

BRIDGEPORT EVENING FARMER

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UNJUST TAXATION

THE ESTEEMED Hartford Times, usually so correct in its views and so accurate in its thought, surely cannot have investigated the subject of corporate taxation in Connecticut, else it would not object to the bill increasing the taxation of certain species of corporate property. The facts are easily ascertained and roughly are as follows: The application being solely to property employed in manufactures. Value of the property, \$517,546,000. Taxes paid on property, \$3,265,744. These taxes include municipal, county, school and Federal taxes, including an internal revenue tax. The enterprises which pay an internal revenue tax are those engaged in making malt liquors, distilled liquors and in the manufacture of tobacco. This species of property is valued at \$8,041,000, and pays a tax of \$1,060,000, mostly internal revenue. There remains—this property and tax deducted—\$499,505,000 of manufacturing property which paid to state and nation \$2,205,485, or less than one-half of one per cent. The figures are from the United States census of manufactures and were furnished by the owners of the property. Last year \$530,749,000 worth of homes paid to the support of government about \$8,000,000, or more than three times as much in proportion as was paid by the kinds of corporate property here considered. Instead of speaking in general terms about the injustice of placing a heavier tax on corporations, candor requires our contemporary to explain why a dollar invested in a home should be taxed three times as much as a dollar invested in a corporation. When it solves this problem, it may suggest reasons why a dollar invested in a ten ton auto truck should be taxed seven and a half times as much as a dollar invested in a railroad.

BORROW THE BUMP RECORDER

CLEVELAND is using a bump recorder to ascertain the condition of city streets. Let it be borrowed by Bridgeport, and tried on North Main street, Park avenue, William street and Noble avenue. If it lasts through such a trial, it may be tried on some of the side streets. Again and again owners of vehicles have endeavored to count the bumps on North Main street. The attempt has always failed because every few feet an extra hard one has knocked out of the victim temporarily all recollection of his past life. But a stout mechanical bump recorder might stand the grilling—and then, again, it might not.

WHEN THE KING WAS ON THE JOB

THE KING of the Belgians has acted very well as far as Kings go in these modern days. That is to say, he has stuck to the cab, like one of Mr. Mellen's engineers, and has conducted himself as bravely as a courageous private on the firing line. This simple line of action on the part of the young monarch should excite so much surprise in American periodicals, proves that men still look upon kings as being of peculiar clay, and proves also that kings are a played out institution, who no longer hold down necessary and useful jobs. In the "good old days," which were very bad old days, the king took a battle axe and a place in the line, and hacked away merrily. The "white plume of Navarre" was in the midst of the slaughter. At the battle of Crecy, where the principle that yeomen with long bows could beat knights in armor was established and gave democracy a substantial boost, King Edward told that his son, the Black Prince, was in danger, sent back a mere handful of knights, saying, "Let the boy win his spurs." In the same battle the Blind King of Bohemia charged upon the English line and fell dead in the midst of his knights. King Albert's exploits are of the most moderate, though he is doing pretty well for a nineteenth century king of whom little is expected.

REPRISALS AGAINST PRISONERS OF WAR

THE FUTILITY of any effort to treat captive submarine crews differently from other prisoners is indicated by the correspondence between Great Britain and Germany, conducted through the department of state for the United States. Germany says that an equal number of British prisoners will be treated in the same way as the crews of submarines are treated, which is the declaration of the old doctrine of an eye for an eye. The British reply indicates that the German prisoners taken from submarines are merely segregated from other prisoners, but are otherwise treated with humanity, well fed and allowed books and exercise. The discrimination practiced against them seems to be mainly a moral affair, in that they are not regarded as having been engaged in honorable warfare, and the segregation seems to be the physical symbol of the imputed dishonor. The Germans, doubtless, will segregate a number of British under the same conditions, and with the same imputation of dishonor, so that any penalties applied by the British are virtually applied against their own soldiers. The notion that the submarine crews will be treated as pirates is disposed of. In the whole the British reply is impressive, because it states, what is true, that the British method of warfare is in the whole less drastic than the German method. The British have saved the lives of many German sailors, and the Germans have not generally rescued British warships. But, on the other hand, it has been easier for the British to effect rescues, than for the Germans, because the British control the seas, and are more frequently in a position to make rescues. That the view of the British war office is not much different from the German view when the case is of necessity, is shown by the order issued after the sinking of the Aboukir and the Cressy; that British ships were not to go into danger for the purpose even of rescuing British sailors. In the whole war is fought according to the laws of self preservation and the rule of necessity, and the difference between British and German methods is more a difference of situation and condition than of morals and beliefs.

