

Now Comes Spring and "Dress-Up" Time

Spring "Dress Up" Time is here. This time has been dedicated to New Spring Clothes in recognition of the new season. Men and women everywhere will "Dress Up" now.

CLASS A CLOTHES

For Young Men and Men Who Stay Young

Your taste in Spring clothes may be conservative or may favor the more noticeable, more radical models. We will show you both in Class A Clothes.

You are sure of being dressed in perfect style and taste when you make your selection from our Spring models.

We will offer you a wide choice if you visit us now. As to price, you may suit your inclinations in this matter. Class A Clothes can be had at from \$15 to \$25.

We also carry complete lines of Suits for \$10 and \$12.50.

Top Coats \$15 and \$18.

Furnishings in New Styles for Spring.

Edward Smercon

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STRATFIELD HOTEL BLDG.

This Very Day.

"Seize your opportunity," was the advice of Pittacus, one of the seven wise men of Greece. To grasp the swiftly moving moment is the repeated injunction of the Bible. "Teach me to number my days," said Moses. "Make me to know mine end and the number of my days," said David, and Job, who had a peculiarly sane grasp on the things that make for success in all departments of life, is conscious that the days fly through his hands "swifter than the weaver's shuttle."

Lord Chesterfield said that the Duke of Newcastle lost an hour in the morning and spent the rest of the day looking for it. Benjamin Constant's cry of regret should be a warning to us who do not regard the systematic of our day's task. "How I lose my time! What an unarrangeable life mine is!"

The uncertainty of life as well as its swift passage should incite us to live to the top of our ability today. We say, "Some day I hope to get time to read." "Some day I hope to get time to attend to cultivating religious habits." But "some day" is today or probably never.—Christian Herald.

Painting Hooks and Eyes.

There are many methods of mechanical painting, and some of the most extraordinary are described by Arthur Seymour Jennings in his book, "Painting by Immersion." Jennings' method is known as "tumbling." The articles are placed in a machine something like a churn, together with a number of steel balls, usually of very small diameter, and a given quantity of japan. The churn is then closed down and given a dozen or so rapid turns, during which the steel balls carry the japan to every part of the articles. The contents of the churn are then dumped out on to wire trays. These being agitated, the steel balls fall through the meshes, leaving the painted iron parts behind.

Disinfect Your Pets.

Many children and adults acquire skin diseases from the household pets. Such diseases as ringworm and barber's itch are transmitted by the cats and dogs. An epidemic may be started by germs being carried into the home. Every member of the household may develop disease acquired from carelessly petting a stray cat or dog on the street. Dogs are fond of filth. They delight in groveling in heaps of manure or refuse of any kind and for this reason should be regarded with suspicion.

The stray pets should be treated to an antiseptic bath before being fondled. Your own pet dog after a run out of doors should have a disinfectant bath before it is again permitted to sleep on the lounge or sit upon your lap.—Philadelphia Record.

Building a House in Japan.

In Japan if one wishes to build a house he first proceeds to make certain that the site is "respectable." If it is not he must have the ground purchased. A curious incident of this nature developed not long ago when a native decided to build in Tokyo on the ground formerly occupied by the Ichigaya jail. The carpenters would not begin work until the priest had been called in and purified the spot. He brought with him bamboo rods and shimen and rice and with weird incantations turned north, south, east and west, uttering his formula four times and scattering bits of paper and rice at each delivery. The spirits of jail inmates long dead thus propitiated, the carpenters went contentedly to work.

In an Ancient Korean Coffin.

Workmen engaged in restoring the ruins of the old Shikang dynasty tombs in Korea, while employed in a nine-story tower, discovered a stone coffin

Composer's Widow Heads War Relief Fund



MRS. ETHELBERT NEVIN

CALLED "CROOK," PECK ROUTS FOES AT G. O. P. CAUCUS

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ever held here. It started off in a peaceful sort of way with the election of Judge Peck as chairman and Arthur Morehouse as clerk. The Peck machine, through Clifford B. Kearney, immediately offered the following slate for town committee:

Charles H. Peck, Frank E. Conine, Clifford B. Kearney, John B. Eassey, George O. Lines, Charles H. Stillman, John J. Corr, Gustave Johnson, George Ash, Oscar Swanson, Louis H. Wells, Joseph Buskey, C. Edwin DuFour, Fred W. Nettleton, Rollin S. Curtis, Edward Bliss, Kingsley Hill, Samuel C. Lewis, Sylvester Rowland, Walter J. Hanford, Clayton Heoltzel, Julius Haase, David L. Rhoades, William A. Stagg and Alfred Breckell.

