

See Where Your Dollar Goes!

Investigate Your Cost of Food Purchases. See if You Are Not Paying a Great Deal More Than You Should. LOOK OVER THESE SPECIALS

Hour Sale 9-12 a. m. **THE MOHICAN COMPANY** Hour Sale 9-12 a. m.

Granulated SUGAR 10 lbs 73c **Best Pure LARD** lb. 15 1/2c

ALL DAY SPECIAL Fresh Uncas Creamery Butter lb. 38c

Hour Sale—3 to 6 p. m. Round and Sirlin **STEAK, lb. 18c** Whole Slice 28c value

ALL DAY SPECIAL Prime Rib **Roast Beef lb. 19c**

Lean Shoulder STEAK..... 12 1/2c

Shoulder Cut FRESH BEEF For Potting... lb.

Fresh Cut HAMBURGER 11c

SPECIAL LAMB SALE

Legs short cut, lb. 16c

Hindquarters, lb. 15c

Forequarters, lb. 12 1/2c

Lamb for Stew, lb. 11c

Chops, lb. 17c, 20c, 25c

Fresh, Native, Little Pig **PORK**

Fresh Hams, lb. 23c

Fresh Shoulders, lb. 18c

Side Pork, lb. 18c

Pork Chops, lb. 25c

Mohican Rolled Oats 4c lb., 7 lbs. 25c

Extra Choice Evaporated Apples..... lb. 18c

Shredded Coconut lb. 18c

Queen Olives quart 35c

Sunbeam Pure Maple Syrup..... pint bottle 25c

Royal Seal Lima Beans 10c can, 3 for 25c

Royal Seal Early June Peas can 12c

Oakland Tomatoes No. 3 can, each 10c

Royal Seal Succotash can 10c

15 lbs. Granulated SUGAR \$1.00

with purchase of \$1.00 worth of other groceries

CRISCO for Shortening can 25c-50c

Cooking COMPOUND lb. 14c

Good Table BUTTER lb. 35c

Fancy Selected EGGS dozen 35c

OLIVE ZEST jar 10c

Whole Milk CHEESE lb. 23c

SWEET POTATOES peck 25c

Yellow ONIONS 3 lbs. 10c

Fine CABBAGE lb. 3c

Fresh CELERY bunch 9c

Head LETTUCE head 8c

CUCUMBERS each 9c

HOT FROM OUR OVENS DAILY

Mohican Pound Cake

Made in the following varieties—Plain, Raisin, Citron, Oriental Marble, Lady and Nut

SPECIAL THIS WEEK AT 20c and 22c lb.

South Windsor—Leslie Newberry and his brother John Newberry have returned from a two weeks' fishing trip at Dead Stream Pond in Maine. They caught many square tail trout and a five pound salmon.

New Milford—While out looking for Indian arrow heads, yesterday afternoon near Levers Leap, which is about three miles above New Milford, Starr Sherwood of Danbury found a half-dime which is dated 1795.

AVOID DANGER

There is no reason for having a cold room even if it is too early to start your heater. A cold room is dangerous.

Buy a Gas Heater and be comfortable

A full line in stock. Prices \$2.25, \$2.75 and \$3.25. Tubing 10c per foot.

THE CITY OF NORWICH GAS & ELECTRICAL DEPARTMENT

321 Main Street, Alice Building

Interesting Testimony at Westery

George Anderson, Signal Maintainer, Admits That Distant Signal Has Failed to Work Correctly Within a Year—Frank H. Nickerson Recalled Lampman, Airbrake and Engine Inspectors Testify—Woman Dies Suddenly—Mrs. Hoxsey's Estate Over \$929,175.

The superior court for Washington county with Judge Rathbun and a jury, reconvened in Westery, Tuesday the ninth day of the trial of George Anderson, who has been maintaining the Gilt Edge signal, on two charges of manslaughter in connection with the wreck at Bradford station, on the evening of April 17 last. The state claims that the Gilt Edge rushed into the block with the distant and all other signals set against the train, while the defendant claims the opposite, and that the distant signal was clear and that the second home signal was set against the train just as the signal was reached and too late to prevent the crash, which resulted when the Gilt Edge was at diminished speed.

While being cross-examined Monday by Attorney John J. Fitzgerald, George Anderson, who has been maintaining these signals for the past six years, testified that he had known that particular distant signal at Bradford to "stooch" that is not to respond to the usual manipulation and that he had known that signal not to work correctly within a year. This is considered a vital point in the case, and is made emphatic as coming from a witness for the prosecution. Attorney Fitzgerald has made a careful study of all that pertains to railroad signals as is shown by his familiarity with the minutest details, not only in the tower work, but also in the electrical and manual operations of the signals, and with the book which, as demonstrated in his cross-examination of witnesses for the state.