KAISER AND NOTED GENERAL IN THE FIELD



YON HINDENBURG AND THE KAISER

Berlin, April 2.—Kaiser Wilhelm has instructed General von Hindenburg, commander of the German army in the eastern theatre, to proceed as rapidly as possible to make up the ground lost by the Austrians at the fall of the fortress of Przemysl. The illustration shows the Kaiser and von Hindenburg together in the field in southwestern Poland.

FIRST TRANSATLANTIC STEAMSHIP LEFT CORK 77 YEARS AGO TODAY

Today marks the seventy-seventh anniversary of one of the most important events in modern history—the departure from Cork of the Sirius, the first vessel to cross the Atlantic wholly under her own steam. All that remains of that staunch little 412-ton pioneer of the transatlantic steam passenger trade is a number of brass paper weights, made from the metal work of the Sirius, after she had been wrecked in Ballycotton Bay in 1847. Capt. Roberts, the commander of the Sirius on her maiden voyage across the Atlantic, was later transferred to the President, which went down with all on board. Thus both the Sirius and her commander had a tragic end. The Sirius made the voyage from Cork in nineteen days, reaching New York only a few hours before the Great Western, another steamship which had sailed from Bristol. The latter made the best time, crossing the ocean in fifteen days, and the Sirius came near losing the honor of being the first transatlantic steam vessel.

The Sirius had a passenger list of seven on her initial voyage under steam power across the Atlantic. The names of these passengers, Vincent P. Ransome, then four years old, was recently reported to be living in Whitshire, England, where he was long the rector of a parish church. The Ransome party, consisting of Vincent, his father, sister and brother, comprised more than half of the passengers. Of that memorable voyage the Rev. Vincent Ransome wrote: "Aside from us four there were two quite noted passengers aboard, Mr. Davenport, the actor, and his daughter, Miss Davenport—their name was really Crumple—and I remember that he was in a most nervous state, afraid that we should not be able to weather the encountered rough seas."

"When we began our voyage upon the Sirius, she was laden almost down to the water's edge, most of her coal being on deck and all spars, rigging and woodwork had to be sacrificed to feed the furnace. Resin had to be taken from the cargo. This was mixed with the coal ashes, and so the steam was kept up. "Toward the end of this voyage of nineteen days we had a startling incident, for we ran aground at Sandy Hook a few hours before entering New York harbor. It was a still, quiet night, and the tide was low, when we rose they backed and fled, and got the steamer off, and she glided into her berth not long before the Great Western, the delay nearly losing her the palm of the first steam voyage across the Atlantic. The arrival of the Sirius and the Great Western marked the beginning of steam passenger traffic between Great Britain and America, although a number of years passed before the steamships offered much advantage in speed and accommodations over the sailing vessels. The Sirius, of 412 tons burden, was a schooner-rigged ship, and was 178 feet over all, with a beam of twenty-five feet and a depth of eighteen feet. The accommodations for passengers were of the crudest sort, and they were supposed to provide and prepare their own food. The Sirius originally started from London, but encountered such severe weather that she had to put in to Cork for repairs. Several of the passengers who had boarded the vessel left it at Cork, forfeiting their passage money rather than risk the dangers of a voyage across the Atlantic in a steam-propelled vessel."

LORD WORCESTER

The first man to foreshadow a host of modern inventions was the Marquis of Worcester, who died 148 years ago today. The Marquis made a model of a steam-engine and in a remarkable book he described a hundred possible inventions, among them a semaphore telegraph; a watch that would never require winding; an explosive projectile that would sink any ship; and a ship that would resist any projectile; a rapid-fire cannon that would shoot six shells a minute; a calculating machine for adding and subtracting; a pistol that could be fired twelve times without reloading; and a host of other things then undreamed of, but many of which are now commonplace. The Marquis possessed a wonderful imagination, but he lacked the mechanical genius to put his ideas into effect. It is a pity that the Marquis can't return to earth now and see in operation scores of the machines and appliances of which he was the first to dream.

