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Regular Price \$12.50



14-K Octagon Bracelet and Watch, latest design, 15 jewel, regular value \$35.00—Sale Price \$22.50.

14-K Gold Watch and Bracelet, 15 jewel, regular value \$30.00—Sale Price \$18.50.

10 jewel, small size 1-10, 14-K Bracelet Watch, regular value \$16.00—Sale Price \$10.00.

Octagon Shaped Bracelet Watch, plain or engraved, regular value \$18.00—Sale Price \$11.50.

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Large Stock of TIFFANY LADIES' AND MEN'S STONERINGS, 14-K and 10-K, RECONSTRUCTED RUBIES, PINK SAPPHIRES, ETC.—SALE PRICE FROM \$3.50 UP

26-PIECE CHESTS OF SILVER..... From \$6.50 Up

JOHN OGULNICK

32 Franklin Street Norwich, Conn.

MERROW

Mrs. F. W. Merrow is spending a few days in Norwich, visiting her mother, Mrs. Benjamin Baxter spent the week end with her son John in Hartford. Guests at Edgewood over Sunday were Mrs. and Mrs. Edwin Snow, Misses Estelle and Eva Snow, Miss Charles Snow of North Westington and a friend from Hartford. Mrs. Merrow's friends to the home Sunday night, to help celebrate Mrs. Merrow's 75th birthday. When the company had assembled Mrs. Sarah Wilcox stepped into the other part of the house and asked her grandmother to come back with her. After birthday greetings, a tray containing several gifts and birthday cards was handed to Mrs. Wilcox. At 4 o'clock the guests were invited to the dining room for a dainty tea. Salads, sandwiches, biscuits, cakes, cookies, tea, candies, oranges and bananas were served. A large birthday cake occupied the center of the table. All are glad to hear that Mrs. Fred Yale, who has been very ill, shows considerable improvement.

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Best in the Long Run

MANY A MAN who would not buy a tire because it was cheap will buy an inner tube simply because it costs a dollar or two less. Yet the performance of the tire is often dependent upon the service rendered by the tube.

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Goodrich Red INNER TUBES

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NEW LONDON FERRY LOSING MONEY

(Special to The Bulletin.) New London, March 19.—The expected has materialized and the municipally owned ferry between New London and Groton is being operated at a loss to the city of New London. With full knowledge that the old railroad bridge was to be converted into a state highway, the mayor and the court of common council refused to renew the lease to the Thames Ferry company, even after the cream had been skimmed from the ferry business. It was claimed that the ferry company was making big profit on the investment and that it was advisable for the city to take over the business and apply the profit to improvement of the ferry service. The city took over the property of the ferry company at a reasonable figure, and then called for more funds to improve the service. The old ferryboat Portchester was purchased for \$60,000, and just how much more has been expended on that craft to put into commission and keep the boat in commission, is not at hand.

That boat from first to last probably cost the city fully as much more as the original purchase price, and even more if the cost of the chartered Greenport ferryboat which was in service while the re-named Nathan Hale was being fitted for service is considered in the computation. This ferryboat has been sold to the state of Maine and just at the present time is being overhauled and repaired so as to be serviceable for the trip down east. The state of Maine paid \$60,000 for the Hale, and it is all but certain that the city had the boat for a season and then the state paid all the boat cost the city of New London.

At the present time one boat is in operation, all the city meets all the requirements, the business having been materially reduced since the bridge has been in operation. Even with the curtailment of the expense of operating two boats, out comes the official statement that the ferry business taken over by the city is a financial failure. Just what might have been expected and therefore the announcement creates no surprise. Now those who were so insistent on municipal management of the ferry in opposition to the state highway bridge, begin to realize that it was a mistake to not renew on some terms the lease of the Thames Ferry company.

The city is obliged to furnish a ferry between Groton and New London, even at a loss, if the business cannot be made self-supporting. There is no spare boat now to replace the Colonel Lydard in the event of mishap, and for the purchase of another boat, which, of course, means the expenditure of more money. It really does look from this distance, that as time goes on the ferry business will be a white elephant to the city. Years and years ago, the ferry franchise was leased for a nominal sum of \$100 a year, and the time came when there were no bidders for the lease.

It became necessary for the city to operate the ferry, away back in the old days, as none could be found who would take the financial risk of operation. The business was managed for a year or more by a committee of the court of common council of which the late lamented John Bishop, known in those days as the war horse of democracy, was chairman. Finally the ferry franchise was leased for \$10 a year. As the business increased, the price of the lease increased until the lease went to the Thames Ferry company, and the city realized a substantial income from the ferry management, and the company made a handsome profit.

