

DANIELSON AND PUTNAM NEWS

DANIELSON

Another Electrical Storm Friday—William Grosbeak, foreman at Fort Terry, petition to State Highway Department to improve Main Street—Horse Killed in a Peculiar Manner—Probable Retail Price of Coal \$3.50.

E. H. Shawwell, Alton, Ore, fabric expert of the Goodyear Tire and Rubber company, has been at Goodyear for a few days.

Mrs. Frank C. Davis, Worcester, is being entertained by her cousin, Mrs. W. DeLard.

James B. Weston at Springfield, visited Danielson, Canada, Friday.

James W. East of Methuen, Mass., has been a visitor in Danielson.

F. A. Jacobs was in Providence on Friday to a business trip.

George E. East of Boston has been a visitor with relatives here.

Flanagan at Seaside—A flanagan is now on duty at the White Street station in Dayville, which is eventually to be abolished.

Hour Sales, Kayatone Store, today—

The Shubway Clothing Co., Danielson, will sell a spraying outfit, 2 1/2 horse power, for a number of attractive and hose, in good condition, cheaply.

James A. Simmons of Hartford visited Danielson friends Friday.

More absurd and utterly ridiculous statements are being made relative to the operation of the draft than at other subjects added together—thus providing an ideal subject of summer gossip.

Another Electrical Storm—Another electrical storm over Danielson Friday morning added to the troubles of the telephone repair men, though their troubles have been heavy indeed, of late.

Not to Stock Brooks—No movement is underway to place financing trust in nearby Brooks this fall. The experience in the past has been burdensome to those who have undertaken the work and the returns exceedingly small.

A Labor Day observance is being arranged at the Connecticut Mills, so the holiday will offer a number of attractions intended to keep people in their homes town and attract visitors from other places.

It is one month today since the Thirteenth Company was ordered mobilization at the annual muster. The company has departed for Fort Terry. Are you remembering the men?

Ordered to Fort Terry—William Grimaldi, member of the Thirteenth Company, has been ordered from his home in Attitash, N. H. to report today to the Thirteenth Company at Fort Terry.

Mr. Grimaldi, a brother of Chief Grimaldi, has not yet fully recovered from injuries he received when he was struck by a motorcycle a few weeks ago.

To Arrange For Soldiers' Voting—There was talk here today of making arrangements for the military service of the United States may be afforded an opportunity to vote at the local town election in October. It is held unfair to practically disfranchise men who are endeavoring to do their duty for their country. Members of the republican and democratic town committees will be asked to form a committee to advise the selectmen on the matter. The majority of local soldiers are at home and at a considerable number will be in a cantonment or the new army.

STATE HIGHWAY DEPARTMENT—Will Be Petitioned to Improve Main Street Trolley Route Pavement.

Friday morning Charles H. Pellett was circulating a petition addressed to the state highway department, seeking the improvement of the pavement inside the trolley tracks in Main Street so as to do away with the present conditions, parallel with the rails, that make crossing the tracks, or getting out the tracks, a dangerous operation. The petition requests that the state highway department make the necessary repairs to the Shore Line Electric Railway company to do so, and also sets forth that accidents, due to the condition of the pavement, are of almost daily occurrence.

With very few exceptions, those who have signed the petition and automobile owners and not a few of them have had starting experiences in the handling of their cars on the pavement in question.

It is understood that the new concrete pavement is to be laid as to force making the development of such conditions as are now complained of relative to the present paved section.

Unruly Horse Falls, Fracturing Skull—A horse owned by Louis E. Kennedy died almost instantly when he fell over backward, after rearing, and struck his head on a trolley rail in Furnace street near Mr. Kennedy's barn. The animal's skull was fractured.

The horse had recently come into possession of Mr. Kennedy and after a bit unruly when he decided to stand on its hind legs, lost its balance and fell backward, with the result mentioned.

Think Coal Will Sell For \$3.50—Anthracite coal will retail in Danielson for about \$3.50 a ton this winter, in the opinion of Osmer A. Young, head of Young Brothers company.

