

MODEL FOOD MARKET.

50-54 Cannon Street

WE GIVE S. & H. GREEN TRADING STAMPS WITH ALL PURCHASES

THIS SALE For Saturday and Monday

FRESH PORK ROAST 12c lb Prime Rib Roast Beef . .10 and 12 1/2c lb
 FRESH PORK SHOULDERS 9c lb Prime Pot Roast Beef . . . 8 and 10c lb
 SIRLOIN OR 2 lbs for 25c Fresh Smoked Shoulders 9c lb
 ROUND Fresh Hamburg Steak 9c lb

40 Stamps with 1 lb 32c 120 Stamps with 1 lb White Lily Baking Powder 45c
 G. M. Coffee 20 Stamps with 1 lb 60c

20 Stamps with 1 lb 25c 5 Stamps with 1 pkg Swift's Pride Soap Powder. Daring Demonstration . . . 15c
 Vict. Blend Coffee 20 Stamps with 1 lb 35c
 New Crop Tea

10 STAMPS WITH EITHER 2 Packages Oatmeal . . . 10c package
 1 Bottle Pure Vanilla Extract 10c
 1 Package Pure Pepper . . . 10c
 1 Package Pure Mustard . . . 10c
 1 Can Pure Cocoa 25c
 1 Can C. B. X. Bread 10c

Strictly Fresh Eggs, dozen 24c
 SHAD ROE 15c pair
 CUT SHAD 15c each

10 STAMPS WITH 1 Peck Maine Potatoes . . . 28c
 25 STAMPS WITH 6 cakes German Laundry Soap 25c

20 STAMPS FREE WITH EITHER
 2 Cans Sweet Corn 25c
 2 Cans Solid Packed Tomatoes 25c
 2 Cans Lima Beans 25c
 2 Cans Bartlett Pears 25c
 3 lbs Fancy Head Rice 25c
 3 lbs Large California Prunes 25c

50 STAMPS FREE WITH 1 Bottle Monogram Whiskey \$1.00

The CENTRAL MARKET

252 STATE ST.

SPECIAL FOR SATURDAY, MARCH 6

PORK ROAST 12c lb
 ROUND STEAK 14c lb
 POT ROAST BEEF 8c and 10c lb
 LEG OF LAMB 14c lb
 Turkeys, Chickens, Fowl, Ducks and Broilers. Fresh Hams and Shoulders, Pork Tenderloins, Home Made Sausage. Full stock of Vegetables.

252 STATE STREET.

Great Reduction SALE

BEGINS SATURDAY MORNING, MARCH 6

We will sell all our entire stock of up-to-date and latest of

Dress Goods, Trimmings, Ladies' and Gents' Furnishings, Men's, Ladies' and Children's Shoes

AT REDUCED PRICES

SPECIALS FOR SATURDAY ALL DAY

American Prints, worth 7c, at 4 1/2c
 American Prints, Red, Blue and Grays 6c
 12 1/2c and 15c Dress Gingham 10c
 8c Dress Gingham 5c
 25c Ladies' Belt Supporters 10c
 3,000 yards Embroideries, all widths, at one-half price

In addition to these we will give S. & H. Green Trading Stamps.

E. NADEL
 1247 PEMBROKE STREET

MRS. JIM JEFFRIES TALKS ABOUT HER GREAT "BIG BABY"

(Special from United Press.)
 New York, March 5.—The opinions of Mrs. James J. Jeffries and Tom Sharkey concerning a certain man named James J. Jeffries are not believed to be altogether in harmony. In an interview to-day Mrs. Jeffries among many other interesting observations, said: "Why Jim is nothing but a big baby; just a great big 250 pound baby." Sharkey, who has had an opportunity of seeing Jeffries at close range, declared that he has never been able to see anything of the "baby" in Jim. Mrs. Jeffries is no prouder of the new President of the United States than is Mrs. Jeffries of the great undefeated heavy-weight for whose return to the ring to wrest the premier laurels from the dusky brow of "Jack" Johnson, the pugilistic world is now clamoring. "Some of the papers have said that Jim would fight again on my say-so and that he left the ring for my sake," Mrs. Jeffries said. "That isn't true.

He just kept fighting until he was tired of it and will fight again if he makes up his mind to."
 Mrs. Jeffries doesn't weigh more than half as much as Mr. Jim. She is gentle in manner and very soft of speech with a slight German accent. She has brown, soft hair and blue eyes. "I have heard that you are the real boss of the Jeffries household," she reported inquired. "Oh no, Jim does as he likes and I do as I like. And he's the best husband in the world even if he is a big baby. Don't you believe all you read about Jim in the papers. He really doesn't think that way."
 "Then he's not a bottle baby?" she inquired. "No, he is not." Mr. and Mrs. Jim are in accord on the question of bossism. "Mrs. Jeffries says she isn't the boss," the interviewer remarked to Jim. The champion grinned rather foolishly and then said: "What she says goes." Which may mean that she is or isn't.
 "My three year old boy was badly constipated, had a high fever and was in an awful condition. I gave him two doses of Foley's Orino Laxative and the next morning the fever was gone and he was entirely well. Foley's Orino Laxative saved his life." A. Wolkush, Cashier, Wis. F. B. Brill, local agent. * 135
 No matter what you want try the Farmer Want Column.

OVERWHELMING DEMONSTRATION FOR WOOD BLOCK PAVEMENT

(Continued From Page Four.)

bank favored wood block, if a new pavement was going to be laid; but, as the brick is cleaner and does not radiate heat in summer. He said he had been talking with L. M. Hopkins, the stove man, who has been in business in Main street, since 1836. Mr. Hopkins had said that although he did not go out much nights, he would come down to the hearing if he thought it would help the cause of wood block pavement.