It is said about the court house that the evidence for the state will be all in within two days. The defense will have about thirty witnesses, and it is not believed the cases will be given to the jury before the latter part of next week.

George A. Anderson, the signal maintainer, who was on the witness stand when court adjourned Monday, resumed his testimony when court opened Tuesday, and the cross-examination by Attorney Fitzgerald was continued. With train in block and to be put on the distant and first home signal must have been thrown back to normal, said the witness and then added that the switch was operated by the second home signal at normal, or as a matter of fact the switch could be operated regardless of other signals, with the second home at normal. Witness did not know who was townerman at Wood River at the night of the wreck, but that particular trick belonged to a man named Ross. Objection was raised to a series of queries as to whether Ross continued to be townerman, and objections were sustained. The witness said Ross resided in Wood River at the time of the wreck, and was now a resident of Wood River. Witness did not know if he did not know whether Ross had removed from Wood River and that he knew nothing of Ross' whereabouts.

Upon direct examination by Assistant Attorney-General Phillips, the witness said the first home and distant signals were in normal position at the time of the wreck, and that under such conditions a train would not be a danger to the tower. The witness said that the key to the gravity box would indicate tumbblers in the lock, and that the tumbblers were set for four prongs and four slots. The gravity boxes are of iron and are bolted into the foundation of iron, and attached to the tower by means of iron houses, and the foundation is solid. It would be impossible to move the gravity boxes, and the tumbblers in the distant signal is held by its own weight, and is quite heavy.

There was one occasion when the distant signal was clear, and it should have been at danger. He made an investigation and found that it was due to the dropping of a Western Union telegraph wire about midway of the distant and the first home signal. The telegraph wire was broken and dropped in the control wire to the distant signal, and closed the contact to the distant signal. Witness said he discovered the broken wire within ten minutes after the defect was reported. When witness removed the fallen wire the distant signal went back to normal. With circuit broken, the towerman could not set the signal distance at clear. Unless the distant signal was at danger, the green or clear light signal would not show, and to get this the lever must be in contact at the tower. The locks in the Bradford and Wood River gravity boxes are identical and witness was in charge of these boxes.

By Mr. Fitzgerald—The witness said that the motor at the distant signal worked the blade, but the lever in the tower provides the current to give the contact. It depends entirely upon the motor as to the movement of the blade, after the contact as given from the tower. The towerman lever to the distant signal must make a complete stroke before it can be set at danger. The signal is set at danger, it is fastened to a wooden frame, and to this machine is attached the gravity boxes and the solid foundation, and all attached to the wooden frame. The passing trains cause vibration in some towers, he said, but the gravity boxes could not be moved as they were firmly fixed. The gravity box at Wood River could be so manipulated as to give the advance clear at Wood River. The switch at Bradford could be used with the second home signal, at red, and first trains could be put on to siding.

A towerman can let a train by the first home and onto the siding without putting the first home lever back and latching. The control wire to the distant signal is not on a pole line, but the wires to the relay are. The wires from the distant signal to the relay are on a pole line. There is no control wire to the distant signal, but the telegraph wire fell on the motor control wire. At the time witness saw distant signal out of order, there was no train in the block. The wire in on the same pole with the Western Union line and the sagging of the telegraph wire might be enough to come in contact with the signal wires, and could be blown on and off the signal wire and operate the distant signal. The witness testified that the gravity boxes were of the same construction in all towers. He opened these boxes once a week for inspection, then securely locked them. At Wood River there are seven gravity boxes, and they are easily reached and the same keys fit all of the boxes in all the towers. He did not know whether the towerman had duplicate keys.

By Mr. Phillips, the witness testified that when the Western Union wire broke, the towerman notified witness that the distant signal was out of order. All levers were normal as there was no train in the block and

any more and witness did not know where he is now. He did not know just when Ross moved away.

Thomas J. Lee, a resident of Boston and inspector of engines for the New York, New Haven and Hartford Railroad Company, testified that he inspected the engine of train 25 on the morning of the wreck in the round house at East Boston. There were two minor jobs to be done on the engine. There were a few bolts loose; outside of that the engine was O. K. He had nothing to do with the air brakes.

By Mr. Fitzgerald—Witness had not examined 3088, but he did inspect 1328 engine.

Edward W. Chapman of Dorchester, an engine inspector of air brakes, testified that he inspected the brakes of the engine of train 25. He tested all the brake apparatus on the engine, and made minor repairs to the service brake. He pronounced the brakes to be O. K.

By Mr. Otis—The test is made by pumps which is the usual way, and the witness said he had been in this kind of work for sixteen years.