Mr. Young expressed his satisfaction Friday over the fact that the government has set prices on anthracite coal. It will mean that the selling price will be put on a definite basis and will reduce the uncertainty that retailers are getting any undue advantage of the abnormal condition under which the country is now receiving.

Mr. Young says that he believes it will be difficult to get coal this winter. The fact of the price of coal will not help increase production at the mines or facilitate transportation.

A. F. WOOD—"The Local Undertaker"—DANIELSON, CONN. Carlow & Mackay's Street

DOLLAR RESERVES—Build up your own regiments of Gold and Silver men. Have them ready for your defense or comfort when you need them. Start now. We invite your account, be it large or small.

Assets, \$2,765,376.87 Deposits, \$2,630,114.73 Surplus and Profits, \$135,262.14 YOU CAN DEPOSIT BY MAIL

BROOKLYN SAVINGS BANK, Danielson

J. ARTHUR ATWOOD, President. W. A. BURNHAM, Vice-President. CLARENCE A. POTTER, Treasurer.

Bank open Saturday evenings, 6-8

PUTNAM

Board to Hear Exemption Claims Next Thursday—William Macdonald is Elected School Superintendent—Red Cards to be Mailed Drafted Men—Bill Martin Pitching for Canadian Team.

Next Thursday has been selected by the exemption board for this district as the date for holding hearings on the claims for exemption by men who underwent their physical examinations Friday and Saturday of last week and Monday of this week. Practically all of the more than 70 men who have claimed exemption have filed their affidavits.

Some of the men also have requested forms on which to claim exemption through the district board on the ground of occupation. These claims will be decided by the district board.

As yet the local board has not received any reports from the district board on any of the cases of appeal made in this district. The number of such appeals has been materially increased during the past few days.

As yet the local board has not received any reports from the district board on any of the cases of appeal made in this district. The number of such appeals has been materially increased during the past few days.

As yet the local board has not received any reports from the district board on any of the cases of appeal made in this district. The number of such appeals has been materially increased during the past few days.

SUPERINTENDENT OF SCHOOLS—William Macdonald of New Hampshire Elected—Salary \$2,200.

Announcement was made Friday of the election of William Macdonald, 34, of New Hampshire, to the position of superintendent of schools in Putnam, to succeed the late Charles N. H. St. Albans, Vt. high school and of Brown university. He has had experience as a high school teacher and has been acting as a superintendent of schools for the past four years.

Schools here are to open September 4.

Information Cards for Drafted Men—Within a few days red cards bearing the following information and instructions will be mailed to the men who are to be called from this district Sept. 2, for military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

From the date hereinafter specified, men to be called for military service of the United States and subject to the provisions of the military law, shall be liable to military service, and shall be liable to military service.

spending a few days at Alton Bay, N. H.

Probably No Other Call This Year. It is believed now that no more men will be called for physical examination in this district this year, but another call may be expected some time after January 1, and perhaps as late as March. Men who have passed the physical examinations in this district and who are certified for service and not needed to fill up the first quota of 119 men will be held in reserve.

Bill Martin Pitching for Canadian Team.—William (Big Bill) Martin, whose home is in Dayville, is pitching great baseball for a team that is playing in a Canadian government league. Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

A big touring car, bearing a Massachusetts number, ploughed off the state highway, between this city and the Killingly town line, and ploughed in a Canadian government league.

Martin is a worker in a Dominion ammunition factory and plays as a member of the team. He has not lost a game he has pitched since joining the league.

It is probable that Martin will join in Canada and stick to his job after the baseball season is over.

days at his summer home on Broadway.

G. E. Harrington of Williamantic was a Colchester visitor Friday.

YANTIC—Meeting of Woman's Guild—Canning Demonstration—Mrs. Edward Flynn Undergoes Surgical Operation.

Mr. and Mrs. John H. Williams have returned from Watch Hill.

Entertained Guild.—Mrs. John Kilroy entertained 20 members of the Woman's Guild at her home, Wednesday afternoon, at a most enjoyable affair. Sandwiches, cakes and fruit punch were served.

Canning Demonstration.—A canning demonstration was given in the Yantic S. F. E. hall Tuesday afternoon by Miss Campbell and was largely attended and the village housekeepers spent a profitable afternoon.

