

BRIDGEPORT EVENING FARMER

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MONDAY, JUNE 28, 1915.

WHAT THE MAYOR CAN DO ABOUT COMMISSION GOVERNMENT

THE PEOPLE, in unmistakable terms, have ordered the commission plan. The work of installing it must fall upon the existing city government, or upon some succeeding government.

There can be as much, or as little, delay in carrying out the order of June 19, as Mayor Wilson desires to have. If "the organization" wishes to continue its attitude of passive opposition, the commission plan will be sometime coming.

The law takes effect August 1. The petition can be ready by August 5. The question can go onto the voting machines at the regular election in November.

But let us see, what jokers the city attorney finds in the home rule bill.

TO OBTAIN \$1 IN FIRE INSURANCE LOSSES THE PEOPLE OF CONNECTICUT PAY \$2

THE HARTFORD Courant complains that The Farmer "sees red" whenever insurance is mentioned. The Courant is mistaken. The Farmer sees that subject with the aid of insurance statistics and an adding machine.

Somewhere in this wide world there may be some person, or institution, more sensitive to attempts to analyze insurance facts than our contemporary is.

Living among insurance companies, it has acquired an affection for them: a deserved affection, based upon the many merits these companies have. But our contemporary's love is indiscriminating.

Its little homily on insurance principles, is welcome but incomplete. Pretty nearly everybody understands that distribution of the loss is a basic element in insurance methods, but not so many, and especially not The Courant, take the trouble to know the relation between insurance cost and what the public pays for the commodity.

When The Farmer says that Bridgeport might have insured itself it has in mind a result that would meet the cost within a ten year period, of any conflagration that has manifested, not in Bridgeport but in Connecticut, during any of the past fifty years.

Then too, admitting that there must be a distribution of cost, the question is, how much of a distribution.

Should Connecticut carry California, not one year, but year after year, and for decades? Or should Connecticut pay its way, and California do the same?

For many years Connecticut has paid, not only an excess, but an enormous excess, for its insurance; a price that cannot be justified by insurance experience in Connecticut, nor by the facts of insurance in any New England state.

Point out this unfair charge and somebody, often The Courant, will proclaim that the excess goes to meet the deficit in some distant state. This also is not true. Nearly every section of the country is overcharged, and the surplus in the fire insurance business is so great, that the conduct of it has become enormously expensive.

The Farmer has no hesitation in saying that the difference in administering a municipal fire insurance, a sum equal to the difference in the cost of municipal administration of fire insurance and private company administration, would have paid Bridgeport's losses during twenty years.

The Courant too often deals in generalities. The statements it sets up are claims, assertions, guesses, hopes, desires and everything except facts.

But the assertions of The Farmer are the product of cold figures, which can be assembled from the reports of the Insurance Commissioner by anybody.

Perhaps it will be sufficient for the present to say on fire insurance business done in this state in 1914 the companies collected \$5,871,000 in premiums and paid \$2,263,000 in fire losses. It cost the public \$2 to get \$1.

The companies doing business in Connecticut had a total income, in 1914, of \$342,114,000.

They paid in losses \$177,191,000. So the people of the country at large paid \$2 to get \$1 back.

Perhaps our contemporary will enlighten its readers by a discussion of these elementary insurance facts. It may not see red, while doing it, but it may see right, which, perhaps, may bring to it a thrill as pleasing as it will be novel.

GRANITE PAVEMENT

IN A LITTLE book called "Permanent Paving," a copy of which has been received by The Farmer, the Granite Block Manufacturers' Association of the United States, directs attention to the use of granite as a paving material, and points out some costly defects in most modern pavements.

The book is timely, and is well worth the attention of those charged with the duty of buying or making highways.

The granite block was perhaps the earliest permanent pavement. In its incipiency it was little more than a cobble stone. Afterward it came to the stage exhibited by the block on Water street. These are laid on the road bed, make an uneven surface, and are a great trial to everybody.

It is prejudice against old fashioned granite block roads, that prevents the use of the newer type of block, laid on concrete, and grouted. There is a very pretty sample of this kind of road on Congress street, both sides of the Congress street bridge and in the square beyond.

This type of pavement costs a little more to lay in the beginning, but it is well nigh imperishable, and its upkeep cost for the first forty years, is practically nothing.

