STORIES ABOUT CAPT. BARR

FAMOUS SKIPPER BEGAN LIFE AS A GROCER'S CLERK.

First Experience Sailing a Fishing Smack Home in a Hard Gale—Made Many Passages Across Atlantic—Fouled the Kaiser's Yacht in Race at Kiel.

No yacht skipper was better known on both sides of the Atlantic than Charlie Barr. "Wee Charley" he was often called by his friends. He won fame in British waters with small craft, brought the Minerva to this country and raced her here. He looked on this land and found it fair, and while here he became the foremost skipper in the world, thrice sailing the defending yacht in races for the America's cup to victory.

He was equally good with a large or a small yacht, and for one season he had charge of a steamer, and for that had to stand a lot of good natured chaffing. The announcement of his death came as a shock to those who knew him here, and his death has taken away a skipper whose place will be hard to fill. No one who had watched him handle yachts like the Reliance or Columbia in races, who had seen him take those vessels through the narrowest possible places or carry on sail when others were shortening had any idea that Capt. Barr's heart was affected. They had hoped to see him handle the Westward in races against the new Plant schooner next summer, and had looked to see a renewal of contests seen only when the America's cup is sailed for.

It is just two years ago since Capt. John Barr, elder brother of Charley, died. John was more than twenty years older than Charley and many thought the elder Barr was father of the man who has just died. The ancestors of the Barrs were followers of the sea, and John when very young took to sailing small boats and while Charley, who was born in 1864, was serving an apprenticeship to a grocer Capt. John was winning fame as the skipper of a ten tonner named Ulerin. Young Barr left the grocer's business as soon as possible and took to the sea and from that time he steadily forced himself to the front and won in his career through life because he was plucky and skilful, loved his boat and the sea and because when he started to do anything he did it well.

Of course he began in the forecastle and served as a deck hand, as all good sailors have to do, but it was not long before his skill was recognized. He was engaged first with his brother, and when the summer season was over instead of returning to the grocer's shop he engaged to go flounder trawling on the middle reaches of the Clyde in an eight ton smack, the wettest, coldest, dirtiest work to which man can doom himself, so that he might the quicker and better perfect himself in the difficult art of sailing a cutter rigged vessel.

Young Barr had not been long on board the smack when it became apparent that Fate for once wasn't blind when she beguiled this man to the sea. With the exception of himself the men in the smack were comparatively elderly men, and one bitterly cold winter morning the little boat was caught in a shrieking nor'easterly gale off Portincross on the Ayrshire coast three or four miles south of Fairlie. Millport was the natural harbor to make for but after several gallant attempts to sail the smack there it was apparent that she could not make port. The elder men had become enfeebled and disheartened when Barr, who had been working splendidly, quietly took the tiller and assumed command. Having seen how hopeless it was to attempt to beat the boat to a port of safety, he boldly put her before the wind and started to run to Ardrossan. The boat was only half decked and he had an awful time to keep her from being pooped by the bigger seas. Off the entrance to the harbor in spite of all his skill, she nearly foundered and he had to give up the idea of making Ardrossan and headed her for Troon, a harbor lying in the deep open bay a few miles to the south. The weather was becoming wilder and the outlook more desperate. He made that harbor but neither he nor his mates could ever coherenly tell how it was done. The owner of the smack, a fine old Clyde fisherman named John Campbell, never wearied of telling, however, that "there was nae doot whate'er they would a' hae begn droon't but for young Charlie's pluck an' skill."

That was the training of this genius. A Scotchman by birth, a sailor by nature, a grocer by early training and navigator and helmsman of imperishable fame by dint of indomitable will, unequalled skill, infallible judgment and an irrepressible love of boats and all that pertains to them.

It was not very long after this experience that the two Barr brothers crossed the Atlantic in the cutter Clara, a 40 footer owned by Charles Sweet. Capt. John was the skipper, and the voyage across the Atlantic was a long one. Next they were together on the Scotch challenger Thistle in 1887. Charlie was a sailor on that yacht, and it was his first experience in a contest for the America's cup. He returned to Scotland, and in 1888 brought across the 40 footer Fife designed cutter Minerva and for three years raced her successfully in these waters. Eighteen 40 footers were built here before Gossoon was turned out to defeat the crack Scotch cutter. Charley next commanded the Burgess cutter Oweenee and then handled the Wasp, owned by Archibald Rogers. It was on this craft he said he had the worst voyage in his experience. The Wasp was one of the first of the spoon bowed yachts and in going around Cape Cod she was caught in a hard blow and pounded so that Capt. Barr said he thought she would pound to pieces.

