

# WAR NEWS.

## The Great Naval Battle at Manila. General News of the War.

One of Jacob Vanderbilt's Grandsons a Member of Washington's Regiment.

William Howard Vanderbilt has joined Company C of the First Regiment of Washington Volunteers, and expects to be very soon on his way to the Philippine Islands with other Pacific coast troops. He is a grandson of Jacob Vanderbilt of New York, and second cousin of Cornelius Vanderbilt. He is a six-footer and 21 years old. When the twelve companies comprising Washington's regiment marched through Tacoma to Camp Rogers, he became possessed of the desire to join the army. After many solicitations on his part, his father consented to allow him to do so. Young Vanderbilt then hastened to Camp Rogers and enlisted as a private of company C, his enrollment filling the company's roster.

Col. E. C. Smith, late president and now one of the receivers of the C. V. R. R., has issued a circular to heads of departments and employees, notifying them that all employees who are members of the militia or shall volunteer to serve their country in its present war with Spain shall have their present or equivalent positions reserved for them on their return unincurred and capable of performing the duties of said positions.

**Dole Makes an Offer.**  
President Dole has sent a long communication to President McKinley, offering to transfer the Hawaiian Islands to the United States for the purposes of its war with Spain and to furnish the American ships of war in Pacific waters with large quantities of coal, supplies and ammunition. This action was taken by the executive after a secret conference of the Hawaiian cabinet called to discuss the position to be assumed by the government toward the two belligerents. The news of the declaration of war by the United States against Spain was received here April 27, by the Mariposa, which arrived from the Australasian colonies with advices from the United States to the 14th inst.

**Our Prisoners.**  
The first prisoners of war left Key West Thursday for the North. They were the Spanish soldiers captured on the Argonauts by the Marblehead, Nashville, and Eagle. Since their arrival they have been on the Guano, one of the other Spanish prizes. Thursday afternoon they were taken ashore and put on a steamer to be sent to Fort McPikerson, Atlanta. There were twenty of them, eleven officers and nine privates. They took their ill luck good naturally, and told every one that they had been treated so well they could hardly consider us enemies.

All of them were small, insignificant looking men, and comparison with the burly colored soldiers of the Twentieth Sam's men would make two of the Spanish.

The twenty-four men who were passengers on the prize steamer Panama, and who are held as prisoners of war, were not sent North. Their cases will be disposed of when the courts decide what is to be done with the Panama. All of these men were on their way to Cuba to join the Spanish army when captured.

**Dewey's Story of the Victory.**  
These are the despatches received from Commodore Dewey announcing his victory at Manila:

"MANILA, May 1.—The squadron arrived at Manila at daybreak this morning. Immediately engaged the enemy and destroyed the following vessels: Reina Cristina, Castilla, Don Antonio de Ulloa, Isla de Luzon, Isla de Cuba, General Lezo, Marques del Duero, El Cano, Velasco, transport Isla de Mindanao, and one other vessel, and water battery at Cavite. Squadron uninjured. Only few men were slightly wounded. The only means of telegraphing is to the American Consul at Hong Kong. I shall communicate with him. DEWEY."

"CAVITE, May 4.—I have taken possession of naval station at Cavite, Philippine Islands, and destroyed its fortifications. Have destroyed fortification at the bay entrance, paroled the garrison. I control the bay completely and can take the city at any time. The squadron is in excellent health and spirits. The Spanish loss is not fully known, but very heavy, 150 killed, including captain, on Reina Cristina alone, an assisting in protecting the Spanish sick and wounded. Two hundred and fifty sick and wounded in hospital within our lines. Much excitement at Manila. Will protect foreign residents. DEWEY."

Secretary Long has sent this despatch to Commodore Dewey:  
"The President, in the name of the American people, thanks you and your officers and men for your splendid victory and overwhelming victory. In recognition he has appointed you acting admiral, and will recommend a vote of thanks to you by congress as a foundation for further promotion."