New York state has expended \$100,000,000, obtained by issuing 50 year bonds, for pavements which will last scarcely more than ten years. Bridgeport is putting down pavements, that will need constant sanding in winter, and on wet days, and that, during a ten year period will have an annual main-

tenance cost of 15 to 25 cents per square yard, a tremendous burden.

Granite is certainly the best pavement for streets that carry heavy traffic, and is the cheapest in the long run.

Sir R. L. Borden, 61 Today, Faces Many Difficult Problems

As the Premier of Canada during a world-conflict in which the very existence of the Empire is at stake, Sir Robert Laird Borden has been called upon to face problems more momentous and difficult than have fallen to the lot of any of his predecessors. The Nova Scotia barrister who heads the Dominion government was born in Grand Pre sixty-one years ago today, June 28, 1854, and he has brought to his task a long experience in statesmanship.

The Dominion, which will be forty-eight years old next week, has enlisted the services as Prime Minister of some of the ablest statesmen of modern times. Sir John A. Macdonald, the first Premier of the federated Provinces, certainly belongs in that category. When the union of British America was effected in 1877, Macdonald, a native of Scotland, headed the first ministry, which was a coalition cabinet embracing both Conservative and Liberal statesmen. During his first administration Sir John had to cope with the Fenian raid of 1870, when the militia had to be called out to drive back the Irish invaders from the United States. The first Riel rebellion in the Northwest, in the same year, also required a military force for its suppression.

In the general elections of 1872 Sir John was sustained, although by a reduced majority, owing to the general dissatisfaction of Canadians with the Washington treaty which Sir John had helped to negotiate. In the following year, following the charges of corruption in connection with the Canadian Pacific railway project, Sir John's ministry fell.

His successor was Alexander Mackenzie, another son of Scotland, who had been a stonemason in his youth, and later a Liberal newspaper editor. Mackenzie was one of the most honest and straightforward public men in Canada's history. He declined the honor of knighthood. Mackenzie remained at the head of affairs until 1878, when Sir John returned to power, after a campaign in which "Canada for Canadians" was the battle-cry, and the national policy of protection the chief plank in the platform. Sir John remained Premier until his death in 1891. During his second administration he was called upon to suppress another western rebellion led by Louis Riel, whose execution aroused much popular protest in French Canada.

Upon the death of Macdonald the government leadership was entrusted to Sir John Joseph Caldwell Abbott, a native of Canada and an eminent lawyer. He was succeeded in December, 1892, by Sir John Sparrow David Thompson, a native Nova Scotian, eminent as lawyer, jurist and statesman. He died suddenly and tragically while on a visit to England, at Windsor Castle, after two years as Premier of the Dominion. Sir Mackenzie Powell, a native of England and a veteran editor and statesman, next held the reins of government.

Upon Bowell's retirement another distinguished Nova Scotian, Sir Chas. Tupper, a native of Amherst, became Premier of Canada and sought to avert the rising tide of discontent with the party in power. His best efforts were in vain, and in 1896 the Liberal were returned to power. The Premiership devolved upon Sir Wilfrid Laurier, the brilliant and able French Canadian, a native of Quebec, and the first man of French blood to hold the post of Prime Minister of the Dominion. It was during his administration that Canada first took an important part in the imperial defence by sending contingents of troops to South Africa. Sir Wilfrid's successor, Sir Robert L. Borden, has been called upon to continue this policy in a war vastly larger in extent.