In 1893 he took the cutter Navahoe across the ocean, but did not stay the season with that yacht, which was practically a failure. In 1895 he had his next experience in cup racing. He sailed the Vigilant for George J. Gould in the trial races with the Defender. In 1896 Barr had charge of the schooner Colonia and then followed the Columbia for two seasons, and Reliance. In 1904 he took the Ingomar across the ocean and raced her there for Morton F. Plant. The next year he had command of the Atlantic in the race across the ocean for the Kaiser's cup, crossing the ocean in 11 days 16 hours 22 minutes. He sailed the 70 footer Mineola and last summer finished his glorious record with the Westward, which won every race except one, and that was a handicap.

Barr became an American citizen in 1889. He married some years ago and leaves a widow and two children. Mrs. Barr came from Southampton.

Many yachtsmen are of opinion that it was Barr who kept the cup here when Shamrock II came after it. He had charge of Columbia that year and Columbia outsailed Constitution in the trial races. She went to the line in the cup races in the pink of condition and Capt. Barr knew every mood of that yacht. The races were all close, but Barr's cleverness and skill were worth minutes to the Columbia. In the first race Shamrock was first at the weather mark, but Barr nursed Columbia home and she won by a few seconds. In the last race of the series Shamrock had a lead of some minutes when Barr stood away from the challenging yacht and held over toward the New Jersey shore in the hope of getting a better slant there. He found what he wanted and was able to finish so close to the Shamrock that Columbia won the race on corrected time. He afterward said that had Shamrock won that race she would probably have won others and the cup, as Columbia's sails had all blown out and were useless for such racing.

Barr was only 5 feet 3 inches tall. He had black hair and black mustache and black eyes that saw everything. When racing a big yacht he had a habit of talking to himself while at the wheel. He would roll his wheel over and keep his eyes alternately on his head sails and his opponent. Those on board while the yacht was turning to windward would be lying down at the weather rail and the little skipper would talk in this way:

"Wonder what he's going to do now? What's he standing off there for? Don't he know better? He'd better come about."

Then as if asking for advice he might say: "Shall I tack now or hold on?" Some one on board might venture an opinion on this if he did not know Barr, but it made no difference with the skipper. He had his campaign all planned and worked it out to his own liking and generally to success.

He was not always popular with skippers of other yachts because when he had worked his own vessel into a winning position he never let up, but made the victory as complete as possible. He was popular though with his men because he would never ask a man to do what he would not do himself and he never declined responsibility or allowed others to take blame for what he had ordered.

Once when the Reliance was rounding up to her mooring she was caught in the tide and the tip of her bowsprit struck the end of Constitution's boom and smashed it. A quartermaster was at the wheel and he came in for a storm of abuse from the managing owner. The man was told he could leave the ship. Barr quietly remarked, "If any leaves the ship I will. I caused the accident." He didn't leave.

An example of his nerve and daring is shown in the race across the ocean, when he sailed the Atlantic. The weather on May 25 had been hard. The yacht was driving before a westerly gale under a square sail. It was getting toward night and things looked bad. Many on board were nervous. The seas were running high and the yacht was working. Capt. Barr called Wilson Marshall, the owner, and asked his advice, telling him that he owned the yacht. Mr. Marshall listened to Capt. Barr and was shown how the storm was affecting the yacht, and Capt. Barr told him to remember too that they were racing. He asked whether they would drive on, hoping the weather would moderate, or take in the sail and lay to. Some were for taking in the sail, but it was finally left to Capt. Barr's judgment and he drove on. The weather moderated at midnight. Had he taken in sail the Atlantic would have been beaten, as the Valhalla was only twelve miles astern and driving along under topsails in weather to her liking.

One season Capt. Barr handled the 70 foot sloop Mineola and racing against him was the Yankee, sailed by Harry L. Maxwell. In a steady breeze on the Sound without any flukes Yankee won. The race was a hot one from start to finish. After the yachts had reached their moorings Barr went ashore and was asked how Mineola came to be beaten. "Why," replied the canny Scot, "Maxwell simply outsailed me. That was all." He never made excuses for defeats.