Miss Campbell preserved peaches, blackberries, tomatoes and corn, using ordinary utensils and those who followed her directions had had excellent results.

Laurel Poster.—The Fairfield Garden club has issued a tracture framed water colored poster with laurel designs and the words—Save the Laurel! It is the State Flower of Connecticut.

If gathered at all it should be cut with a sharp knife and a small quantity of water. The laurel will be known to future generations.

The picture has been hung in the post office in conspicuous place.

News in General.—Mrs. Oliver Wentworth and son Oliver of New London are spending the week in town with Mrs. George Man-

Frederick Saitzer of Syracuse, N. Y. was a recent guest of friends here.

Mr. and Mrs. Joseph Conolly of Newark, N. J. were recent guests of Mrs. F. N. Tracy.

Miss Mary McGarry has returned to her home in Norwich after a week's stay in town, the guest of Miss Ellen O'Brien.

Mrs. John Rainford and son La Verne, of Rockland, Mass. were recent guests of Mr. Rainford's sister, Mrs. Marion F. L. Eddy.

L. Marnie of St. Alexander, Quebec, is spending some time in town with H. J. Gibbs.

At the Beach.—Mr. and Mrs. Charles Smith are passing the week at Watch Hill.

Mrs. L. Meserve and daughter Ruth have left for Dalton, Mass. where they will reside.

Rev. Welcome E. Bates of Gorton Long Point has been spending some time here with friends at Pleasant View.

Mrs. T. H. Tracy and her sister, Miss Margaret Tracy, of Worcester, have returned from a short stay at Ocean Beach.

Occupying Cottage.—Mr. and Mrs. William Kilroy, Alton and Mrs. Marie Kilroy, Watch Hill, are spending the month at Atlantic Beach, where they have a cottage.

Mr. and Mrs. James Morton are entertaining Mrs. Morton's parents, Mr. and Mrs. Payton of St. Hyacinthe, Canada.

Miss Hildred Hamilton of Norwich is spending the week in Yantic with her grandparents, Mr. and Mrs. Henry Hamilton.

Lloyd Colbert of Hope Valley has been spending several days as a guest of Mr. and Mrs. George Sherman.

Miss Helen and Mary Woods have returned to Norwich after a visit with Miss Anna Driscoll.

Miss Nellie Driscoll has returned from a week's stay in Danbury where she has been attending the summer school.

Mrs. Margaret Lyons of Worcester has been spending the week with her sister, Mrs. F. H. Tracy.

Mrs. Waite of New Britain is the guest of Mrs. William Kempton.

Harold Bentley has returned to his duties at the watch mill after a short furlough at his home here.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

Mr. and Mrs. Eliza Stock recently entertained Mr. and Mrs. Albert Eldridge and son William of Hartford.

NEW HAVEN ROADS—BIG FREIGHT YARD.

New Classification Yard at New Haven Will Overcome Overcrowding at Present Terminals.

The New York, New Haven and Hartford Railroad company has started work on a new classification yard at Montowese, or Cedar Hill as it is generally called, near New Haven. The construction of this yard is considered by railroad officials as one of the most important undertakings of the New Haven in its programme to enlarge the capacity of the route.

When completed, which will be along in the spring of 1918, the Montowese yard will be the largest and most complete in New England, and in comparison with the character and volume of business handled, it will far exceed the great railroad yards of the country.

The plans for the new yard have been bettered with the idea of increasing and improving the service of the New Haven Railroad so that it will fully meet all the demands of the traveling public and the commercial interests. The road will be able to handle the heavy load at all times without delay or congestion, for present terminal and main line tracks will be materially relieved of much of their present burden.

The new classification yard is to be located near New Haven because of the relative importance of that city to the whole New Haven system. It is similar to the hub of a wheel. The lines radiate from New Haven to New York; to the west over the Poughkeepsie Bridge route; to Waterbury and Westminster via the Canal Line to Holyoke, Northampton and other points; to Hartford and Springfield via the Air Line to Middletown, Willimantic and points in the north-east; and over the low grades of the Shore Line to New Haven, Providence and Boston, and other points in Rhode Island and Eastern Massachusetts.