FUNERAL DESIGNS AND BOUQUETS JOHN RECK & SON

HISTORIC HANG-OUT OBLITERATED FOR NEW ARMS PLANT

New Factories Cause Passing of Rendezvous of Idlers, And of Ancient Ball Grounds. Shades of John D. Snapper! Stillman's Pond is gone, never to return. The old Stillman Spring, Indian Rock, the Island, Sandy Hook and the old diving post at the pond have entered into oblivion. The last remaining indication of the old swimming pool, the dam, and falls, is still there but that is all. The new enterprise, the Bridgeport Arms Co., has taken all the surrounding land and the school boys will now have to find another place for their summer amusement. Buildings are springing up almost in a night. Every day you go up there you will find a foundation set for another building. Sixteen buildings are to be erected on the ground which has already been taken on the appearance of a new city with seemingly a thousand men engaged in its creation. But now for a few reminiscences of bygone days. Many happy days have been spent on this "reservation" by the boys of East Bridgeport. The water was the great summer resort of the Lakeview C. C. and the old Fifth Ward Athletic club and many a pugilistic encounter took place at the historic old spot but twenty feet from where stood the Old Mill, from which the name of Old Green was derived. The most historic battle, one which will be retained in the memory of the oldest residents of the Fifth Ward for many years to come, was between Stevie Devaney and "Tubby" McDonald, starting at 9 o'clock in the morning and recess called at 6 o'clock in the evening. The battle was then resumed at 8 o'clock and wound up at 4 o'clock the next morning, when referee "General" Golden counted the fatal ten over the prostrate form of "Tubby."

Stillman's Pond, Indian Rock and Other Marks Familiar to East Bridgeport Youths Gone Forever

A great feat was to swim from the dam to the island and back and only twice has the feat been successfully recorded in history, this being accomplished by Stevie Devaney, one of the hardy sportsmen Jimmy Bluff, a latter day athlete. Stillman's pond was at one time a great duck-hunting vicinity, it being abundant in wild duck, mallards, snipe and a while the boys would bag an odd quail or partridge. About every two or three years the board of health would order the large pond drained and great would be the scuffling on the part of the "go-boys" to gain a position at the head of the drain-pipe. There they would set themselves with a barrel covered with a net and into this the water cascading from the waste stream would pour. The water would leave through the net but the fanned heads and pickled would remain intact and thus would many a modern Isaac Walton declare he had made a good catch and forthwith he would go about the vicinity of Shelton, Ogdan, Hallett and Stillman streets disposing of his wares. The past few years have seen a wonderful growth in population in the neighborhood and this fact has called for better police protection in the vicinity, thereby putting an end to the evening jamborees of the "night-owls."

SINGER DECLARES SWOBODA'S ARREST "AN ODDIOUS PLOT"

Geneva, April 2.—Ella Treischler, a Swiss singer whose home is in this city and who is a warm friend of Raymond Swoboda, declared yesterday she believed the man accused of causing the fire aboard the steamer La Touraine is the victim of "an odious plot or terrible mistake." "I have known Mr. Swoboda for six years," she said. "I knew he was engaged in commercial and financial affairs but did not know the details for he never discussed his business affairs. He belongs to a wealthy New York family but his father cut off his allowance in later years on moral grounds. "One of his brothers is serving now as an interpreter with a British cavalry regiment. "My friend never belonged to the German or British army. He still has relatives in Germany and may have been with Petrograd in uniform with some of them. I know Mr. Swoboda closed an important deal to introduce in France a number of products. The five trunks found in his Paris office contained samples. He intended also to make an effort to establish a business in Switzerland, for he wrote me asking what were the prospects and where certain articles were likely to have the best sale. "I received a letter from him which had been written aboard the Touraine, December last. Swoboda is said to have had. He gave a long description of the fire which he said the officers believed must have been caused by an infernal machine placed in the hold."