Mr. Jackson said that if there is any country in the world which studies economy in Germany, he would like to say that it was the five wooden pavements in Berlin which helped to make it the queen city of the empire. He said that the street which corresponded to New York's Broadway was laid in wood. When he saw men repairing it during the busy season of last summer alone the company spent four times as much as the city in making the repairs. It was not policy, he said, for the New Haven road to want a cheap job, and he thought the kind of stations built by the company in Bridgeport and Waterbury proved that. He would not like a "T" rail laid the way it was laid in Meadow street, New Haven.

Alderman John N. Near said that he was from Missouri and he would have to be shown that the "T" rail was as good as the grooved rails. He was opposed to the "T" rails because he knew how to drive horse and had

driven about the city a great deal. Turning to the street committee he said: "Don't be influenced with wine sippers and 25 cent cigars."
 "You seem to know about such things," said Alderman Griffin.
 Alderman Near continued, "We want a guarantee that the pavement with necessary repairs will be down for 25 years. We have the bridge contract on our hands now. It was let to the bidder that was about \$5,000 higher than the lowest bidder because the bridge was going to be done three months earlier than the lowest bidder would have done it."

"But if I had been on the committee I think I would have insisted that there be a penalty clause in the contract to be sure the bridge would be done on time. I can look back to the time that I kicked a man down stairs who wanted me to take \$300 to say his fire engine was the best. I say let us have the best and then when we are old we can look back and say there is a pavement I voted to lay."
 Alderman Hartley said, "Wine sippers can do something sometimes, perhaps. Now there has been a great deal said about graft and such things. I want to say that when the maker of a pavement asks a committee to go to New York, or to any other city, to look at a pavement it is perfectly right for the committee to go and it is perfectly right that the manufacturers should pay the cost. The city does not pay such expenses and an alderman does not get any money for such expenses. But because an alderman goes to look at a pavement it is no reason that he should purchase the

payment he has looked at. Two years ago I was one of the members of a committee which was taken to New York by a wood block concern. "We were treated royally and taken to the theatre in the evening. But the firm put in a bid that was about 60 cents higher a square yard than we thought was a fair price and the firm did not get the contract. Was there anything wrong in that?"
 "Now there was a man over in my office to-day who told me that a business man had told him that this committee was crooked from the top to the bottom. Now that included Mr. Fletcher here, who is, I believe, a man of the very highest standing. He would not tell me the name of the man. I wish that he would. It is very strange that as soon as a man becomes an alderman he is called a crook. I have been here three years and I have as yet to do anything that I thought was crooked. If anyone has got the goods let them come forward and produce them. As for this job, I told the newspapers to-day I favored wood blocks, if the majority of the taxpayers are willing to pay for them. They are the people to be satisfied."

Mr. Bell said that in justice to the committee he wanted to say that he had never heard any aspersions against the committee. As for Mr. Hartley, all who had spoken of him had done so in the highest terms. He said: "We came in here for a little heart to heart talk and I think it has been very beneficial. I think the committee for giving us the opportunity to be heard."

J. H. S. Jones next read Noah Webster's definition of the word "permanent" and suggested that the pavement be called "temporary" in the future.
 Samuel H. Wheeler spoke again, saying that there was no doubt that the "T" rail was the best for speed "but when we want a good road rail, we want a grooved rail." He said that wood block was not going to withstand heavy carting over "T" rails. Every time a heavily loaded draw passed over the crown of the rail, it compressed down and delivered a heavy blow upon the pavement. He said he did not feel like paying an assessment for pavement laid against such a rail.
 T. B. Ford said, as a member of The Burns Co., which had from 80 to 100 horses, that he thought the grooved rail more dangerous than the "T" rail. Chairman Hartley called upon the mayor to close the hearing. The latter spoke in favor of wood blocks and said it was evident he had been missing some dinner. He thought the wishes of the Main street property owners should be complied with. All to graft, he said it was a misnomer as in his experience he found that at least 80 per cent. of the city officials were honest. There was only one instance of graft he knew of. That was of \$1,200 which was made good by a bond company. He said it was talk of graft that kept prominent men from going into the common council. From recent experience he knew it kept them from serving on commissions. He declared that Bridgeport would compare favorably with any city in the state or outside of it.

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He said he had never had the pleasure of meeting Mr. Ford, but it was evident that he understood the situation, as there was no rail which was as safe and good as the T rail. He was satisfied if the blocks were properly laid close to the tracks that the troubles experienced by vehicle traffic would be overcome. He said noise had been spoken of, and that the grooved rails were the noisiest, as no way had been found to prevent them from becoming loose at the ends. He said the expense of the company in the proposed project was \$56,000 for pavement, and \$50,000 for new rails and special work. Further he said Hartford had agitation upon the question of rails and had sent out a committee which visited every city between the Atlantic and St. Louis, with the result that they found the sentiment equally divided for grooved rails and "T" rails. He closed, stating that it was unfair for the city to continue to ask the company to repair the asphalt pavement as last summer alone the company spent four times as much as the city in making the repairs. It was not policy, he said, for the New Haven road to want a cheap job, and he thought the kind of stations built by the company in Bridgeport and Waterbury proved that. He would not like a "T" rail laid the way it was laid in Meadow street, New Haven.

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\$ 6.00 Beds, removal price 4.50	Our entire stock of 35c and 40c Mattings, removal price 21c
\$ 7.50 Beds, removal price 5.50	
\$ 9.00 Beds, removal price 6.50	WINDOW SHADES
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