**French Steamer Captured.**  
The big French liner Lafayette of Santanazaria, with a full complement of passengers and a general cargo bound from Coruna, Spain, April 23, was captured off Havana Thursday night by the Annapolis. The Lafayette was heading directly into Havana and was captured only after an exciting chase.

It is reported that the Lafayette, in addition to being a regular French mail steamer, is a French naval reserve vessel, mounting guns and carrying a crew sufficient to make her ready for active service at short notice. This, it is said, adds considerably to the gravity of the international aspect of the case.

**Great Demand for Flags.**  
The War Department is unable to get flags enough for use, as there is a scarcity of bunting. There are only two factories in the country, and, although they are working day and night and with largely augmented forces of men, they are getting behind in their orders more and more.

The primal reason for the scarcity of bunting is that when hostilities became imminent Gen. Greley, Chief of the Signal Service, bought up about all the flags he could get hold of and gave orders to such an extent as to cripple the means of supply for private purchasers. High-priced silk flags are about the only ones available. It is calculated that since the blowing up of the Maine, with the consequent outburst of popular feeling, at least 10,000,000 of flags have been sold, and this leaves the trade high and dry, so far as stock is concerned.

### The Official Account of the Battle.

The New York Herald received the first official account of the battle at Manila bay and their copyrighted story appeared in the Boston Sunday Herald. We give it below in full, as it is worth preserving as being a probably correct account of the greatest naval battle in the world's history.

Manila, Philippine Islands, May 1, 1898, via Hong Kong, May 7, 1898.  
Not one Spanish flag flew in Manila bay today. Not one Spanish warship floats except as our prize. More than 200 Spanish dead and 500 to 700 wounded attest the accuracy of the American fire. Admiral Dewey attacked the Spanish position at Cavite this morning. He swept five times along the line, and scored one of the most brilliant successes the world has ever known.

That our loss is trifling adds only to the pleasure of victory, without detracting in the least from its value. The number of hits our vessels received proved how brave and stubborn was the defense made by the Spanish forces. Miraculous as it may appear, none of our men were killed, and only eight wounded. Those who were wounded suffered only slight injuries.

Admiral Dewey arrived off Manila bay last night, and decided to enter the bay at once. With all its lights out, the squadron steamed into Bocagrande, with crews at the guns.

This was the order of the squadron, which was kept during the whole time of the first battle: The flagship Olympia, the Baltimore, the Raleigh, the Petrel, the Concord, the Boston.

It was just 8 o'clock, a bright moonlight night. But the flagship passed Corregidor island without a sign being given that the Spaniards were aware of its approach. Not until the flagship was a mile beyond Corregidor was a gun fired. Then our heavy shells were sent over the Raleigh and the Olympia, followed by a second, which fell further astern. The Raleigh, the Concord and the Boston replied, the Concord's shells exploding, apparently, exactly inside the battery on shore, which fired no more.

Our squadron slowed down to barely steerage way, and the men were allowed to sleep on one side of their guns. Admiral Dewey had timed our arrival so that we were within five miles of the city of Manila at daybreak. We then sighted the Spanish squadron. Rear Admiral Montijo commanding, off Cavite (pronounced Katveety, with the accent on the "vee"). Here the Spaniards had a well equipped navy yard called Cavite arsenal.

Admiral Montijo's flag was flying on the 3500-ton, protected cruiser Reina Cristina. The protected cruiser Castilla, of 3200 tons, was moored ahead, and astern of the port battery, and to leeward were the cruisers Don Juan de Austria, Don Alonzo de Ulloa, Isla de Cuba, Isla de Luzon, Queros, Marquis Del Obrero and Gen. Lerox. These ships and the flagstaff remained under way during most part of the action.

With the United States flag flying at all their mastsheads, our ships moved to the attack in line ahead, with the speed of eight knots, first passing in front of Manila, where the action was begun by three batteries mounting guns powerful enough to send a shell over us at a distance of five miles. The Concord's guns boomed out a reply to these batteries with two shots. No more were fired, because the commodore could not engage with these batteries without sending death and destruction into the crowded city.