Paris, April 2.—Several automobile trips into the French provinces were made by Raymond Swoboda, now under arrest, charged with being responsible for the fire on board the steamer La Touraine, according to information received by the Petit Journal. These journeys are said to have been made at various times between August and December last. Swoboda is said to have been seen at Nantes, Tours and Chateaufort among other places. The police now are trying to learn the purpose of these trips. "The program follows: PART I. "Bridal Chorus," from Rose Maiden, entire company. "Call Me Early in the Morning," plantation song, George L. Johnson and company. "Good-Bye," Mme. Merrill and company. "Ding-Dong Bells," negro melody, Mrs. Williams and company. "Since I Fell in Love With Mary," popular song, J. H. Johnson and company. "Hooked in the Cradle of the Deep," bass solo, J. E. Crabbe. "Hallelu," plantation song, Charles P. Williams and company. "My Old Kentucky Home," negro melody, entire company. "The Lost Chord," male quartette, Messrs. Johnson, Williams, Johnson and Crabbe. "On My Way to Mandalay," popular song, Mme. Merrill and company. PART II. "If Thou Didst Love Me," tenor solo, George L. Johnson. "Miserere," from Il Trovatore, Mme. Merrill, George Johnson and mixed quartette. "Why Adam Sinned," contra solo, Mrs. Williams. "Staccato Polka," soprano solo, Mme. Greene. "Will You Take This Woman?" comic imitation, Charles P. Williams and company. Imitation of the Callope, male quartette. Final chorus, sextette from Lucia, entire company. Mme. Hattie F. Johnson, accompanist. DR. McLELLAN ILL.

COLORED MEMBERS OF ODD FELLOWS TO HAVE MUSICALE

Paris City lodge, No. 864, Grand United Order of Odd Fellows, will hold a musical entertainment Monday evening, at Warner hall. The affair will be for the benefit of the organization, which is planning to improve its new hall. Williams Colored Singers will entertain.

ELIAS HOWE POST GETS COPIES OF "OLD FLAG"

New York, April 2.—The steamer Terence, from South America, reached the port of Bridgeport yesterday, with an odd time cargo of snakes, monkeys and other tropical creatures. Old Tom, the biggest true boa, broke out of his box off the South Carolina coast, and hustled for passage on the engine room gratings. On his way he fell in with a crate of parquets, according to Custodian Ferdinand Bartels, and broached the box. When Old Tom was overboard he was accompanied by parquets at once, and seemed to be relishing them. He was caught with a crocheted stick and was soon back in his crate. Bartels fell ill with the jungle fever in Brazil, after the natives cured him they guided him to the animals and got everything he wanted, twenty boxes, boxes of smaller serpents, a group of monkeys, a heap of armadillos and a baby black bear, Theodora. Also they brought brilliant birds, troupials, cardinals, macaws, 200 parrots and parquet. A wildcat was double caged, and tigers were assigned big cages, so they would sing all the trip.

FUNERAL DESIGNS AND BOUQUETS JOHN RECK & SON

At the meeting of Elias Howe, Jr. post, No. 3, G. A. R., Thursday night the members were presented with 100 copies of the book, "The Old Flag" which is a history of the war, and success of William H. May and contains a facsimile of the newspaper which the late Capt. May printed with pen and ink while a prisoner of war in a Confederate prison. The donors of the gift were: C. B. Wilson, Wm. E. Burnham, Gen. Henry A. Bishop, Harvey Hubbell, The D. M. Read Co., George E. Clark Co., City Ice & Cold Co., S. B. Adams Baking Co., United Illuminating Co., Crawford Laundry Co., James Sexton & Sons, Salts Textile Manufacturing Co., Ellison Tire & Repair Co., Henry E. Bishop, Rockwell & Foster, Hubbard Ice Cream Co., T. L. Watson Co., George E. Southworth, S. E. Thing & Co., Blue Ribbon Garage, W. E. Seeley, Weber Tax Service, J. P. Halsey, Bridgeport Standard and S. Z. Fol's Theatres.

HEAVY LOSS REPORTED IN STRAIT FIGHT

London, April 3.—A despatch to the Times from Mytilene dated Thursday, says: "Except for a few shots on the 28th and the reported bombardment of Turkish positions near the gulf of Saros by the Queen Elizabeth there has been no fighting recently in the Dardanelles region. "The British public, which may have taken too light hearted a view of the campaign against the gates of the Turkish empire, will have to exercise patience and be prepared to accept heavy losses with equanimity. Owing to the weather and other reasons the Turks and Germans had time to strengthen greatly the positions on both sides of the straits. They have a fair supply of artillery mounted in excellent positions which the allies' naval guns cannot always reach. "There is nothing to show that the absence of Comander-in-Chief between the German and Turkish officers has diminished the fighting efficiency of the army to any considerable extent. The Turk shows at his best in defensive operations and much hard fighting in which the allies must suffer heavily may be expected before the allies are able to train their guns on the port."