The schooner Ingomar was built by Herreshoff in 1904 for Morton F. Plant and Capt. Barr was given charge of the yacht. She crossed the ocean in fast time, fitted out on the other side and then went through the campaign, winning prizes in German and British waters. At Kiel Ingomar raced against the Emperor's yacht Meteor and as is usual a member of the home club was put on board Ingomar, the visiting yacht, because Mr. Plant was not a member of the club.

Ingomar and Meteor were maneuvring for position at the start on one big race. A quartermaster had the wheel on Ingomar, Capt. Barr standing near and directing things. The Kaiser had the wheel on his own yacht Meteor. The Ingomar was on the starboard tack, standing for the line and had right of way. The Meteor was on the port tack and under the rules had to keep clear. The two yachts were drawing together on opposite tacks and the German representative, taking in the situation, turned to Capt. Barr and said:

"Captain, the Kaiser."

Barr looked at the Meteor, looked again at his own yacht and made no reply. The two yachts drew nearer and the German got excited. "Captain," he said, "captain, the Kaiser, tack."

Barr then realized what he meant, and turning quickly to the visitor he said: "The Kaiser ceases to be the Kaiser when he steps on board a racing yacht." Turning to the quartermaster, he said: "Hold your course." The next minute the two yachts came together, but fortunately no damage was done.

That evening the Kaiser sent for Capt. Barr. He talked yacht sailing with him, and when the captain left gave him a souvenir. The next day the Emperor kept the Meteor far away from the Ingomar.

Capt. Barr always took as good care of himself as he did of his boat and never lost a race through not being in proper condition physically. This was never better instanced than in the first race between the Reliance and Shamrock III in 1903. The first leg of the course was to windward and for nearly an hour and a half it was a mighty battle between these two boats, so that supporters of the Reliance began to think that the Shamrock, a much smaller boat, was going to win. Even on the Reliance there was much worrying being done. The Shamrock had the weather position and she held it in spite of all Capt. Barr could do with the Reliance. The two yachts would split tacks for a short period, but when they came together again Shamrock still held her advantage. It is a severe strain on a skipper in a race of this kind. Wringe was the skipper of the Shamrock and finally after 90 minutes of close, hard work Barr succeeded in getting the Reliance clear of Shamrock, and after that she increased her lead every minute. Wringe while in this country had been dined and fêted and he was not in condition for such a hard race. The strain told on him and Barr was better able to stand it.

His skill as a navigator was wonderful. No matter how thick a fog might shut down Barr could always find his way to the marks and home and he was so accurate that his skill became almost proverbial. Once when sailing the Columbia off Newport a thick fog shut down and screened everything. Some skippers quit the race and made for home. A steamer with the reporters on board was close to the Columbia and the skipper remarked, "If you wish to keep on I am going to stay by the Columbia." He did. Columbia picked up the second mark just as if it had been in Barr's eye all the time and then heading for home made the finish line as accurately as if the whole course had been in view. This skill was again demonstrated in the last race sailed by Reliance and Shamrock III. The fog closed down at the outer mark. Vessels could be heard all round. Their skippers felt their way back to the lightship. The Shamrock missed the line and could not finish. Those who had gathered at the finish suddenly heard a flapping like the sound of some big yacht's sail. The next instant a ghostlike form was seen rising out of the fog and then Reliance sailing fast, for there was a nice breeze, crossed the line a winner and was saluted. She had sailed a perfect course and Barr had in spite of tide and wind brought her home to the finish accurately.

1,866,160 SCHOOL PUPILS

25,251 MORE IN THE STATE THAN LAST YEAR.

There Were 52,075 Teachers and the Total Expenditures Last Year Were $74,423,825 Playgrounds an Essentially Educational Factor.

ALBANY, Jan. 29.—The State of New York can boast of 25,251 more school pupils for the school year ended June 30, 1910, than for the corresponding period of a year before, according to the figures contained in the annual report of Dr. Andrew S. Draper, the State Commissioner of Education, which will be submitted to the Legislature to-morrow.

The total number of students in attendance during the last year was 1,866,160. There were 52,075 teachers employed during the last year, being an increase of 1,287. Of this number 23 were in the trades schools. The number of graduates increased 1,188. The net value of property increased $15,475,110. The total expenditures for the year were $74,423,825.14, showing a decrease of $2,272,392.24 over the year preceding. The value of the property of trades schools is given as $1,043,538.

