

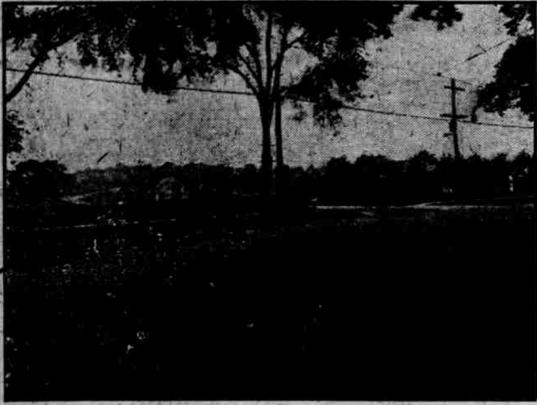
STRATFIELD HOME LANDS

"Where the Breezes Always Blow"

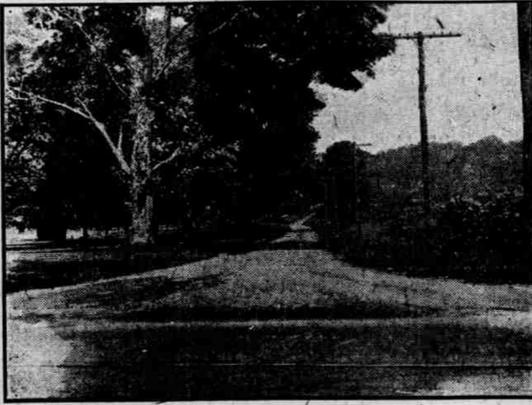
(FIRST SECTION)

Friday, Saturday and Sunday Afternoons, July 28th, 29th and 30th

There will be someone at Stratfield Home Lands to show interested visitors the property. Stratfield Home Lands is not a "Boom Land Sale." No sensational methods will be employed in selling Stratfield Home Lands. It will be sold as fast as demanded by desirable people. The restrictions placed on the property will be actually enforced.



The New Entrance to Brooklawn Club Passed on the Way to Stratfield Home Lands



Where You Leave the Trolley to Go to Stratfield Home Lands, Corner Stratfield Road and Toilsome Hill Road



The Hawley Homestead Across the Street From Stratfield Home Lands

LOCATION IDEAL

The Stratfield District where Stratfield Home Lands is located is conceded to be Bridgeport's Most Exclusive residence section. The elevation and beautiful natural surroundings, make its location perfect for a colony of homes.

Prices Moderate, Terms Reasonable

Home sites at Stratfield Home Lands will be sold at moderate prices and terms can be arranged that are within the reach of any desirable purchaser. Stratfield Home Lands is not cut up into small "Building Lots" but is subdivided into home sites of liberal dimensions. Land values in the vicinity of Stratfield Home Lands are advancing rapidly. When you put your money in a home site at Stratfield Home Lands, you are making a profitable investment as well as securing an ideal place to build a home.

Visit Stratfield Home Lands on One of the Dates Above Mentioned

It is impossible for us to describe all the natural beauties of Stratfield Home Lands, or to tell you about all the improvements we have made there. We want you to visit this place and we are sure you will agree with us that it is one of the most superb locations for a home that you have ever seen.

TO GET TO STRATFIELD HOME LANDS

Take the Stratfield trolley, ride to the corner of Stratfield Road and Toilsome Hill Road, walk up Toilsome Hill Road in an easterly direction about 800 feet and you are at the first section of Stratfield Home Lands. Phone No. 4949 and our auto will call for you at any time you appoint and take you to Stratfield Home Lands without entailing any obligation on your part to buy.

JORDAN & SELLECK, INC.

LAND

1115 Main St., Security Building, Phone 4949, Bridgeport, Conn.

RURAL FREE DELIVERY Service Is Given to 658,000 New Families.

On the 17th of October, 1900, there died in the city of Lexington, a man who had made his mark in public life and left the impress of his personality upon the records of his time. William L. Wilson was the idol of his party in West Virginia and a great and commanding figure in the arena of national life. The people of his district delighted to do him honor, as successive elections to Congress testified, and President Cleveland rewarded the splendid fight he made for tariff reform by a seat in his cabinet, the position of postmaster-general.