By Mr. Fitzgerald—The piston of the brakes the day before the wreck needed attention, and it was given. The defect was caused on one round trip.

Michael Cullen, of South Boston, an air brake inspector, testified that train 25 brakes were tested by him on the afternoon of the night of the accident. He was assisted in the test by Thomas J. Lee as Gallagher. He tested the brakes in the usual way and found all brakes in good order. He kept a record of the inspection and produced the record.

By Mr. Fitzgerald—Witness said he has been in Westery since Tuesday of last week, and the clean record book he produced was the same he had with him at the time of the inspection. There were seven cars on the train when inspected, but the train started with five cars. The train was made up of a buffet, a parlor, a diner, a coach and a smoker. The book showed the numbers of the cars on the train, but not their location.

By Mr. Otis—Witness had been in the job four years and knew the cars by their numbers.

Thomas Gallagher, of Dorchester, an air brake inspector for the railroad company, testified that he inspected train 25 and found brakes to be O. K. He has been on the job 14 months.

By Mr. Fitzgerald—Before brake inspector was a car cleaner, and air brake inspector helper. The train was made up of an engine and five cars. The inspection was made at 3 o'clock in the afternoon. The cars were at a standstill while being inspected. He had heard air brake inspector five years ago.

Ernest G. Pitcher, of Somerville, an employe of the railroad company, was car inspector at South station, gave him a claim of \$121.30 for cars were put on 25 at South station. He examined the air brakes on these two cars and found them to be O. K. The inspection was made at 3 o'clock in the afternoon. The cars were at a standstill while being inspected. He had heard air brake inspector five years ago.

Samuel Newman, signal foreman, testified that he was at Bradford on the night of the wreck, about 11:40, and he found the levers at normal. The next day, Tuesday, he went into the tower to relieve George Anderson, who was watching the levers and remained there until 10:30, when the levers were at normal and no one was permitted to touch them.

By Mr. Fitzgerald—At that time he was at Bradford, and he had been at work all day, and when he heard of the wreck he came to Bradford from Providence on the wrecking train. He has had no experience in the operation of the signals, but abandoned the trip when he learned of the wreck. He did not stop at the distant signal and witness walked to the tower. There were several cars on the train, and he saw the train as it passed. He saw the train as it passed the tower, and he saw the train as it passed the tower. He saw the train as it passed the tower, and he saw the train as it passed the tower.

Maurice W. Flynn, president of the Westery town council, and an open supporter of the present mayor, was elected to the Rhode Island general assembly, from the second representative district of the town, and received the endorsement of the district town committee for the nomination. After the nomination the election in Westery is simply a legal formality for republicans, or democrats in comparison are almost as scarce as eels' feet. Of the members of the wing of the party who preferred Samuel H. Davis to Mr. Flynn, and who always advocated support of the present mayor, a majority of the town committee, only practice what they preach, Mr. Flynn will be nominated without opposition. He is a thorough business man, a resident of Westery since childhood and always active in all that pertains to the best interests of the town. He has served several terms in the town council and was elected president of the committee in 1915, upon the organization of the present council.

Mariantonio Sulco, wife of Gerald Sulco, died Wednesday Tuesday morning, while on a visit to Mrs. Frank Bruno, on Pleasant street. The women were seated and in conversation when Mrs. Sulco suddenly complained of faintness and dizziness, and a moment later she fell from the chair and was killed. She was 52 years of age, and was a native of Italy. She was a member of her family, known up to the time of her death, which was due to heart disease. She was survived by four daughters and two sons.

The latest real estate transfers in Westery, as recorded by Town Clerk Whipple are as follows: Aizada, A. Saunders to Sarah J. Hazen, lot north side Atlantic avenue, Pleasant View; James F. Fenton, et ux, to Thomas H. Crawford, two lots at Pleasant View; Sophie J. Allen to Ernest A. Robinson, house and lot north side private road from Potter Hill road; Harriet B. Stanton to Clarence E. Roche, lot north side Elm street; Augustus E. Borsdewy to Edmund P. Warren, individual interest in forty-three lots in Dewey park; Joseph M. Bennett, et al, to Luigi Gentile, et ux, house and lot on High and Dixon streets; Albert E. Koway, et ux, to Robert L. Kammerer, et al, lot west side of Crandall avenue, Pleasant View; Annie L. P. Church to Eben S. Stevens, house and lot north side Winona avenue; Eben S. Stevens to Eben S. Stevens, house and lot north side Winona avenue; Mary S. Damer to William H. Chapman, et ux, lot in Spruce street; Clifton W. Sweeney to Sweeney & Williamson, lot on Napartree Point, Watch Hill.