Dr. Draper points out that the achievements of the past year in the State educational policy have rendered the public schools more serviceable to every child in the State.

Considerable space is given in the report to a discussion of industrial training in both elementary and secondary schools. The report says:

Discrimination is made between industrial work for boys and that for girls, and each is given instruction along the lines which have a special bearing upon the vocations usual to their sex. The instruction for boys is in wood working and cabinet making, printing, sheet metal work, electricity, plumbing, mechanical and freehand drawing; for girls sewing, dressmaking, millinery, cooking, general housekeeping and design. In agricultural communities the course of study includes elementary agriculture, mechanic arts and home making. These studies naturally exclude such industrial subjects as belong to schools with an industrial environment.

In reference to playground facilities in connection with the public schools Dr. Draper says:

The necessity of better provision for the children to play, to exercise and to grow physically strong has taken tremendous hold on the public mind and substantial provision for the playgrounds has become a prominent item in municipal budgets. * * * The entire playground movement is essentially and fundamentally an educational factor in our civilization and it should be closely allied with the educational interests of the State.

The regents of the university have from time to time during the last six years taken action directed toward lessening the volume of the examinations and of the requirements upon the individual students and upon the schools. The tendency has been to place increased responsibility for the progress of the students upon local school authorities either by relieving the student from some of his examinations or by accepting the ratings of the local school authorities. The fact that the regents' academic examinations have been an enormous power for good, especially in the smaller schools of the State, by giving greater definiteness to the instruction by directing it along more logical lines, while stimulating teachers and students to greater effort, is evidenced by the demand that has existed for these examinations; that the beneficial results of the examinations may be preserved without rating all of the papers in the department seems clear from our experience in 1910; that the placing of still greater responsibility for the examination upon the teachers of the schools would still further tend to strengthen the teaching by strengthening the teacher seems logical.

The title of the Commissioner's special theme for the annual report is "Religion, Morals, Ethics and the Schools." After carefully discriminating between the words "religion," "morals" and "ethics" the Commissioner shows how other nations have handled this question and discusses the attitude of New York State to the subject. He says:

The American State reasons that by refusing to become the bone of contention between religious sects it will promote the freedom of religious feeling and the expansion of worship, and it desires to do that because it knows that its own structure and stability depend upon the moral character and the religious attributes of its people. It refuses special favor to and repels the slightest dictation by any one Church, because it would vitalize all Churches and gather to itself the advantage which comes from the moral or religious work of all. The State would have religious peace that it may have more and better religious work.

Therefore the State does not object to religion as distinguished from sectarian influences in the schools. Indeed, by all that the State does in its own affairs it encourages such exercises. It only steps in in the interest of religious peace to stop exercises which accord with the beliefs of one sect when they are protested by another sect. The exercises are as common and go about as far as the religious unity or magnanimity of the patrons of the schools will permit. When the limit is reached so much of religious instruction or ceremony as is sectarian has to stop. But happily in most places the limit is never reached.

SAVED BY SNEEZING POWDER.

Horseman Rescued From a Mad Stallion That Had Dashed Him to the Floor.

FORT PLAIN, N. Y., Jan. 29.—Barney Kent, a local horseman well known in central New York, is in a dangerous condition as the result of a battle yesterday with a vicious stallion. Kent was bruised and battered by being dashed to a cement floor and trampled upon and his left hand was frightfully mutilated by the animal's teeth. Only by resorting to a novel method was his life saved. He was alone in a box stall with the enraged stallion and nobody dared go to his rescue, although the tumult attracted many spectators.

Directly across the street Gifford Wood has a novelty store and was selling a customer some powder such as mischievous boys are fond of circulating in public places and causing general sneezing and coughing to all who inhale it. With others Wood rushed to the scene of the battle, and when he realized the helpless and dangerous predicament of Kent, having involuntarily brought with him a quantity of the sneezing powder, he quickly scattered it in this stall through a small opening for feeding. Almost instantly the stallion inhaled the powder through its wildly distended nostrils, and just as instantly was attacked by a fit of sneezing that occupied all of its attention and enabled onlookers to drag Kent from his perilous position.

Cuts 12 Bunches Asparagus at $1 a Bunch

RED BANK, N. J., Jan. 29.—John Fenton of Lincroft cut twelve bunches of asparagus yesterday and sold them here for $1 a bunch. Such an early cutting has never been known here before. Daniel C. Hendrickson of Middletown had held the record, having cut sixty-two bunches of asparagus on March 6 of last year.