A substitute list was presented by Representative J. Henry Blakeman of the Morehouse-Beadsley clan. The list follows:
J. Henry Blakeman, Edward P. Allen, Arthur G. Baldwin, William E. Bassett, George H. Bateman, Frederick G. Bevans, William H. Bradley, Frank E. Blakeman, William Bursstein, Fred Chownshill, William C. Crawford, Frederick S. Cummings, Walter C. Curtis, Harold DeLaCour, Harry A. Burnes, C. A. Cassell, John Graham, Jr., Arthur E. Cranston, Dr. DeKuyter Howland, Thomas E. Jahn, Edward C. Spall, James Lally, Harold C. Lovell, John Molyneux, Fred W. Nettleton, William Nichols, Fred L. Palmer, Asa L. Parketon, Edward E. Sniffen, Richard J. Stanton, E. Mills Tomlinson, Otis Unbehagen, Henry B. Wells, William J. Williamson, Fred Townroe, George A. Fairchild, William H. Freyer, Paul P. Goodell, J. A. Goodsell, Walter A. Hubbell, Joseph Yates, Abraham Wellington, Charles Todd, William H. Hart, J. H. O'Brien, Frank A. Smith, Louis Synder, Charles A. Davis and Fred G. Taylor.

Immediate action of the Peck tribesmen moved on the club table. Mr. Mather, who is assistant to Secretary Lane in charge of the new development work which the department of the interior is doing in the national parks, had just returned from a strenuous summer among the mountain tops.

"Well, Yosemite falls cast my shadow very distinctly one night last August. I was half a mile or more away, gazing, beauty bound, at the effect of the full moon upon these giant falls, which are, by the way, as high as sixteen Niagara's piled one on top of the other. The moon was behind me, of course. The double falls, shining like silver, lit brilliantly by reflected light the dense shadows of the trees which hid me from the moon. Turning, I saw my shadow outlined vividly upon the grass."—Our National Parks.

Ring Life Preservers.

"The worst trouble about a life preserver," said an old sailor, "is that few people know what to do with one when it's thrown to them. Many a man would drown in trying to get a life preserver over his head. The average person struggling about in the water would try to lift up the big life ring and put it over his head. That only causes the man to sink deeper and take more water into his lungs."

"The proper way to approach a life preserver in the water is to take hold of the side nearest you and press upon it with all your weight. That causes the other side to fly up in the air and down over your head, 'ringing' you as neatly as a man ringing a can at a country fair. After that the drowning man can be rescued."

The First Bomb.

The bomb came into being during the troublous times in France toward the close of the eighteenth century. Its inventor was a French fanatic named Chevallier, who had conceived such an intense hatred of Napoleon that he determined to kill him.

Being employed at a government small arms factory, he had gained some knowledge of explosives, and with this knowledge he managed to construct a bomb out of a barrel, which he filled with a mixture of powder, bullets, broken glass and white arsenic.

Chevallier's idea was for the bomb to explode under Napoleon's carriage as it passed through the streets of Paris. A miscalculation, however, caused it to go off a few seconds too soon.

Had Chevallier succeeded in his object the whole history of Europe would of course have been changed.—Pearson's Weekly.

LOCAL SOCIETY GOING IN FOR SPIRITUALISM

Tichnor, Arms Employee, Entertains Bridgeporters In Exclusive Seances.

Members of Bridgeport's "Upper Ten," most of whom are connected with the Brooklawn Country club, have become deeply interested in the spiritualistic world, holding seances through the medium of one who is said to be gifted with the psychic power.

In fact behind closed doors the entrance through which is gained only by the most solemn oath of silence and obligations to reveal to none without the mystic circle what has transpired within, the members of Bridgeport's wealthy colony border Seaside Park are said to have communed in spirit with their departed relatives and friends.

John W. Tichnor, employed in the offices of the Remington Arms & Ammunition Co., is the medium about whom all of the elite members of society speak in bated breath, revealing to each other the marvelous and great power that he controls over the spirit.

Tichnor, a reporter of The Farmer, yesterday, frankly revealed his connection with the local seances, but tentatively refused to divulge the names of those in whose homes the Sunday afternoon meetings have been held.

A request to permit a reporter for The Farmer to be present and judge of the nature of the phenomena was refused "until proper investigation of the party" had been made.

At the home of John W. Tichnor, Suburban avenue and Stratfield road, a woman describing herself as Mrs. Tichnor referred the inquirer to Mr. Tichnor at the Remington Arms & Ammunition Co. She also freely admitted that the medium in question had been exerted for the edification, if not for the benefit, of local society, but said that the qualifications of the inner circle would be "properly recommended" by those interested in the mystic meetings. She suggested that Clinton E. Woods, whom she designated as one of the prime movers in the psychic pilgrimages, would be the proper person to whom an application for admittance should be made.

Psychic manifestations of this nature have been under examination by scientific men for 50 years. During the past 25 years the American and British Society for Psychopathic Research has conducted elaborate investigations into these phenomena. Their reports show that all but a minute percentage of the mediums in this field are rank impostors, operating tricks that were stale in Egypt when the Israelites crossed the Red Sea.

TWO RESCUED AS HYDROAEROPLANE IS WRECKED HERE

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thousand dollars. Damage is estimated at about \$300, according to Mr. Cooper.

The Cooper aircraft was designed as an innovation in aerial fighting craft. It was built from the plans of J. L. Cooper and J. L. Dawes, an engineer, who instructed airmen of the French, Russian and German armies, and was constructed in this city under Cooper's personal supervision.