When the body of this distinguished man was laid to rest at his home in Charleston, ex-President Cleveland paid him the distinguished honor of attending in person the funeral ceremonies at his grave. At the close of a most touching and impressive address by the pastor, who dwelt upon his many engaging personal qualities, his public and private virtues, the tears coursed down the cheeks of Mr. Cleveland, a deep and silent tribute to the man he loved and whose loss he so greatly deplored.

The Beginning of Rural Delivery and Its Progress
William L. Wilson was the father of rural delivery, whose benefits no one can fully describe, for it is without question the most popular administrative measure of the Government. For years there had been a growing discontent among farmers and the people in the smaller towns at the present advantages afforded the cities and the more populous communities. They felt themselves deprived of the

enjoyed, and the desire for recognition was outspoken and insistent and could no longer be denied. On June 9, 1896, the sum of \$40,000 was made available, and October 1, 1896, the first experimental rural delivery was put into operation in Jefferson County, West Virginia. Service was established on three routes simultaneously, one from Charles Town, one from Villa, and one from Hallowtown. At the close of business June 30, 1915, there were in operation from 18,312 post offices throughout the country 43,877 rural routes. Up to and including June 30, 1915, 26,080 post offices were discontinued on account of the establishment of rural delivery, representing a saving to the postal service of \$1,613,000 per annum and also a saving of \$3,482,000 on account of the discontinuance of star-route service. The period of greatest activity in the rural service was from 1900 to 1905, the appropriations running from \$450,000 in 1900 to \$21,116,000 in 1905.

Steps Taken to Extend and Improve the Service
This administration has recognized the value of the postal service to the people to a greater extent within the past three years than for any similar period during the last decade. Mail facilities have been established and extended on mail routes in more than ten thousand localities, giving service to approximately 2,500,000 patrons heretofore denied this benefit. Six hundred and fifty-eight thousand families were added to the list from April, 1913, to April, 1916. The elimination of useless and wasteful methods have made it possible to do this and also pay out \$4,000,000 more to employees at an actual increased cost of less than \$1,500,000 per annum. For twenty years there had been no readjustment of a vast amount of rural service. It was allowed to remain exactly as experimentally established.

Consequently all sorts of special privilege had crept in and was found existing, such as double daily service to favored localities, unnecessary routes to one family and not to all, duplication of travel by two or more carriers over a single highway, only one of whom performed service there, and many other similar forms of waste and extravagance. There was also neglect shown as to the value of the work performed by the carriers. They were paid solely upon the miles of road covered, regardless of the character thereof, the equipment necessary, the amount of mail carried, or the hours of service rendered. This was an unjust and discriminatory in the payments made as it was in the distribution of mail facilities. Both needed remedy and the remedy was applied, and who shall say that injustice was done to anybody.

Measures of Reform Introduced
The introduction of any measure so nearly allied to the people and whose growth has been so surprisingly rapid must naturally be attended with more or less imperfection, which only practical inquiry into operation could fully disclose. If this practical inquiry, carefully made, developed irregularities which needed correction and the application of the just and equitable rules of proper administration, temporarily inconvenienced some and perhaps gave rise to criticism in others, it was but an incident to all reformatory processes and could be expected to disappear when the wider benefits sought and the greater advantages to be obtained made the object and the purpose clear and justified the wisdom of the action taken. For instance, if, by the change of conveyance and the rearrangement of routes, more and better service could be given, should it not be done? Whenever and wherever such changes have been made it has been found possible to extend service to additional patrons

heretofore denied this accommodation—from 500 to 1,000 in number. Surely the slight delay it might occasion to one or several patrons should meet with little or no objection when it was shown that this had been the means of obliging many others with at least a single delivery who previously had none whatever. In the nature of things, the great desire of the people to obtain a benefit which its Government could provide and the willingness of the Government to give it and give it rapidly, conditions would develop which demanded both attention and consideration. If, therefore, it became evident in operation that by careful inquiry more could be accomplished than was being rendered, it was clearly the duty of those in control to investigate conditions with a view to possible betterment. "The greatest good to the greatest number" must ever be the motto of wise and successful administration, and officials can only hope to win public approval when such motto governs their administrative acts.

