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First Class and Quick Service
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Have Good Burning Coal
Stove, Nut and Egg, also Bituminous

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

The Bulletin.
Norwich, Wednesday, April 2, 1919

THE WEATHER.

Moderately high pressure prevails, except in the Atlantic states and the extreme northwest. The weather has been cold west of the Mississippi river.

There was snow in northern New England and local rains in the northwest states. Elsewhere generally fair weather prevailed although there were light local snows in th middle Atlantic states. Temperatures will rise slowly on Wednesday east of the Mississippi river except in New England and they will be still higher on Thursday in the Atlantic states. In the Atlantic states the weather will be fair Wednesday and Thursday.

Winds for Wednesday and Thursday: North Atlantic—Moderate to fresh northwest to north winds; clearing and colder.

Middle Atlantic—Moderate to fresh northwest to north winds; fair and cold.

Disturbance over New Brunswick moving slowly east and decreasing.

Forecast.

Southern New England: Fair, continued cold Wednesday; Thursday fair, warmer.

Observations in Norwich.

The following records reported from The Bulletin's observations, show the changes in temperature and the barometric changes Tuesday:

	Ther.	Bar.
7 a. m.	26	29.90
12 m.	28	29.90
6 p. m.	27	29.80

Highest 36, lowest 26.

Comparisons.

Predictions for Tuesday: Partly cloudy, and continued cold.

Tuesday's weather: Fair, cold west to northwest wind.

Sun, Moon and Tides.

Sets. Day.	Sun Rises. a. m.	Sun Sets. p. m.	High Water. a. m.	Moon Rises. p.m.
31	6.35	7.11	10.17	Sets.
1	6.33	7.12	11.04	8.34
2	6.31	7.13	11.53	9.48
3	6.30	7.14	12.43	11.02
4	6.28	7.15	1.38	12.08
5	6.26	7.16	2.00	Morn
6	6.25	7.17	3.00	1.07

Six hours after high water it is low water, which is followed by flood tide.

GREENEVILLE

In Greeneville Tuesday noon as a trolley car passed going north at the junction of Central avenue and Sixth street, John Burleski attempted to cross the avenue just behind the car and he stepped in front of an automobile truck which was driven by Abraham Hyman coming towards the city on the opposite side of the street and was hit. Dr. Murphy was called to the scene and cared for the injured man who was suffering from the shock and was sent to the Backus hospital. He resides with John Gromsko on Sixth street.

Tuesday afternoon it was learned that the man is not badly hurt. Policeman Casey investigated the matter and as the auto driver seemed blameless he took his name and number and allowed him to proceed.

Walter Moleske spent Tuesday in Goodyear.

The local fishermen went trout fishing Tuesday and returned with a small string, owing to the cold weather.

The regular Lenten devotions were held in St. Mary's church Tuesday evening with a large attendance. The speaker was Rev. Father Zepleton of Jewett City, who also offered up benediction.

William O'Brien has returned after spending a few days at the home of his parents, Mr. and Mrs. John O'Brien in Boston.

William Kane of Worcester is spending a few days in the village.

Thomas McNerney is spending a few days in Willimantic.

Harry Delaney spent Tuesday in Goodyear.

NORWICH TOWN

A new silo, which was built last fall on the farm of Adelbert Geer, of Scotland road, was blown down during the recent wind storm.

Clarence Bailey and son, George, and Earl DeWolfe, all of Plain Hill, spent Monday in Wauregan.

Ivan Maynard of Scotland road, recently began work as night watchman at Gilman Brothers' mill in Bozrahville.

Miss Elizabeth Way of Plain Hill, returned Monday from a visit of a few days at the home of her father, Allen Way, of North Lyme.

Mrs. Roy Johnson, who was the guest for a week of Mrs. Lucy Chesebro of Scotland road, has returned to her home in Montville.

Mrs. Stanton Brown is ill at her home on Wightman avenue. Her daughter, Miss Martha, returned to her position Monday after an illness of two weeks.

Dr. Charles H. Lamb of Town street was a member of the double quartette from the Bass Clef club that rendered several selections at an entertainment given at Greeneville Congregational church Monday evening. Other members included Charles W. Pearson, Oscar W. Carpenter, Robert Gray, Archibald MacDougal, William A. Lund, William Andrews and Raymond V. Congdon. Miss Louise Fuller of Upper Washington street skillfully accompanied the singers in the following numbers: John Peel, Come Mr. Sunshine, Hymn at Night, Winter Song, The Elf Man, The Way of the World.