Paris, April 2.—A bomb which failed to explode was found in the garden of the Greek Legation at Sofia, Bulgaria, close to the minister's private office, according to a Havas despatch from Athens. An investigation is being made by the police. The Lovestikken is a vessel of 2,000 tons, owned by A. Olson & Company, of Bergen. The Atlantic fleet which has completed winter exercises at Guantanamo will leave today for Tangier Sound in Chesapeake Bay to engage in spring target practice. THE PRETTIEST FACE and the most beautiful hands are often disfigured by an unsightly wart. It can easily be removed in a few days without pain by using Cyrus Wart Remover. For sale only at The Cyrus Pharmacy, 418 Fairfield Ave.

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The D. M. Read Co. Established 1857

The Work of Reconstruction Progresses. To the tune of sound of hammer and saw, pickaxe and chisel, this building-over goes merrily on. And it grows rapidly too. Even now one can see the scheme of decoration and plan for the spacious new tea room and the pleasant rest room which will connect with it, and it will not be so very many weeks before certain portions of the new store will be open. In the mean time, as stocks and departments are temporarily upset, we make the best of conditions and put out as much reasonable merchandise as there is room to accommodate.

Remember that the lovely fabrics are here, all the pretty spring things that women are looking for, but please ask for them if you do not see them displayed. Delicate fabrics must be protected from dust. Some Spring Cotton Goods. Voile Classique in stripes, checks, dots and daintily flowered designs. Forty inches wide, 25 cts. Cotton Crepe de Chines, in all the new shades, battleship gray, Belgian blue, maize, rose and salmon pink, black, navy blue and plain white. Thirty-six inches, 50 cts. Fancy Seeded Voile in flowered patterns, an exceedingly attractive material for frocks or blouses, 39 cts. Silk Organdie, Thirty-six inches, 50 cts. For White Gowns. Rice Crepe, an exquisite fabric. Thirty-six inches, 50 cts. White Gabardine, a weave of service, 39 and 50 cts. Basket Cloth, stylish and pretty for odd-skirts, 25 cts. Basement.

At the Linen Section.

Red and White Table Damask, a good and durable quality, and a fine selection of patterns, 22 cts a yard. Plain Linen Scarves, 18 x 45 inches, 45 cts. 17 x 50 inches, 50 cts. Black Dress Fabrics for summer wear. A large and attractive line in Tussah Royal, Poplin, light weight Broadcloth and Scintella, from \$1.00 to \$1.25 and \$1.50.

The D. M. Read Company.

FAIRFIELD AVE. VARIETY STORE BROAD ST. CO-OPERATIVE—GIVE FAIR FOR CUSTOMERS PROFIT SHARING WITH EMPLOYEES. GREY BLANKETS FOR SPRING SELLING. BIG LOT JUST RECEIVED DIRECT FROM MILL. We have sold all our Winter lots of medium priced Blankets, so, as we sell a good many through the Spring and Summer, have bought this large lot at quite a concession in price. GREY BLANKETS for 3-4 beds, 58c, 3 for \$1.65. GREY BLANKETS, 11-4 sizes, \$1.00, 3 for \$2.75. GREY BLANKETS, 11-4 sizes, \$1.25, 3 for \$3.50. GREY BLANKETS, 12-4 sizes, \$1.50, 3 for \$4.15.

BOMB DISCOVERED NEAR EMBASSY OF GREECE IN SOFIA

Paris, April 2.—A bomb which failed to explode was found in the garden of the Greek Legation at Sofia, Bulgaria, close to the minister's private office, according to a Havas despatch from Athens. An investigation is being made by the police.

NORWEGIAN VESSEL DAMAGED DURING ATTACK ON LIBAU

London, April 2.—A Reuter despatch from Bergen says the Norwegian consul at Libau has reported to the owners that the Norwegian steamer Lovestikken was struck by projectiles during the German bombardment of Libau and seriously damaged. Capt. Handstrand was killed by a shell fragment. The Lovestikken is a vessel of 2,000 tons, owned by A. Olson & Company, of Bergen. The Atlantic fleet which has completed winter exercises at Guantanamo will leave today for Tangier Sound in Chesapeake Bay to engage in spring target practice.

ASK TO SEE THEM

Each spring has 78 inches of spring steel to dissipate the road shocks. The use of the B. & R. in addition to the comfort of the passengers, will lessen the upkeep of the car, will greatly increase your mileage on the tires, as well as the danger of broken springs. GUARANTEED THE ALLING RUBBER CO. 1126 MAIN STREET