This latter is where the shoe pinched. As even with full knowledge that the state highway bridge would be an active and powerful competitor, the municipal managers succeeded in getting the ferry business in their control, upon representation that big profits would continue, bridge or no bridge. Even thus early it has proven a losing city venture. In justice, be it

said, that this is not due to lack of efficient management but rather to a lack of facilities to do business, when anything out of the ordinary happens the old, reliable Colonel Lydard, that craft has served its purpose well. Mayor Morgan said the sentiment of the great majority of the people in his published letter of appreciation of the service of the volunteer firemen in the Garfield block, now owned by Frank Munsey, which was a fire one night of the present week. The fire was in the cellar and was confined there, no being permitted to even burn through the floors of the stores just above. It was what is known to firemen as a stubborn cellar fire, one of those fiery, sticky kind, and it suffices and suffocates. The conditions were such that the fire could not have been handled successfully with a small body of firemen, which would be the case were there were a department of paid firemen, instead of the competent force of volunteer firemen. The mayor said that, in view of the general efficiency of the department in every instance when called to duty.

The great majority of the people of New London are fully satisfied with the present system of fire department. As the firemen are willing to risk their lives to save the lives and property of others, as volunteers, the objections of the present system ought not to be object, just for the sake of objecting. Simply that and nothing more. New London is favored with a highly efficient volunteer fire department, and the size does not add to the expense of maintenance of the department. Every fireman in the city pays for the privilege of being a fireman, and the majority of them are actual fire fighters, and most of the other members stand ready to lend a hand in any emergency which may arise. It is perhaps a little different when applied to large force of policemen, large enough for a three-alarm system in the smallest city in the state.

In the death of A. Walton Pearson, editor of the Norwich Bulletin, this correspondent loses a friend, ever ready to extend newspaper courtesy and assistance with the impress that he was favored rather than doing the favor, a faculty possessed by but few men in these modern times. He was a newspaper man of the old school, and while keeping up to the minute in newspaper changes and progressiveness, he held to the old character of the newspaper, with admiration and respect. He was not only an able writer and general newspaper worker, but he was also a practical printer, and he had a business from the bottom to the top. He was one of the old-school plodders, too, the kind who knew no regular working hours, and he had the opportunity to work when results could be achieved.

He was perhaps the oldest newspaper man in years and in term of service in all New England, and while his work was varied, it was of the highest degree. It carried weight, whether in the editorial or special features department, and his death will not only be a great loss to the Bulletin management, but also to the readers who have learned of the excellent character of Mr. Pearson's writing. There may be other men the equal of Mr. Pearson in general newspaper work, but they have not yet materialized. A hard-working newspaper writer for nearly sixty years, he practically died in the harness. There are some really excellent newspaper men who have written their last line, but in the humble judgment of this correspondent, based on a long and intimate acquaintance, Mr. Pearson was the greatest Roman of them all.

Mayor E. Frank Morgan is the acme of progressive and is earnestly endeavoring to have the harbor of New London utilized and take its place as a leading commercial port of the Atlantic coast. He is hard at work endeavoring to create interest locally and at Washington that may result in the establishment of a big dry dock at New London, which would bring with it a bright maritime future for the city, which would mean a big increase in population and importance. He has also in the works plans for lines of steamships with foreign countries with terminal at the state pier, and in this he is in co-operation with the state commission in charge of the pier.

He is also busy with the Grand Trunk railway to have that big corporation develop the terminal now in New London rather than divert the business that would naturally come to this port, to the comparatively inland port of Providence. The mayor has done much of this latter work by correspondence, but he is soon to take a trip to Canada and try to impress upon the railway officials the advantage of New London over Providence or of any other Atlantic port. Already the Grand Trunk has possession of one of the largest and most substantial piers right in New London and the mayor may be able to have that big pier used not only to the advantage of New London but to the Grand Trunk railway.

For these and many other progressive moves of Mayor Morgan the people of New London are grateful. Sure the mayor has made some mistakes. It may be said that the chief executive of the nation has also made just a few mistakes. It is human to err.

GALES FERRY

A meeting of the residents of the village interested in village improvement was held at the home of Mrs. Walter M. Buckingham Wednesday evening. Mrs. Buckingham, president of the Gales Ferry Country club, addressed the meeting and appointed Rev. Allen Shaw Bush chairman and he appointed Mr. Buckingham secretary. The first business was the election of officers for the Gales Ferry library as follows: Chairman, Mrs. Grace Povey; assistant chairman, Miss Alice Satterlee; librarian, Mrs. J. A. Birch; secretary and treasurer, Mrs. R. B. Taft. This library, which was started by Miss Hetty Way of Brooklyn, N. Y., one year ago last autumn with the gift of a collection of books, is a free library, located at the home of Mrs. J. A. Birch, and has been greatly augmented from various sources and now numbers 450 books. A gift of 25 books arrived during the day from Miss Way and others.

The matter of organizing a village improvement society then came before the meeting. The nominating committee, Mrs. Buckingham, Miss Mathewson and D. R. Povey, presented the following names for election for one year for officers for this society: President, Rev. Allen Shaw Bush; vice president, Noyes B. Allyn; secretary, R. B. Taft; treasurer, Walter M. Buckingham, and they were elected. Ways and means were discussed for the support of the library and plans for the beautifying of the village by the newly formed society were outlined. Mrs. Buckingham served cocoa and wafers at the close of the meeting. She was assisted by Mrs. Emma Bennett and Mrs. E. B. Taft. Leo Keene of Hartford, who has been engaged in Y. M. C. A. work in England, France and Russia during the late war, arrived in New York on the Mauritania Sunday last and joined Mrs. Keene at her cottage at Brown's Crossing here during the day. Mrs.