Policy and Purpose of the Department
It has been the policy and the purpose of this administration to make of the rural delivery and its partner in public benefit, the parcel post, all that its most sanguine projectors hoped to accomplish. The Postmaster General is deeply interested in the both, and has used to the utmost the great powers of his office and his personal influence as well to promote in every possible way these two great factors in our national life. He wants the man away from the greater advantages of commercial opportunity to have an equal chance with his more favored brother in the cities, and gain for his industry, whatever it may be, the fullest measure of benefit that government can bestow. To this end the energies of the Department have been directed, the wisest counsels sought, and the greatest personal attention

given. As important postal centers provide an easy market for the products of the farm and the rate of postage is reduced by the extension of the local zones, motor delivery was established, whereby exchange was stimulated between producer and consumer, and both alike benefited. Delivery zones from these important centers will be, and have been, doubled; still others established, and the families tributary to these centers thus enabled to take full advantage of this enlarged opportunity to market the products of their industry to the best advantage. The administration expects to greatly widen and still further improve this public benefit and advantage until all sections and all localities where rural service can be made operative shall have these conveniences afforded them and have them generously maintained. Petitions for service are no longer necessary. The recommendations of the postmaster brings an inspector who goes over the ground, and if service can be made at all effective, it will at once be given. No considerations of administrative economy, no more saving of money by miserly methods or parsimonious processes, is to stand in the way of any benefit which the rural delivery can give or which public policy can sanction. The common people, upon whom the burdens rest and upon whose toll the nation's prosperity is built, are to have their share of Government favor in full measure returned to them and every aid to the furtherance of legitimate enterprise and effort secured to them by performance and by practice.

What It Has Accomplished
The rural delivery is indeed a boon to the country. Its measureless advantages can not be estimated, nor need the cost of maintenance be considered, for it has broadened the field of industrial opportunity, touched as

with magic power the possibilities of human endeavor, and transformed conditions to a degree almost marvelous. It has brought the printed page, the great educator of civilization, daily to the home; has brought special delivery almost to the door; has secured good roads and maintains them by official interest and concern; it has attracted the attention of the various states to this question and obtained results; it has made farm lands more valuable and contributed to increased production; it has abridged time by rapid communication; brightened all environment, and made ordinary dull routine interesting and attractive; it has lessened toll by the instructive suggestions which Government experiment and inquiry affords, and has made the home a center of influence and crowns domestic life with all that makes for peace and contentment.

MAX KOHLER, CHAMPION DESERTER

So far as can be learned, deserters have not been numerous in this war, but one man, Max Kohler, has gained a reputation in this line that stamps him as the world's champion deserter. A native of Germany, he deserted the fatherland about six years ago, at the age of twenty, after a brief service in the Kaiser's army. He went to England and then to the United States, where he found employment at his trade of electrician. He also worked at several other occupations, and at various times was a waiter, a sailor, a mechanic and a fitter. A year or two before the outbreak of the war he returned to Europe, but, as a deserter from the army, did not dare to go back to Germany. He settled finally in Paris, where he married a French girl, and was known as an associate of criminals. He spoke French and

English as fluently as the tongue of his native land, and easily passed as a Frenchman. He was among the first sent to the front, but on the first day he was in action he was reported among the missing. It was later discovered that he had deserted and had made his way to a German camp. His statement that he was a German was accepted, but he soon deserted the German force to which he had attached himself, and later joined the Belgian army. Again he deserted and made his way to England, where he lived as a Belgian refugee. He obtained employment in a munitions plant at Newcastle, and married the daughter of a foreman of one of the departments. It was then discovered that he was a deserter from the French army, and was being taken back on the Sussex when she was torpedoed. He was taken back to England, and his German origin being discovered, was placed in a detention camp.

BRIEF NEWS NOTES

The Aspin, a steamship bound for Trepassey Bay, went ashore off the Newfoundland coast, but was floated.

The German classes of 1917 and 1918 will be called to the colors, shortly. The draft may be applied any day.

Mario Tricolo, aged 4, was instantly killed by an electric car at Atwell's avenue and America street, Providence, R. I.

The report is current in Berlin that a body of Turkish troops will soon be fighting in Galicia against the Russians.

Farmer Want Ads. One Cent a Week.