Made from Long Leaves



No Short, Broken Leaves in LIBERTY

Long Cut Tobacco

Ageing pure Kentucky tobacco up to 5 years puts richness and snap and full body into LIBERTY that give hearty satisfaction, every puff out of a pipe and every smack out of a chew.

No wonder LIBERTY is the big favorite with men who want quality instead of a "big-looking" package. They know man's tobacco when they smoke or chew it. Go after some right away—sold everywhere.

5c everywhere.

THE AMERICAN TOBACCO COMPANY

LIBERTY Is Real Long Cut Tobacco, Men!

LIBERTY is made from ripe, selected long leaves.

You know this is true—because you find only long, silky shreds of tobacco in LIBERTY.

You do not find loose, hard stems or short cuts in LIBERTY—no short leaves, broken leaf or hard stems are used in making LIBERTY.

That's why LIBERTY is always slow-burning and cool-smoking in a pipe—why it holds together and lasts in a chew—and gives all 'round man-size enjoyment.



eventually be divided among her children, and their heirs. There is a large and valuable block of stock of the Babcock and Wilcox company of London, England, which stands in the name of Mrs. Hoxsey and her daughter, and it is this property that is in the schedule of the estate, but is claimed by Mrs. Thomas and therefore is not included in the inventory.

Nathan B. Lewis, executor of the will of Charles D. Chapman, petitioned the court to pass upon a claim of his own against the estate. Referred to the session of Oct. 17, and the court appointed Harry E. Agard as counsel for the estate. In the same estate, the executor petitioned for leave to compromise a claim of \$121.30 for cars were put on 25 at South station. He examined the air brakes on these two cars and found them to be O. K. The inspection was made at 3 o'clock in the afternoon. The cars were at a standstill while being inspected. He had heard air brake inspector five years ago.

gar, guardian of Thelma E. Segar, to sell a one-ninth interest in real estate located in Main street, as private sale and for not less than \$200. Bond \$200.

In the estate of J. Frank Segar, the widow, Ellen F. Segar, petitioned the court to set out to her real estate of the deceased in addition to her dower and on the same terms. There is now on deposit in the participation department of the Westery branch of the Industrial company the sum of \$8150, and of that the widow will receive the interest during her lifetime.

Charles L. Brown was appointed administrator of the estate of Eva M. Brown. Bond \$500, with Louis Solomon surety.

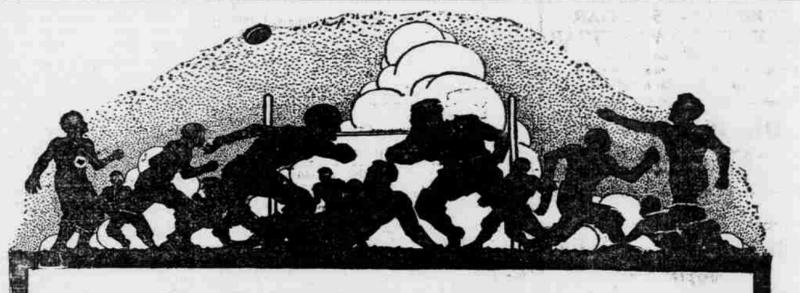
Edward M. Dodge was appointed administrator of the estate of Ophelia J. Dodge. Bond \$500, with Frank F. Dodge surety.

In the estate of James M. Dunham, the petition of the widow that dower of real estate be set out to her, was continued to Oct. 17.

Wayland A. Saunders, guardian of Leon W. Saunders, petitioned the court for authority to sell real estate located in the city of Cranston. Blass & Welch, Providence attorneys, appeared in opposition and the matter was continued to Nov. 21, next.

Another case of infantile paralysis has appeared in the village of Pawcatuck, in the town of Stonington, contiguous to Westery. The patient is Marjorie Higginbottom, the 14 year old daughter of Mr. and Mrs. James Higginbottom, of Moss street, and who has a twin sister, Jessie Higginbottom, a younger sister, attended the West Broad street school, in the same room with Elwood R. Ayers, who died of

(Continued on Page Eight)



Putting It Over The Line

Many a man can think up plays in sport or business who lacks the rugged strength and energy to carry them out.

Human power comes from food, and it is vitally essential that it contain the elements required by both body and brain—in good balance, and in form for prompt digestion.

Grape-Nuts with Cream

combines all the nutriment of whole wheat and malted barley, including their mineral salts so necessary to thorough nourishment.

Grape-Nuts is a winning food—ready to eat direct from package, easy to digest, richly nourishing, and wonderfully delicious.

Every table should have its daily ration of Grape-Nuts.

"There's a Reason"