DUKE OF AOSTA

Emanuel, Duke of Aosta, one of the several Italian princes of the reigning house of Savoy now fighting with the Italian army at the front, is 46 years old. He is the oldest son of the late Prince Amedeo, and a grandson of the famous Victor Emmanuel II, the first monarch of united Italy. He is a brother of the Duke of the Abruzzi, admiral in chief of the Italian navy, and of the Duke of Turin, a lieutenant-general in the army. The Duke of Aosta married, 20 years ago, Princess Elena of Orleans, daughter of the late Comte de Paris, and they have two children, Prince Charles deo, Duke of Poitiers, is now 17 years old. He was a cadet in the Naples military school when Italy declared war, and immediately joined his father at the front. The Duke of Aosta holds the rank of lieutenant-general in the army and is inspector general of cavalry. From 1870 until 1873, when Amadeo I, Duke of Aosta, son of Victor Emmanuel II, of Italy, resigned as King of Spain by invitation of the Cortes, the present Duke was heir presumptive to the Spanish throne. In the latter year, however, his father was forced to abdicate, and, after a brief period as a republican, the father of the present King of Spain was restored to the throne. For nine months, before his cousin, King Victor Emmanuel, was born, the Duke was the presumptive heir to the Italian crown. He was again heir presumptive when the present King ascended the throne, until the latter's son, little Prince Humbert, was born. At present, he stands in no succession to the boy Ettore, and only two lives stand between him and the Italian throne. The Duke is a soldierly looking man and his military training commenced when he was only an infant, and has continued to the present. If he should become a military hero that fact might go far toward saving the Italian throne, long seriously threatened by the growing republican agitation in Italy.

Raymond Swoboda, who was arrested in connection with the fire on the steamer La Touraine and who claimed American citizenship, is ill in a Paris prison.

An excursion train en route to New Orleans struck an auto at a Mobile, Ala., crossing, killing Miss Sadie Lynch, 26, stenographer, and wrecking the car.

FUNERAL DESIGNS AND BOUQUETS JOHN RECK & SON

"COLD MILL" MEN TENDER WATCH TO RETIRING FOREMAN

Appropriately Engraved Watch is Memento of Years of Friendship.

"The boys" at the "Cold Mill" of the American Tube & Stamping Co. plant in Hancock avenue, paid a signal testimonial to the popularity of David Hjorth Saturday afternoon when they presented him with a handsome Hamilton watch in a gold case. Mr. Hjorth, who has been foreman of tool makers at the cold mill for the past five years, severed his connection with the concern Saturday and has accepted a responsible position in the manufacturing department of the Bryant Electric Co. Just before work ended for the day his fellow employees gathered about him and C. F. Pichette, on behalf of the others, made the presentation. In the case of the watch is inscribed: "To David Hjorth from the boys in the American Tube and Stamping Co." Mr. Hjorth thanked the donors appropriately.

ROUSING GREETING FOR YOUNG COUPLE WHO WED QUIETLY

Justice Murberg's Ceremony is Followed by Serenade At Home.

While Sven Murberg, Justice of the peace and "mayor of Black Rock," was eating supper Saturday night, his doorbell rang and he left his evening meal long enough to perform a marriage ceremony for Andrew Bergman and Maria Sward. Mr. Bergman is a painter, 24 years of age, and widely known here. He had told but few of his friends of his intention to wed but when he and his bride had gone to their newly furnished home in King's Highway about 100 of their acquaintances called on them. The party brought a handsome silver set as a wedding gift. A supper was served and games, music and dancing enjoyed until nearly midnight.

BRIDGEWATER MAN WELL KNOWN HERE DEAD AT 81 YEARS

Death Claims Darwin Keeler, Member of Prominent Family, on Visit Here.

Darwin Keeler, a retired farmer of Bridgewater, Conn., whose family was the first to settle in that town, in the last of the 18th century, died early today at the home of his son, Attorney Frederick D. Keeler, 3284 Main street, aged 81. He came to Bridgeport three weeks ago, to visit his son, and was enjoying his usual good health, but after a week he was taken ill of the infirmities of advancing years, and for two weeks was unable to leave his bed. Death came to him as he slept, at 3 o'clock this morning.

Mr. Keeler was 81 years of age. He was born in Bridgewater, and spent his entire life in that historic Connecticut town. His family played a prominent part in the upbuilding of the town and is closely identified with its history. Mr. Keeler possessed a cheerful, amiable disposition that won him friends wherever he was known, and many Bridgeporters who prized his friendship learned with grief of his demise. His death is the fourth in his own family, within three months, all having attained great age. Mrs. Charlotte Livingstone, a sister of New Milford, died at 85; John Keeler, his brother, in Bridgewater, at 85; Mary Keeler, his sister, in Bridgeport, aged 78.

Surviving Mr. Keeler, who was a widower, are his son, Attorney F. D. Keeler, a member of the board of apportionment and taxation of this city; a son, Fabron J., of Bridgewater, and a daughter, Mrs. Heman Beardsley of Roxbury.