The Cooper machine was completed last summer and moved to a hangar on Seaview avenue. Experimental trips along the harbor were made early last fall, but no extended flights were attempted.

The Cooper machine is designed to carry four persons, half a ton of bombs or ammunition and a machine gun mounted on the bow. It is 44 feet from tip to tip of the planes and the planes are supported by powerful stays of special design. The hull of the ship is of mahogany and hand riveted throughout.

Among the distinctive features of the machine is a specially constructed prow, designed to cut the water with least resistance. Pontoons on either side of the bow were designed to avert dipping of the planes.

The Cooper aircraft company is organized as follows: John D. Cooper, president; J. H. Crossley, vice-president; and Robert N. Blakeslee, secretary. It is capitalized at \$50,000.

John D. Cooper is known as one of the most intrepid and at the same time one of the most careful aviators in the world today. He is the man who taught the Russians to fly.

When a youth, Cooper distinguished himself as a bicyclist on many tracks of the East. He won many championships and was known wherever the sport was watched. Later he developed into an automobile enthusiast, and in this he gained his knowledge of mechanics and desire for speed.

When the Curtiss school at Hammondsport was instituted, Cooper left this city to become an aviator. He soon attracted the attention of Glenn Curtiss by his mechanical skill, his ambition, intrepidity and general aptitude for flying. Soon he became chief pilot of the Curtiss school and received great experience both with the hydro-aeroplanes and the flying boats.

Curtiss' planes soon became very prominent in the flying world and Cooper became equally prominent. Russia became interested in aeronautics and gave Curtiss a temporary order for 15 machines on the condition that he could prove their worth and teach them to pilot them. So, on Aug. 23, 1913, Curtiss and the Bridgeport boy went to Russia.

In Crimea, hundreds of Russian officers were tried in the planes and of these many attained proficiency. Cooper had great success. He was the pilot, and orders came from Austria, France and England and he and Curtiss visited these countries, where the same success was experienced.

Since his return to this country, Cooper developed an idea for an aircraft that would be extraordinarily useful in war. When the great war broke out in Europe his opportunity came and he has been building the machine since.

According to airmen, the Bridgeport young man is known as a man of quick, flying machine, amazing daring, but possessed of sound judgment and air instinct that makes simple the most difficult of flights. Before he went to Europe he had made more than 4,000 flights.

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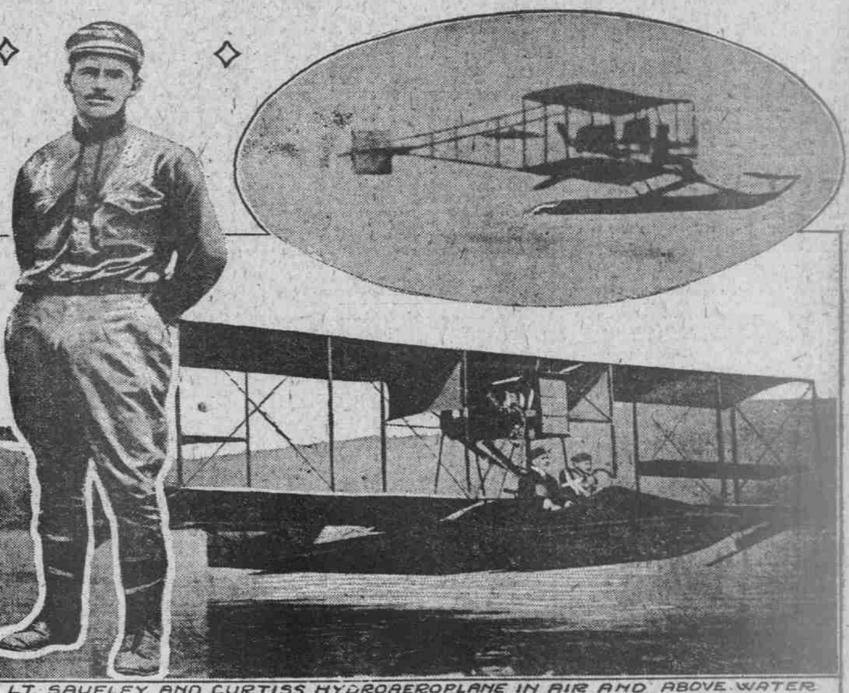
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AMERICAN NAVAL AVIATOR BREAKS HYDROAEROPLANE ALTITUDE RECORD



LT. SAUFLEY AND CURTISS HYDROAEROPLANE IN AIR AND ABOVE WATER

Lieutenant Richard C. Saufley of the naval aeronautical corps raised the navy altitude record for the second time when he ascended to a height of 16,700 feet in a Curtiss hydroaeroplane at Pensacola, Fla. The previous record in the navy was 12,136 feet, made by Lieutenant Saufley Dec. 31, 1915. His recent flight was made without a passenger and was completed in three hours. Navy aviators say that his performance breaks the world's altitude record for hydroaeroplanes.

READ Our Sporting Page Edited by Wagner. Season's Sports Completely Covered