 1.48; Belgium 3.35; Austria-Hungary 0.52; Russian Empire 0.19.

For the year 1913, which was immediately preceding the war, the total production of the United States was 659,862,219. Of this amount 22,141,143 tons was exported. The per capita consumption was 5.52 tons.

The great bulk of the coal produced in the United States is consumed by the railroads, the manufacturers, and public-service corporations.

The Illinois College of Agriculture, Urbana, Ill., has published a pamphlet giving recipes for making various kinds of war bread, most of which require no wheat flour. The list includes several varieties of corn bread, barley bread, rye bread, oatmeal bread, etc.

## DOLLAR DAY SPECIALS

In taking inventory February 1st, we found tucked away in our stock room packages of Cutlery, Table Knives and Forks, Spoons, and other articles purchased and marked for re-sale at pre-war prices.

We decided to place these on sale Dollar Day instead of pricing them to meet present conditions.

Also we will give a 10% discount on all cash purchases on fresh new merchandise stocks, all of which are marked lower than elsewhere.

Saturday, February 16th, will be a good day for you to purchase Hardware, Electrical Goods or Kitchenware.

EATON CHASE CO.  
129 Main Street., Norwich

WHEN YOU WANT to put your business before the public, there is no medium better than through the advertising columns of The Bulletin.

THERE is no advertising medium in Eastern Connecticut equal to The Bulletin for business results.

## Entire Stock Reduced Without Reserve Clearance Sale

An event of unequalled importance, offering money saving opportunities that have seldom been equaled in the annals of retail store merchandising.

Watch The Bulletin Saturday, February 16, for Complete Details

BROOKLYN OUTFITTERS  
"The Store That Satisfies" 266-270 MAIN ST.