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You men who wish to beat the heat and normal suit prices may do so today at Meigs & Co.—here you will find more suits added to the special sale of \$14.50.



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There's every wanted style including plenty of the popular pinch backs as well as regulation suits. The color range includes dark mixtures, blues, homespuns, a few silk mixtures and gray crashes of a much higher price.

Other attractive prices are here at \$10.90, \$12.50, \$17.50 and \$19.50. Advance Fall Styles in Men's Shoes—Broadstreet black and tan. Two especially good numbers \$5.

Vacationists! Remember to visit our downstairs sporting department before going away.

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For breakfast or lunch at any time of the day, an Electric Toaster is ready at the turn of a switch to furnish as much toast as needed.

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SIXTY-SIX SHIPS WILL BE BUILT AT ONCE BY NAVY BILL PROVISIONS

Senate Measure, Authorizing Construction of 157 Vessels, Passes House By Vote of 283 to 51—Four Dreadnaughts Included.

Increase in Personnel Meets Approval—Bill Sent Back to Conference For Minor Clauses—Appropriation \$110,726,160.

Washington, Aug. 16.—Navy men virtually had before them today the task of carrying out the largest program for building warships ever adopted with a single appropriation by any nation.

Although technically not completed the naval bill, carrying \$315,800,000 has been tentatively approved in its main provisions by Congress and was in the hands of a conference committee only to settle minor differences between the House and Senate on navy yard appropriations.

Anticipating speedy disposition of the remaining questions, the navy department already had begun plans for putting into effect provisions of the big building policy and increased personnel features approved yesterday by the House.

Indications today were that the conferees would reach an early agreement on the questions still in dispute and that the bill would be laid before President Wilson for his approval in a few days.

The House yesterday adopted the Senate shipbuilding program and personnel amendments by a vote of 283 to 51. The building plan makes provision for eight capital ships next year—four dreadnaughts and four battle cruisers.

At the request of Chairman Padgett of the Naval Affairs Committee, the Naval bill was returned to conference, where a number of items which the House and Senate conferees could come to no agreement on will be threshed out.

Those Who Voted Against. Of those voting against the shipbuilding program 35 are Democrats, 15 Republicans and one Socialist, as follows:

- Democrats—Ayres, Kansas; Bailey, Pennsylvania; Black, Texas; Blackmon, Alabama; Buchanan, Illinois; Burnett, Alabama; Connolly, Kansas; Cox, Indiana; Dies, Texas; Doolittle, Kansas; Garrett, Tennessee; Gray, Indiana; Hardy, Texas; Heilvering, Kansas; Hillard, Colorado; Huddleston, Alabama; Johnson, Kentucky; Kitchin, North Carolina; McClintock, Oklahoma; Pace, North Carolina; Randall, California; Shallenberger, Nebraska; Shouse, Kansas; Sisson, Mississippi; Slayden, Texas; Steele, Iowa; Taggart, Kansas; Tavenner, Illinois; Taylor, Arkansas; Thomas, Kentucky; Thompson, Michigan; Tillman, Arkansas; Vandyno, Minnesota; Watkins, Louisiana; Webb, North Carolina.

- Republicans—Anderson, Minnesota; Campbell, Kansas; Crampton, Michigan; Davis, Minnesota; Dillon, South Dakota; Elliott, Michigan; Eastman, Iowa; Helgeson, North Dakota; Hollingsworth, Ohio; Kinkaid, Nebraska; Lenroot, Wisconsin; Mondell, Wyoming; Morgan, Oklahoma; Nelson, Wisconsin; Young, North Dakota.

Provisions of Program Adopted. The program adopted yesterday authorized 157 new ships for the navy, 66 of which are to be begun as soon as practicable, and the construction of the remainder to be begun prior to July 1, 1919.

The program adopted yesterday authorized 157 new ships for the navy, 66 of which are to be begun as soon as practicable, and the construction of the remainder to be begun prior to July 1, 1919.

The amount carried toward the 66 ships is \$110,726,160. The total cost of the whole programme of 155 vessels is estimated at \$588,180,576, leaving to be appropriated \$477,454,416.

In his speech urging the adoption of this programme Chairman Padgett, concluding the debate, said:

"I have conferred frequently with the President during recent months, and can say that his whole heart is in the matter and that ever since last September he has advocated a continuous building programme and a programme that will meet the will and wishes of the American people. The President has put the power and force of his great prestige in support of this programme, and he stands for it today and asks the Congress to agree to it and to do its patriotic duty regardless of partisanship."

an embarrassing position. "I do not hesitate," he said, "to profess embarrassment as a member of the House and as a Democrat today. I remember two months ago that the Chairman of the Naval Affairs Committee, the membership of the House and, as I understand it, the Administration, approved my course when as a straight up Democrat I voted against the extravagant, wild and reckless building programme presented by the Republicans of this House in the amendment offered by Mr. Butler of Pennsylvania."

"I was applauded by the Chairman of the Naval Affairs Committee when I denounced such a programme as criminal waste, and I understood that my position was that of the Administration."

"And yet in the short two months the Chairman of the Naval Affairs Committee, the Secretary of the Navy and the President asked me to get up and eat my words and support a bill that was denounced as criminal, reckless and extravagant, but which is now characterized as the perfection of navy."

"I denounced this building programme two months ago and I cannot see any difference now. If it was wrong then it is wrong now, and more so, because since then two great naval powers have lost 100,000 tonnage each in battle."