When a woman has occasion to hit her husband for a little pin money she is apt to make a few remarks that are striking.

GROWING DEAF WITH HEAD NOISES? TRY THIS

If you are growing hard of hearing and fear catarrhal deafness, or if you have roaring, rumbling, hissing noises in your ears, go to your druggist and get 1 ounce of Parmint (double strength), and add to it ½ pint of hot water and a little granulated sugar. Take 1 tablespoonful four times a day.

This will often bring quick relief from the distressing head noises. Clogged nostrils should open, breathing become easy and the mucous stop dropping into the throat. It is easy to prepare, costs little and is pleasant to take. Anyone who is threatened with catarrhal deafness or who has head noises should give this prescription a trial.

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Funeral Director and Embalmer
Prompt service day or night

STATE AID MUST SAVE TROLLEYS

The financial condition of the Connecticut company which operates trolley lines in the central and western part of the state, is serious, says the report made to the legislature at Hartford, Tuesday, by the special street railway investigating commission, but the condition of the Shore Line Electric Railway company, whose lines cover the eastern part of the state, is more serious.

Bankruptcy, curtailment of service, abandonment of lines or sale of material property as junk are conditions which face the trolley properties of the entire state. This conclusion applies to all but 12.8 miles of the 828 miles of trolley lines in the state, and the commission adds that if the present general assembly does not act, it will be too late to apply a remedy in 1921.

In regard to the general condition of the Shore Line and the New London bridge approaches, the report says as follows:

The situation of the Shore Line Co. is more serious than that of the Connecticut company. It was owned and developed by the late Mr. Plant. Practically the entire line runs at a loss but through the public spiritedness, the owner, Mr. Plant, he personally made good the deficits which amounted from $150,000 to $200,000 a year. In 1917 the net revenue before the payment of taxes and rent of leased lines with interest on the funded and unfunded debt was $243,066. After the above taxes rentals and interest were paid there was a deficit of $209,633. In 1918 the net revenue was only $45,947 and after paying taxes alone there was a deficit of $23,319. The real deficit was $429,509 with the owners receiving nothing for their investment.

Mr. Plant is now dead. The state cannot be expected to operate the road and make up large deficits. The president of the Shore Line asks for relief from paying costs, taxes, bridge costs, jitney regulations and for affirmative state or local financial aid.

In regard to the New London bridge approaches the recommendations are the following:

This commission recommends the construction at the expense of the state, and under the supervision and approval the highway commissioner of the street railway approaches to the New London bridge including rails and other overhead construction so that the line will be ready for use and operation by the street railway company between the tracks in Groton to the tracks in New London; and that the use of the approaches and tracks be allowed the street railway company at an annual charge of rental to be paid the state of 10 per cent. upon the cost of construction to cover use and depreciation, street railway company to care for the maintenance.

The findings are summarized as follows:

We find that many causes have contributed to bringing about the present crisis in the condition of the street railways of the state. Among them, those most vitally affecting the conditions are:

1. War conditions.
2. Abnormal increase in wages.
3. Abnormal increase in the cost of material.
4. Abnormal increase in cost of coal.
5. Taxation requirement of the state.
6. Paving assessments required by state laws.
7. Bridge assessments required by state law.
8. Rapid development of unregulated jitney competition.
9. Operation of non-paying lines.
10. Depreciated purchasing power of the former unit of street railway fare, the nickel
11. Great increase in use of private automobiles.
12. Improved facilities required of companies.

We believe that some of the above named twelve causes will adjust themselves within the next two years when we return to peace conditions. Such causes as No. 1, No. 3 and No. 4, we believe that within two years there may be a reduction in cost of material and equitable means found for an increase in per centage of costs of labor to the gross revenue.

As to items No. 5 to No. 11 inclusive we can see no hope for relief from the pressure and hinderance of these causes, except by means of definite and adequate legislation by the present general assembly.