WATER POWER CONSERVATION.

Water Supply Commission Recommends State Ownership and Control.

ALBANY, Jan. 29.—Development of the water power resources of the State by means of water storage reservoirs under State ownership and control is urged by the State Water Supply Commission in its annual report covering the year 1910, which will be transmitted to the Legislature early this week. The plan advocated by the commission is substantially the same as that presented to the last Legislature in the form of a bill toward the close of the session.

This plan provides for the construction of storage reservoirs by the use of the State's credit, the cost to be repaid to the State by the beneficiaries of the conservation. Under public ownership and management it is proposed to sell or lease the new water power created by the reservoirs on reasonable terms which will provide a perpetual income to the State. The commission urges that suitable legislation be enacted to make possible the submission of the plan to the people for their approval at the election next November.

Commenting upon the proposed legislation the commission says:

While in the preparation of the bill the commission was constrained to follow the directions given in the Fuller act it believes that the proposed measure if adopted will prove in operation to be of incalculable advantage both to the State and to the owners of water power sites upon rivers whose flow can be regulated and equalized by the construction of storage reservoirs.

The commission is aware of the fact that some of the riparian owners upon rivers whose full power capacity can be developed only by storage of water that now runs to waste expressed dissatisfaction with the measure during the last session of the Legislature. It believes that their opposition was shortsighted and that dispassionate consideration cannot fail to remove it. Public attention everywhere has been forcibly directed to the conservation and development of water powers as one of the most valuable of public resources. It seems to the commission inevitable that in the near future this State must undertake the systematic development of this resource and that if the adoption of a fair and reasonable profit sharing policy such as that proposed by the measure which has been outlined is rejected the State may be driven into the position of a competitor with established private industries.

The commission recommends with regard to water storage for water power purposes as follows:

The enactment and submission to the voters of a general law providing for systematic development of water powers upon the principles laid down in chapter 569 of the Laws of 1907, and authorizing a self-extinguishing bond issue of not more than $20,000,000 in total amount.

The draft of a bill for a general law submitted to the last Legislature by the commission in accordance with the requirements of the statute as elsewhere printed in this report is commended for consideration.

The extension of the jurisdiction of the commission to all storage reservoirs now owned by the State and not operated in connection with the canals to the end that such reservoirs may be kept in repair and operated for the regulation of stream flow in the public interest.

Appropriation for the continuance of surveys, stream gauging, rainfall measurement and the preparation of plans for water power development.

During the year the commission received twenty-four applications for authority to acquire additional sources of water supply, all of which were disposed of after hearings had been given. These applications represent a total investment of $850,000, not including the $25,000,000 distributing system for the new Catskill water supply in New York city, and they contemplate a new supply of water amounting to 9,000,000 gallons a day for the use of a population of 100,000 in various municipalities.

CHARLEY WHITE VERY ILL.

Sergeant-at-Arms of Tammany Hall to Be Operated On at Albany.

ALBANY, Jan. 29.—Charley White, sergeant-at-arms of Tammany Hall, was taken to St. Peter's Hospital to-day to undergo an operation to-morrow for gallstones. Mr. White's condition for several days has been serious, and to-day Dr. Arthur Elting and Dr. Samuel B. Ward advised an operation, the only chance of saving his life.

Mrs. White is ill in New York and her daughter called her father on the phone to-day and Charley was able to talk to her.

"I'll be all right in a few days," was the answering message the Tammany man sent his family.

SPARED HER PETS HER DEATH.

Mrs. Weller, About to Become Blind, Said She Acted With a Clear Conscience.

Mrs. Christina Weller, a widow, 75 years old, who made her home with her son-in-law, Martin Bixen at 200 Withers street, Williamsburg, killed herself by gas early yesterday morning. In order not to sacrifice the lives of a pet canary bird, a dog and a cat, she first carried the three to a room in the upper part of the dwelling and shut the door.

Mrs. Weller recently became almost blind and she frequently told her married daughter that she felt death preferable to total blindness. On Saturday night the Bixens went out. After taking the bird, cat and dog to her bedroom Mrs. Weller put on a mourning robe, carefully arranged her hair, and going down to the basement dining room wrote a farewell note, asking forgiveness and saying that what she was about to do she would do with a clear conscience.