"I tell you that we are now in second place among the navies of the world. I want to call attention to the enormity of this programme. It increases within three years, by more than \$120,000,000 the construction programme of all nations on earth for ten years prior to the outbreak of the European war. And yet you say that this country is not crazy—that we are sane and conservative. By this action you are taking today you make the United States in dollars and cents the greatest militaristic naval nation the world has ever seen."

"The defense program, which approval of the Naval Bill by the House virtually completes, has been the most important achievement of the session and has involved appropriations aggregating \$661,618,000. In addition to the Navy Bill, it included reorganization of the regular army and National Guard, bringing the enlisted peace strength of the army to 187,000, capable of expansion to 220,000 men, and providing a Federalized National Guard which at full strength will number 460,000 men."

"The first recommendation ever made by a chief executive for a continuing program for naval construction was made by President Wilson in his message to Congress last December," said Secretary Daniels last night, "and it was gratifying to all who believe in a strong navy, when both political parties in their platform last June affirmed that wide departure from former policies. Instead of what has been characterized as a haphazard policy, Congress has now adopted a continuing, constructive, well-balanced program that insures the building of a navy worthy of our country."

"The eight capital ships, to be constructed at once, will carry any capital ships yet constructed by any nation."

"Already plans have been drawn for nearly all the ships to be built this year except battle cruisers, and as soon as the President signs the bill advertisements will be made for bids for their construction. Plans will be completed within two or three months for the battle cruisers."

"Not less important than the increase in fighting craft is the increase in fighting men. I am particularly pleased that in the provision for the increase in officers Congress adopted the principle of promotion by selection."

"The navy of the United States is today the only effective institution in the world where officers go from the top to the bottom by seniority. That system puts a premium upon mediocrity. Forward-looking naval officers have for a long time been advocating the doctrine of promotion by selection. At last it has come and this Congress by this act has done more for the navy than it can now fully appreciate."

Stefansson To Stay In Arctic Regions. Nome, Alaska, Aug. 16.—Vilhjalmar Stefansson, the Canadian Arctic explorer who went into the polar region in the summer of 1913, probably will return to civilization during the present season, but will continue his work of exploring newly discovered land north of Prince Patrick land. This news was brought by six members of the Stefansson party who returned here today on the power schooner Alaska. The party which the Alaska was under Dr. Rudolph Anderson, Stefansson's chief subordinate who had been exploring and charting the coast line bordering Union and Dolphin straits and the Coronation region far east of the mouth of the Mackenzie river.

Last call for summer millinery. Perhaps your summer hat looks shabby. Well, you can find a new fresh one at E. H. Dillon & Co., 1105 Main street, at a nominal price.—Adv.

Children's Coughs. Children's throats are delicate and sensitive. In play, at school or work they are exposed to chilling drafts, their little bodies are overheated from exercises, they cool off too quickly and a cold sets in. The minute your child commences to cough get a bottle of Leonard's Cough Syrup (creosoted). It is good for children's delicate throats, protects the lungs, raises the phlegm, and gives quick relief. A harmless, safe, pleasant remedy for coughs, colds, croup, whooping cough and bronchitis—that is healing and soothing. Fine for adults too. 25c at your druggists or Hindie's Drug Stores, 287 Main St. and 909 Main St.—Adv.

PORT COLLECTOR IN DANGER WHEN BIG WIND BLOWS

Seeking Bremen, Yacht Carrying Mr. McGovern Has Battle With Waves.

New Haven, Aug. 16.—Clerks in the custom house today learned of the perilous experience the collector of customs, James L. McGovern, had yesterday, on Julius Fleischmann's yacht, Whirlwind, while searching for the German sub Bremen off Fisher's Island. The Whirlwind was battered by heavy seas and nearly foundered. Collector McGovern, accompanied by Deputy Collector Jeremiah Dillon and Postmaster Bryan F. Mahan of New London, went out on the Fleischmann yacht after a report came in that a sub was sighted five miles south of Fisher's Island.

No traces of the reported craft could be found. Unable to proceed beyond Race Rock, the Whirlwind, which is 125 feet long and of very narrow beam, had to lie to for an hour, while the waves swept over her and momentarily threatened to engulf her. She experienced great difficulty in getting to New London. Captain Smith and Mr. Fleischmann said that in their many years' experience on Long Island Sound they had not encountered before so high a sea.

Three hundred of the crew of the Italian dreadnaught Leonardo da Vinci were drowned following an explosion in one of the vessel's magazines.

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Better Furniture Values Are Not Obtainable. All the furniture required in every home in Bridgeport and vicinity is included in the vast displays on our seven floors and basement.

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Advertisement for Pictorial Review Patterns, featuring illustrations of women in dresses and text describing the patterns and their availability.

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ADVERTISE IN THE FARMER

FORD PEACE PARTY INCREASING SCOPE. Stockholm, Aug. 16.—The neutral conference for continuous mediation, resulting from Henry Ford's peace movement, has decided to establish a bureau in Berne and Stockholm and headquarters at The Hague with Louis F. Lochner in charge.

Norway, Sweden and Sitzerland, whose duty it will be to watch the political situation in the belligerent countries with the object of peace. The Cruiser Galveston, of the Asiatic fleet, has received the gunnery trophy for the cruiser class. This is the third consecutive year the Galveston has won the trophy. The Passaic Cotton Mills, Inc., withdrew its charter to do business in New Jersey.