Funeral services will take place in Bridgewater on Wednesday.

3500 MILES Guaranteed tire that has given very satisfactory service to a large number of our customers, large stock of all sizes.

- 30x3 Non Skid \$ 7.86
30x3 1/2 " " 10.14
32x3 1/2 " " 11.64
32x4 " " 15.52
33x4 " " 16.20
34x4 " " 16.42
36x4 " " 17.46
35x4 1/2 " " 22.97
36x4 1/2 " " 23.35
37x5 " " 27.46

Large Stock of Grey and Red Tubes.

THE ALLING RUBBER CO. 1126 MAIN STREET

The D. M. Read Co. Established 1857

A Sale of Sample Bags The Luxurious Specimens of an Importer.

If there is ever a time when a woman who is a lover of dainty trifles wants to "rub the lamp" it is when she needs a new handbag. Her bag is a very necessary part of her paraphernalia. Her pockets, if she has any, are of the stingiest sort, and she requires so many things, handkerchiefs, purse, keys, note-book, powder-box, mirror, etc., and no place to put them, but in her bag, which as it is always conspicuous she does love to have elegant. Her very soul rejoices in the soft, sweet-smelling leathers, gold or silver mountings, cleverly concealed inner pockets and dainty fittings. It is a pleasure to put forth an array of elegant bags and have them appreciated, and this is an occasion that gives much satisfaction because the value is very much worth while.

- One Bag former price \$18.00 \$13.50
Two Bags former prices \$17.50 for \$12.50
Eight Bag former prices \$15.00 \$5.00 to \$10.50
Five Bags former prices \$12.00 \$5.00 to \$9.00
Five Bags former price \$10.00 \$5.00 to \$8.50
Two Bags former price \$7.50 \$4.50 and \$5.00

Special Group of Colonial Bags Black and Fancy Colors, \$1.00 and \$1.50 Strap-back Purses of fine vachette and morocco, in black and fancy colors, \$1.00

Leather Goods Section, main floor

Japanese Striped Silks for Blouses Yard wide, 65 cts.

It takes but a trifling amount to make a blouse these days, and this Japanese wash silk is so agreeable, so fine to the touch. One prefers it to any fabric for hot weather.

In colored stripes on white grounds, a good assortment, 65 cts. special At the Silk Section.

Light weight Suit Cases for the Traveler.

Of strong Matting and well constructed, very suitable for vacation use, and comfortable to carry \$1.25 and \$1.50 Fourth Floor.

Remnants of Colored Linens.

For the most part dress linen, some of them heavy coarse crash of attractive weave. An odd gathering of colors. In some are enough for waists, in a few enough for whole dresses, and some short lengths for art furnishings for the home.

At marked reductions, some nearly half below original. Linen Section, basement.

Art Section, Stamped Garments for Children's Wear.

- Rompers in blue, pink and tan color, 25 cts
White Rompers 50c, 75 and 85 cts
Dresses, blue or tan 25 cts
White Dresses, for 2, 4 and 6 yrs. 50, 65 and 75 cts
for 8, 10 and 12 yrs., \$1.25
Pique Hats for boys and girls 50 cts
Main floor, east.

The D. M. Read Company.

RADFORD B. SMITH

FAIRFIELD AVE. VARIETY STORE BROAD ST. CO-OPERATIVE—CAR FARE FOR CUSTOMERS PROFIT SHARING WITH EMPLOYEES

Here is a great bargain for 4th of July.

- Flags one cent upwards.
Spearhead staff with fast color flag 2 for 5c, 5c and 8c.
Large cotton bunting flags 25c, 50c, 98c, \$1.50 and \$1.95.
Wool bunting flags \$1.95, \$2.48, \$2.95, \$3.48 and up.

Our Five Cent Special—Velvet bound fly swatters—five cents for ten cent article.

The Display of Ready to Wear and Dress Hats WILL CONTINUE FOR THE BALANCE OF THE WEEK; ALSO ARE BEING SOLD AT POPULAR PRICES AT THE

HALLIGAN MILLINERY 989 BROAD STREET.

JOHN F. FAY 610 FAIRFIELD AVENUE

Furniture Dealer, Upholsterer and Cabinet Maker, Superior Fabrics for Furniture and Draperies. Tel. 74