POPULATION OF OUR PRISONS

INCREASE FROM 3,275 IN 1900 TO 4,509 IN 1910.

Supt. Collins Says It Is Partly Due to Influence of Foreign Criminals—Thinks Federal Government Should Assume Burden of Maintaining Them.

ALBANY, Jan. 29.—Cornelius V. Collins, the State Superintendent of Prisons, whose department is now under the careful scrutiny of Gov. Dix, to-night made public his annual report which will be submitted to the Legislature to-morrow. During the year ended September 30 last, Supt. Collins says the prisons of the State were crowded by a population vastly greater than they were designed to accommodate and "notwithstanding the fact that the number of prisoners paroled far exceeded that of any previous year the population of the prsions on September 30, 1910, was larger by 1,039 than the average on that date in the last ten years.

Just how the prison population has grown in that period is pointed out as follows: In 1901 the total in Auburn, Clinton and Sing Sing was 3,215; 1902, 3,174; 1903, 3,264; 1904, 3,316; 1905, 3,366; 1906, 3,381; 1907, 3423; 1908, 3,817; 1909, 4,320; 1910, 4,509.

The total expenditures for the three State prisons for the last year were $621,168 as compared with $581,174 in 1909.

"It might be said," says Supt. Collins, "and would be probably generally accepted as a fact, that the increase in the prison population during recent years is the natural result of the growth of the population of the State at large, but the statistics of the Census Bureau and of the prisons in past years show that there is little if any relation between the fluctuation of the State population and that of the prisons. It apparently does not follow that because there are more people in the State now than in 1900 the number of prisoners should be proportionately larger. The extent to which an increase in the State's population is reflected in that of the prisons depends entirely on the character of the people representing that increase.

"From 1890 to 1900 the State gained in population 21.2 per cent. In the same period there was a decrease in the prison population of 6.5 per cent. From 1900 to 1910 there was an increase of 25.4 per cent. in the State's population and of 37.6 per cent. in that of the prisons."

Supt. Collins submits figures to show that the increase in the population of the prisons is in a large degree due to the trend of foreign criminals to the United States during the last few years. More than 54 per cent. of the increase is directly chargeable to this cause, and it is undoubtedly true that the influence and example of this class of criminals are responsible for some at least of the crimes for which men of the other classes mentioned are imprisoned. In the prisons these alien prisoners are a great expense to the State and a hindrance to the effective application of reformatory and disciplinary methods.

Supt. Collins renews his recommendation made in 1909 that the Federal Government, "which permits these alien criminals to land on its shores, should assume the burden of maintaining them when they are convicted of crime and that it should provide prisons where they may be kept by themselves and where the systems of discipline, education and training shall be specially adapted to this distinctive class of prisoners."

Recommendation is made for higher wages for prison guards and attendants generally at the penal institutions, as well as a training school for the instruction of candidates seeking positions in these institutions.

Eighty-four per cent., or 102 out of 121 female prisoners sent to the State prison for women, says Supt. Collins, were from New York city, as follows: Kings county, 19; New York county, 80; Westchester county, 3. Supt. Collins recommends that the State prison for women at Auburn be transferred to some southern part of the State in order that the land now used by it can be devoted to the men's prison and also for the convenience of relatives of prisoners.

Regarding the new Great Meadow prison Supt. Collins says it is expected by about March 1 500 prisoners will occupy this new institution and that the agricultural school for prisoners, which the superintendent expects will be the largest, most comprehensive and thorough school of its kind in the world, will be established.

OPERA HOUSE BURNED.

It Was Also Occupied as a Garage, Skating Rink, Banquet Hall, &c.

OGDENSBURG, Jan. 29.—Shortly after 10 o'clock this morning a fire started in Creighton's Hall in Rensselaer Falls, about thirteen miles from here, and for a time it was thought that the village would be wiped out. Aid was asked from Ogdensburg and the department was all ready to board the cars when another message announced that the flames were under control. Creighton's Hall was occupied by the opera house, a roller skating rink, banquet hall, boat works, automobile garage, blacksmith shop and justice of the peace office.

Four automobiles were destroyed. They were owned by Melvin A. Creighton, F. Morrison, Vernon Lamson and the Henry Stock Company, which had been playing at the opera house. The Congregational Church, the parsonage adjoining and two barns were badly damaged. The loss will be heavy. The village has no fire protection and the flames were fought by a bucket brigade.

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