In its recommendations the commission says: The commission, as a result of an investigation recognizes the magnitude and seriousness of the street railway problem and it realizes that in the short time allotted to it for conducting an investigation all it can profitably and safely do is to report the conditions as they have been presented to it and then make such recommendations as in its judgment will enable the street railways to tide over this abnormal period and still keep running and leave it for a commission of three to be appointed by the governor to take up the investigation and report with the 1921 general assembly the results of the relief measures granted, and the conditions as they exist on Jan. 1, 1921, together with information and recommendations as to the future legislation needed at that time to put the street railway operations in the state on a firmer and more lasting basis.

The commission makes the following recommendations:

1. Taxes.

This commission recommends the suspension of any call or demand on street railway companies for the payment of taxes to the state at the present time or when they become due up to the rising of the general assembly of 1921 and that a uniform rate of 3 per cent. per annum shall accrue upon any unpaid taxes up to that time.

2. Relief from bridge assessments.

This commission recommends complete relief to street railway companies until the rising of the general assembly of 1921 from all charges and the payment of all costs on bridge construction as assessed under the present state laws, except cost of maintaining the tracks and other railway equipment required by them for operation.

3. Relief from paying assessments.

This commission recommends the complete relief to the trolley companies until the rising of the general assembly of 1921, from all paving charges as called for by the present laws of the state, except the maintenance for eight inches beyond the rails and except the replacement in a proper manner of any paving which they may remove or injure.

4. Jitneys.

This commission recommends that the so-called jitney or jitney bus be declared a common carrier and thereby be placed under the same control and supervision as the street railway companies so far as schedules, routes and rates are concerned, subject to the regulations provided section 1545 of Chapter 77 of the general statutes; and under the commissioner of motor vehicles so far as licensing, registration and providing bond or other satisfactory security against damage to person is concerned.

5. Permission to operate motor vehicles.

This commission recommends that permission be granted the street railway companies to establish, maintain and operate a motor vehicle service and that permission be granted to abandon non-paying portions of their lines provided with other adequate means of conveying the traveling public is furnished, all to be subject to the regulation and approval of the public utilities commission.

In conclusion the commission desires to urge upon the public in the state the need of a more hearty co-operation of sympathy between them and the street railway companies. It is recognized that many positions taken by the street railway companies in years gone by have led up to a feeling lacking in sympathy and co-operation. We believe at present that in spite of many causes for criticism and complaint it is now the earnest effort and endeavor of the officials of the street railway companies to give the best service possible to the public, and we further believe that the operating officers, together with the public utilities commission, would gladly endeavor to correct abuses and lacks in efficient service if the public will co-operate by bringing the just causes for complaint to their attention. We are not justified in expecting perfection in railway companies any more than in individuals, but by kindly co-operating much can be done by the public to help the operating officers in giving more satisfactory service.

Respectfully submitted,
JOHN B. DILLON,
Senate Chairman.
CLIFFORD B. HOUGH,
OLIVER R. BECKWITH,
JOHN T. MACKNIGHT,
ARTHUR H. WAITT,
IRA N. ORNBURN,
FRANCIS R. COOLEY.

Dissenting reports were made by Senator William C. Fox and Representative John S. McCarthy.

The report analyzes the condition and operation of non-paying lines and the commission says that it believes before such lines are given up the towns most interested should be given the opportunity to purchase and operate before such abandonment.

The depreciation in purchasing power of the nickel as the former unit of street railway fare is also analyzed. It finds that the nickel is the desirable unit and it is convinced that a zoning system adapted to local conditions should use the nickel as the unit for it would prove a practical and just means of increasing revenue and reducing loss while imposing upon the car rider only the just requirement of paying in proportion to what he receives in service.

Other features of the report have to do with the increase in use of private automobiles and of the improved facilities required of companies by the traveling public.

REV. A. F. PURKISS SPEAKS BEFORE Y. M. C. A. AUXILIARY

The Y. M. C. A. Auxiliary held its April meeting Tuesday afternoon at the home of Mrs. Leonard O. Smith at Oldelms, Washington street, with a large attendance.

The devotional exercises led by Secretary Edwin Hill, consisted of readings from The "Man of Galilee" and prayer, after which the usual reports were read.

Mrs. Edwin W. Higgins, general chairman of the Lenten organ recitals, which are being held for six successive Saturdays in the Second Congregational church, spoke briefly of the splendid success of these musical events, and the great popularity of the suppers which follow each one, mentioning also, the fine co-operation of all her committees, and the interest of John H. Perkins who has furnished a volunteer orchestra for three suppers, thereby contributing materially to the evening's enjoyment.