The essential purpose of this huge classification yard will be to receive trains from all routes made up of cars for all destinations. In the yard the cars will be sorted out and made up into trains for their proper destination. All trains will leave the yard in station order for all the important destinations, many of them being straight made up trains for each of the more important over-crowded terminals.

Classification in a single yard equipped to handle such a huge task will be a great saving in time and expense, which is the main cause of restriction and delay in the movement of freight on the New Haven. The New Haven originally was a road with two main arteries, one extending from New York to Boston, and the other from New York to Springfield.

For the handling of freight for points on the east end of the system, power and crews were changed at Midway. With the gradual development of the system and of other lines, notably the Central New England route via the Poughkeepsie Bridge, the handling of freight at other points in the field. Yards and terminals were built or enlarged as the demands of individual lines increased.

The purpose of such yard and terminals, however, is to handle primarily the business local to their location, that is, traffic which is destined to or which originates at the point where the yard is located.

With the enormous and unprecedented increase in business that developed in the latter part of 1915, there was

a proportionate increase in the burden thrown upon these local yards and terminals. Before this increase in business developed, the New Haven had laying idle a large percentage of its freight car and locomotive equipment that had been put in increased in business, both business men and railroad officials would have been extremely doubtful. But the New Haven would have been already and could have handled easily such an increase. But the expansion when it came, was extraordinary. In many places in New England business was more than doubled. Terminals and yards had to be enlarged in quick order. But even such measures did not keep pace with the growth in business and the demand for railway facilities. As a result yards and terminals became overcrowded, trains were held up at the gateways, which in turn became congested, and embargoes had to be resorted to.

It soon became apparent to the New Haven officials that revolutionary methods were needed for the New England had to be evolved. The Montowese Yard is the result. Instead of crowding terminals and yards, and instead of delaying cars at the gateways and enforcing embargoes, trains will be sent into Montowese Yard from all directions where the cars will be classified and sorted and sent out in trains to the gateways. If westbound, and to a large extent, if eastbound, if consigned to New England points.

The Montowese Yard will be the largest and most complete in New England had to be evolved. The Montowese Yard is the result. Instead of crowding terminals and yards, and instead of delaying cars at the gateways and enforcing embargoes, trains will be sent into Montowese Yard from all directions where the cars will be classified and sorted and sent out in trains to the gateways.

If westbound, and to a large extent, if eastbound, if consigned to New England points.

The Montowese Yard will be the largest and most complete in New England had to be evolved. The Montowese Yard is the result. Instead of crowding terminals and yards, and instead of delaying cars at the gateways and enforcing embargoes, trains will be sent into Montowese Yard from all directions where the cars will be classified and sorted and sent out in trains to the gateways.

If westbound, and to a large extent, if eastbound, if consigned to New England points.

The Montowese Yard will be the largest and most complete in New England had to be evolved. The Montowese Yard is the result. Instead of crowding terminals and yards, and instead of delaying cars at the gateways and enforcing embargoes, trains will be sent into Montowese Yard from all directions where the cars will be classified and sorted and sent out in trains to the gateways.

If westbound, and to a large extent, if eastbound, if consigned to New England points.

The Montowese Yard will be the largest and most complete in New England had to be evolved. The Montowese Yard is the result. Instead of crowding terminals and yards, and instead of delaying cars at the gateways and enforcing embargoes, trains will be sent into Montowese Yard from all directions where the cars will be classified and sorted and sent out in trains to the gateways.

If westbound, and to a large extent, if eastbound, if consigned to New England points.

The Montowese Yard will be the largest and most complete in New England had to be evolved. The Montowese Yard is the result. Instead of crowding terminals and yards, and instead of delaying cars at the gateways and enforcing embargoes, trains will be sent into Montowese Yard from all directions where the cars will be classified and sorted and sent out in trains to the gateways.

If westbound, and to a large extent, if eastbound, if consigned to New England points.

The Montowese Yard will be the largest and most complete in New England had to be evolved.