Important For Mothers to Know

Thousands of mothers all over the country depend on Father John's Medicine to keep their little ones well and strong during the early spring months.

They know that it is pure and wholesome, free from alcohol and dangerous drugs and very effective in the treatment of coughs, colds and as a tonic and strength builder.



Keene has been staying here for some months. Mr. and Mrs. Keene went to Windham Tuesday to visit their son Kenneth, who is the guest of relatives.

At the meeting of the teachers of the town held at Lydard Center last Tuesday afternoon the Gales Ferry school was awarded the banner for cleanliness and order for the month of the pupils of this school having won it on their report for February. The school securing the banner is entitled to hold it one month or until some other district can show a higher standing on the requirements. This is the first time the children of the village school have secured the banner.

Amos Main of the Stoddard district, who has been substituting on the R. F. D. route since Feb. 10, is still covering the route daily with horses, the country roads not being in condition for automobile travel as yet.

Mrs. Arthur O. Faford left Monday for a week's visit at Blawsonet, Nantucket.

Mr. and Mrs. Arthur F. Blackledge of Norwich were recent guests of Miss Carolina B. Freeman at her home, The Bowditch, near the village.

Mrs. J. Edmund Norman and son, J. Edmund, Jr., and her little daughter Carol were guests of Mrs. Norman's sister, Mrs. Nelson Parker, in Norwich Wednesday afternoon. Station Agent Arthur O. Faford and son Stanley spent the week end in Providence, R. I.

Mrs. Stephen Perkins of Groton was the guest Tuesday of her sister, Mrs. Harmon C. Perkins.

Mrs. Charles Winchester of Laurel Hill, Norwich, arrived Thursday at the home of Mrs. Eugene L. Fontaine in the Allyn's Point section to make a visit of a few days.

GOODYEAR

Nearly 400 voters at the town hall in Danielson Tuesday afternoon unanimously voted to appropriate \$28,000 to meet the town's share of an eight-room schoolhouse and an assembly hall which when completed will represent an investment of \$100,000 or more. The Goodyear Mills company paying

WHY PAY

High prices for Scratch Feed and Laying Mash's when you can buy MYSTIC FEEDS that we have sold to our FRIENDS for the past TWELVE YEARS and have proved SATISFACTORY as to their RESULTS.

To a certain extent it is true that it pays to advertise BUT the MYSTIC FEEDS need no advertising. The money saved in this manner is put into the QUALITY of the FEED.

RESULTS are HEALTHIER CHICKENS—BETTER LAYERS and last but not least more PROFIT on your stock.

It will be worth your while to come to our place and stock up with MYSTIC FEEDS.

- MYSTIC SCRATCH FEED
- MYSTIC INTERMEDIATE FEED
- MYSTIC LAYING MASH—24 PER CENT. PROTEIN
- MYSTIC CHICK FEED
- MYSTIC GROWING MASH

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FLOUR, FEED, HAY and GRAIN
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TELEPHONE US AN ORDER AND WE WILL DELIVER IF YOU DON'T HAVE TIME TO COME AFTER IT.

GOLDBLATT'S

SPECIAL—One lot of Men's Heavy Working Shoes. An all around good Shoe, at \$3.45.

You can save money by buying your Shoes from us. We have a large variety of Men's Dress and Work Shoes to choose from.

We guarantee our Shoes to give satisfaction.

GOLDBLATT'S SHOE STORE

44 FRANKLIN STREET NORWICH, CONN.

In Norwich Wednesday on business. Mrs. Charles Leonard, of Westerly, spent Wednesday at William Stillwell's.

The funeral of Grant, the small son of Mr. and Mrs. Frank Medbury was held Monday at the home of his parents. Miss Amelia Cody has as her guest her mother, whose home is in Canada. Elmer R. Pierson of Norwich was a caller in the village Thursday.

Mrs. David Nason and Miss Pearl Jones spent Tuesday with Mrs. Geo. Nason in Ashaway.

A portion of the jam gave way during the recent storm, but did not

cause any shut-down at the mill. The large field opposite the farm has been nearly covered with water and of such a depth that two young men went nearly the length of it in a canoe. Charles F. Champlin is ill at his home.

Children Cry FOR FLETCHER'S CASTORIA



How Many More Can You Eat?

Will that hungry family ever get enough pancakes? They go so fast mother hasn't had a chance to eat any herself. No wonder, for these are real pancakes, made from Pillsbury's Pancake Flour, that new and delightful combination of cereals. Add only water—everything required, including milk, is in the flour.

Always buy Pillsbury's Family of Foods—different in kind, but alike in quality. At your grocer's.

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- Pillsbury's Wheat Cereal
- Pillsbury's Health Bran
- Pillsbury's Pancake Flour
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