Following these reports, Miss Marguerite Young of Jewett City, a member of the class of 1926, N. F. A., added greatly to the pleasure of the afternoon by a piano solo, Impromptu Hasurka (Bohu) playing with much expression and fine finger work.

Mrs. Allyn L. Brown, president of the auxiliary, then introduced Rev. A. F. Purkiss, pastor of the Central Baptist church, who told in an entertaining informal way, of his travels through the south, and the visits he had made to the different army cantonments. Weather and hotel accommodations both proved inhospitable, and the distance between the places was long, but one who travels around, among the camps cannot help being impressed with the real good the Y. M. C. A. is doing for the men. Of course, the Y. M. C. A. made its mistakes, but all kinds of business houses and even churches do that, sometimes. Such mistakes as the Y. M. C. A. made, were due only to the results of a hasty organization and the difficulty of securing the right kind of secretaries.

The secretary at Camp Bowen, Fort Worth, is the right man in the right place. Camp Algiers, near New Orleans, also Camp Logan at Houston, Texas, were among those visited by Mr. Purkiss. Camp Beauregard was perhaps the best organized of them all. Before the armistice this cantonment, consisting of twelve large buildings, looked after the interests of between forty and fifty thousand soldiers. There were headquarters buildings, with camp secretaries, religious directors, educational and moving picture directors, quartered here to minister to the wants of the men. Two "movie" shows a week were provided, with two nights of educational work, fine entertainments, and classes of various kinds, to fill up leisure hours.

The religious work done among the men had most gratifying results. There is a great reaction towards religion and the deep things of human life, a desire to get a grip on something that holds and sustains. Such a religious message was the one the boys wanted, and the Christian church has never done a finer thing or achieved more wonderful results, than the work done among the army cantonments by the Y. M. C. A.

Mr. Purkiss' travels were mostly confined to Texas and Louisiana, with side trips into various small towns and cities, and the personal touches of his journey contributed towards the interest of his address.

The next meeting of the auxiliary will take place at the Y. M. C. A. rooms in May when the committee for the nomination of new officers, Mrs. L. O. Smith, chairman, will give their report.

THREE NORWICH SOLDIERS EXPECTED HOME TODAY.

The families of Walter P. Moran, Michael J. Aldi and Sergeant Raymond B. Sherman received word on Tuesday that the boys expected to arrive in New London this (Wednesday) morning from Camp Upton. The three have been overseas for eighteen months, Moran being wounded and Aldi gassed. Many local people, friends of the boys, went to New London on Tuesday evening with the expectation of meeting the boys.

Ever notice what a lot of friends your enemies have?

HEARTBURN
or heaviness after meals are most annoying manifestations of acid-dyspepsia.
KI-MOIDS
pleasant to take, neutralize acidity and help restore normal digestion.
MADE BY SCOTT & BOWNE
MAKERS OF SCOTT'S EMULSION
19-5a

ONE MURDER, ONE SUICIDE IN CORNER'S REPORT

The report of Coroner Franklin H. Brown, for the uarter ending March 31st, shows that there were sixty-nine sudden deaths in New London county. New London had 28 sudden deaths, included among them was a murder, that of Mrs. Lizzie Waters.

In Norwich there were 16 sudden deaths from various causes. There was one suicide, that of Christian H. Vogt of 52 Church street. The coroner's report follows:

Norwich.

Joseph Yankowski, 8, Dec. 31, 1918, suffocation by drowning.

Carl M. Maynard, 47, Jan. 12, influenza bronchial pneumonia.

George B. LaPage, 14, Jan. 16, drowning.

Mabel Nelson, 32, Jan. 16, syphilis and cerebral thrombosis.

John Killipo, 35, Jan. 19, influenza and bronchial pneumonia.

Unknown infant, Jan. 31, injuries received at birth, body was found in a suit case in Thamesville.

Michael Locke, 47, Jan. 31, accidental drowning.

Herbert H. Howe, Feb. 15, endocarditis.

Jacob Peltier, 35, Feb. 2, multiple injuries and bronchial pneumonia.

Robert M. Raymond, 83, Feb. 13, bronchial pneumonia.

John Bradley, 65, Feb. 14, myocarditis.

Lydia M. Bissonette, 40, Feb. 22, heart disease.

Donald F. Buckley, 4, Feb. 24, membraneous croup.

David Green, 53, March 4, endocarditis.

Richard Ward, 46, March 22, fractured skull, auto accident.

Christian H. Vogt, 72, March 26, found hanging in his room by stout cord from electric light wires. Suicide.

New London.

Nora Farley, 75, Jan. 2, myrocarditis.

John Smith, 46, Jan. 6, acute cordiac dilitation.

Ray B. Hoyt, 20, Jan. 9, fracture of the spine, result of fall from telegraph pole.

F. C. Childsey, 43, Jan. 10, acute dilatation of heart.

Louise M. Strickland, 2 months, Jan. 11, malnutrition.

Jeremiah E. Sullivan, 14, Jan. 15, fractured skull, result of fall on Thames River bridge.

Zebediah Noyes, 75, Jan. 18, arterio scherosis.

John Fuller, 50, Jan. 15, convulsions.

Rosario Zellenbora, 12 hours, Jan. 23, patent formen ovale.

Thomas W. O'Neil, 53, Jan. 29, railroad accident.

Edward B. Holmes, 9, Feb. 2, accidental drowning.

Louis Fonti, 26, March 4, fractured skull, result of railroad accident.

Licia Degabio, 2 years, March 4, cident.

Martin Lennon, 65, March 4, pneumonia, following influenza.

Lizzie Waters, 30, March 11, strangulation, murdered.

Max Perel, 28, Feb. 5, acute cardiac dilatation.

Peter Taylor, 58, Feb. 11, chronic myocarditis and acute cardiac dilatation.

Micheli Guiseppe, 32, Feb. 12, fractured skull.

Herman Wittig, 42, Feb. 16, chronic alcoholism.

Mary Jordan, 48, Feb. 16, shock and hemorrhage due to trolley accident.

Albert Greene, 38, Feb. 17, fractured skull, due to fall.

Helen R. Fitch, 82, Feb. 18, acute cardiac dilatation.

William P. Card, 45, chronic alcoholism.

George Crosbie, 73, Feb. 27, suffocation in Avery stable fire.

Jane E. Bush, 83, Feb. 28, chronic myocarditis.

Henry Mack, 344, March 3, multiple fracture, result of auto accident.

Ruth MacDougal, 11 months, Mar. 23, pneumonia.

Josephine Ericson, 65, March 29, malnutrition.

Preston.

Jeanette Crowell, 58, Dec. 31, 1918, tertiary syphylis and paresis.

Jennie Lindsey, 50, Feb. 11, cerebral hemorrhage.

Frederick Ladd, 45, March 5, injuries received in boiler explosion.

Lyme.

John Peniaswi, 26, Jan. 2, pulmonary tuberculosis.

East Lyme.

John Howard, 72, Jan. 3, heart disease.

Bozrah.

Julia A. Kingberger, 61, March 4, acute indigestion.

Voluntown.

Victoria Gula, 41, Jan. 10, acute nephritis.

Ledyard.

Edith A. Maine, 4 days, Jan. 14, umbellcial hemorrhage.

Montville.

Louisa Gallepo, 47, Dec. 24th, 1918, valvular heart disease.

James Prountz, 34, Nov. 30, 1918, accidental drowning, body found on Jan. 27.

Peter Barber, 68, Feb. 7, suicide by shooting.

Peter Lubener, 6 months, March 25, bronchitis.

Groton.

Charles B. Sweet, 46, Jan. 6, struck by express train.

Elizabeth B. Bogue, 2 months, Jan. 18, accidental suffocation.

Louis D. Whipple, 70, Feb. 13, acute indigestion.

Laurence A. Boone, 9 months, heart disease.

Lisbon.

John A. Mathewson, 74, Feb. 27, gangrene of leg.

Mazy Gaumond, 2 years, March 2, tubercular meningitis.

Stonington.

John Dilson, 38, Jan. 25, accidental drowning.

Waterford.

Charles Crowell, 63, Jan. 15, lobar pneumonia.

Lebanon.

Mary Shebitz, 42, Jan. 15, chronic endocarditis.

Unknown man, 70, Jan. 30, exposure.

Griswold.

John H. Lee, 81, Jan. 30, heart disease.

Thomas Fitzgerald, 76, March 2, heart disease.

John Saruba, 6 months, March 5, epilepsy.

GAVE PRETTY SHOWER FOR MISS MARCIA PENDLETON

A merry party was delightfully entertained Saturday afternoon at the home of Mr. and Mrs. Arthur Shedd of Preston, in spite of the very unspring-like weather, when Mrs. Clifton Dawley gave a miscellaneous shower for Miss Marcia Pendleton, in honor of her approaching marriage to Julian Champagne of Willimantic.

The house was prettily decorated in red and white. The center piece in the dining room was red roses and heart-shaped red boxes of candy. One of each was given to the girls as a favor. A buffet lunch was served of lobster salad, little biscuits, olives and pickles, cake and cocoa, ice cream in tall glasses and little cakes and fancy cookies. At the very bottom of Miss Pendleton's glass was a little card directing her to go down cellar. On the bottom stair, she found a market basket tied with red ribbon containing a gift and directions for finding another. So, all over the house, the girls all following her, until her basket and her arms were overflowing. Then they all gathered around her in a circle on the floor in the living room and opened and admired the many pretty things they had given her.

Among the guests were Miss Hattie Prindle from Shelton, Mrs. John Jenkins and Miss Mildred Pendleton from New London, Miss Helen Hall, Miss Hattie Bennet, Mrs. Henry Bates and Miss Jessica Pendleton from Boston and Miss Gertrude Main from Chester.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of Chas. H. Fletcher

TRY MAGNESIA FOR STOMACH TROUBLE

It Neutralizes Stomach Acidity, Prevents Food Fermentation, Sour, Gassy Stomach and Acid Indigestion

Doubtless if you are a sufferer from indigestion you have already tried pepsin, bismuth, soda, charcoal, drugs and various digestive aids, and you know these things will not cure your trouble—in some cases do not even give relief.

But before giving up hope and deciding you are a chronic dyspeptic just try the effect of a little bisurated magnesia—not the ordinary commercial carbonate, citrate, oxide or milk, but the pure bisurated magnesia, which you can obtain from practically any druggist in either powdered or tablet form.

Take a teaspoonful of the powder or two compressed tablets with a little water after your next meal, and see what a difference this makes. It will instantly neutralize the dangerous, harmful acid in the stomach which now causes your food to ferment and sour, making gas, wind, flatulence, heartburn and the bloated or heavy, lumpy feeling that seems to follow most everything you eat.

You will find that provided you take a little bisurated magnesia immediately after a meal you can eat almost anything and enjoy it without any danger of pain or discomfort to follow, and, moreover, the continued use of the bisurated magnesia cannot injure the stomach in any way so long as there are any symptoms of acid indigestion.

GIVES APPROVAL TO WORKMEN'S COMPENSATION

The following workmen's compensation agreements have been approved by Commissioner J. J. Donohue:

Versailles Sanitary Fibre Mills, Versailles, employer, and Freddy J. Babbitt, Jr., employe, infected hand, at rate of $8.53.

Connecticut Pop Corn Co., Norwich, employer, and Anthony Zabrowski, 23 Summit street, employe, two lacerated fingers at rate of $9.

Thames Towboat Co., New London, employer, and William Steeley, employe, bruised side, at rate of $14.

Ashland Cotton Co., Jewett City, employer, and Napoleon Maher, employe, at rate of $6.25.

Falls Co., Norwich, employer, and Emily Geyes, 226 South Thames St., employe, right foot injured, at rate of $9.00.

Early Trout Catch.

Former Policeman John Irish, who has never let an April 1st go by for many years without being out after trout reported four fair sized fish caught Tuesday. He reported the trout as very sluggish because of the coldness of the water, so that they were little interested in bait that might be offered to them.

Many a picture illustrates the story of the artist's hard luck.

BORN.

MATTERN—In Norwich, March 22, a son, Kenneth Richard, to Mr. and Mrs. August Mattern of Hammond avenue.

DIED.

HARTLEY—In Taftville, April 1, 1919, at the home of her son, James Hartley, Elizabeth Hartley, aged 71 years.

BROWN—In Preston, March 31, 1919, Fannie E. Holdridge, wife of Theophilus M. Brown, aged 55 years. Services at Gager's funeral parlors, 70 Franklin street, Thursday morning, April 3, at 10:30. Burial in the family lot in Maplewood cemetery.

KENDALL—In this city, March 31, 1919, Hannah B. Scarlett, widow of George Kendall, aged 82 years. Funeral services at the residence of her sister, Miss Caroline B. Scarlett, 46 Grove St., Wednesday afternoon at 3:30 o'clock.

HAACK—In Montville, March 30, 1919, Walter C., son of Mary Zahn and Louis Haack, aged 21 years. Funeral from Gager's parlors, 70 Franklin Street, Wednesday afternoon, April 2, at two o'clock. Burial in the family lot in West Plain cemetery.

BROWN—In this city, March 31, 1919, Melinda A. Watson, widow of John H. Brown, of Colchester, and mother of Mrs. Henry M. Colt, in her 84th year. Funeral from the home of her daughter, Mrs. Henry M. Colt, 188 Main St., Thursday afternoon, April 3 at 2 o'clock. Burial in family lot in Linwood cemetery, Colchester.

GREENE—In Hope Valley, R. I., March 31, 1919, Samuel Anderson Greene, aged 71 years.

MAINE—In Stonington (Pawcatuck) Conn., March 30, 1919, Margaret M., widow of Carey Maine.

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THE PORTEOUS & MITCHELL CO.

THE WEATHER TODAY WILL PROBABLY BE FAIR AND COLD TODAY; WARMER TOMORROW

The New Fashions In Women's Apparel

Charming Style Variations In Modish Capes and Dolmans

These graceful Wraps are the mode of the hour. Many are in the Smart Coatee effects, others are more military in line, draping gracefully from the shoulders.

Fashioned of all the new Spring materials, some with novel collar effects, and trimmed with silk braid and buttons. . Our present stock offers a wide range of styles in Capes, Cape-Coats and Dolmans.

Price range $13.50, $16.50, $19.75 and up to $59.00.

Women's New Spring Suits

The smartness of style that the women of today demand in their apparel is typified in the Tailored Suit. The Suit holds a unique preference as a style garment and as the foundation of practically every Spring wardrobe. We show Women's Spring Suits from $22.50 upwards—but—

We Specialize In Suits at $35.00

At this price we have provided a very broad selection of Women's and Misses' Suits. There are straight, Blouse or Box Models and the strictly tailored types, made of Poplins, Gabardines and Men's Wear Serges. While we show these Suits in a variety of colors, navy predominates, as it should, for navy is the one strong color in Spring Suits. Misses' sizes 16 to 20—Women's sizes 36 to 44. Our excellent value Suits at $35.00. We show other styles in Suits at $22.50, $25.00, $27.50 and up to $65.00.

WOMEN'S SMART SEPARATE SKIRTS, in the sport and dressier effects, in all the new Silk and Wool Fabrics. Plaid and Striped Skirts at $12.50, $16.75 and up to $22.50—Silk Skirts at $13.50 to $29.50.

WOMEN'S DRESSES, in all the newest models in a broad showing of fabrics and colorings, Serge Dresses at $12.95, $15.98 and up to $45.00—Georgette, Taffeta and Satin Dresses at $17.50, $19.50 and up to $45.00.

WOMEN'S WHITE VOILE WAISTS, in a charming array. We show some splendid values at 98c, better ones at $2.00, $2.98 and up to $5.98.

WOMEN'S WAISTS of Georgette Crepe and Crepe-de-Chine at $5.98 to $9.95—also tailored models of Broadcloth and Pussy Willow Silk and Smocks, in all desirable colors—at $2.98, $3.50 and $3.98.

New Spring Millinery

Every woman who visits our Millinery Section is enthusiastic over our brilliant showing of New Spring Millinery. A more delightful and representative collection of Hats could not be imagined, for here we have planned to include every individual fashion type for every individual liking.

We show all the newest ideas in Trimmed Hats for women and Children, including Model Hats up to $20.00, but we particularly feature Women's Dress Hat at $3.98, $5.00 and $5.98.

We also make an extensive showing of Children's Hats for Children of all ages—prices are $1.98, $2.98 and up to $5.98.

The Porteous & Mitchell Co.