As we neared Cavite, two very powerful submarine mines were exploded ahead of the flagship. This was six minutes past 5 o'clock. The Spaniards evidently had misjudged our position. Immense volumes of water were thrown high in the air by these destroyers, but no harm was done to our ships.

Admiral Dewey had fought with Paragat at New Orleans and Mobile bay, where he had his first experience with torpedoes. Not knowing how many mines there might be ahead he bravely kept on without faltering. No other mines exploded, however, and it is believed that the Spaniards had only these two in place.

Only a few minutes later the shore battery at Cavite Point sent over the flagship a shot that nearly hit the battery in Manila, but as the guns got a better range, and the shells began to strike near us or burst close aboard from the batteries and the Spanish vessels.

The heat was intense. Men stripped off all clothing except their trousers. As the Olympia drew nearer, all was silent on board, as if the ship had been empty, except for the whirr of blowers and the throbb of the engines. Suddenly a shell burst directly over us.

"Remember the Maine!" The cry came from the boatswain's mate at the after 5-inch gun, and then burst from the throats of 500 men at the guns. This watchword was caught up in the turrets and fire rooms, where every seaman and fireman stood at his post.

"Remember the Maine!" had rung out for defiance and revenge. Its utterance seemed unpremeditated, but was evidently in every man's mind, and now that the moment had come to make adequate reply to the murder of the Maine's crew, every man shouted what was in his heart.

The Olympia was now ready to begin the fight. Admiral Dewey, his chief staff commander, Lamberton, an aide and myself, with Executive Officer Lieut. Rees and Navigator Lieut. Calkins, who coned the ship most admirably, were on the forward bridge. Capt. Gridley was in the conning tower, as it was thought unsafe to risk losing all the senior officers by one shell.

"You may fire when ready, Gridley," said the admiral, and at 5:41 o'clock, at a distance of 500 yards, the starboard 8-inch gun in the forward turret roared forth a compliment to the Spanish forts. Presently similar guns from the Baltimore and the Boston sent 200-pound shells hurling toward the Castilla and the Reina Cristina with accuracy. The Spaniards seemed encouraged. In five minutes, knowing exactly our distance, while we had to guess theirs. Their ship and shore guns were making things hot for us.

Our men naturally chafed at being exposed without returning fire from all our guns, but laughed at danger and chatted good-humoredly. A few nervous fellows could not help dodging, mechanically, when shells would burst right over them, or close aboard, or would strike the water and pass overhead, with the peculiar spattering roar made by a tumbling rifled projectile.

Still the flagship steered for the center of the Spanish line, and as our other ships were astern, the Olympia received most of the Spaniards' attention.

Owing to our deep draught, Commodore Dewey felt constrained to change his course at a distance of 4000 yards, and run parallel to the Spanish column.

"Open with all guns," he said, and the ship brought her port broadside bearing. The roar of all the flagship's 5-inch rapid fire was followed by a deep diapason of her turret 8 inches. Soon our other vessels were equally hard at work, and we could see that our shells were making Cavite harbor hotter for the Spaniards than they had made the approach for us.

Protected by their shore batteries, and made safe from close attack by shallow water, the Spaniards were in a strong position. They put up a gallant fight. The Spanish ships were sailing back and forth behind the Castilla, and their fire was hot.

One shot struck the Baltimore and passed clean through her, fortunately hitting no one. Another ripped up her main deck, disabled a six-inch gun, and exploded a box of three pounder ammunition, wounding eight men. The Olympia was struck abreast the gun in the wardroom by a shell which burst outside, doing little damage. The signal halyards were cut from Lieut. Brumby's mast on the after bridge.

A shell entered the Boston's port quarter, and burst in Ensign Dorringer's stateroom, starting a hot fire, and fire was also caused by a shell which burst in the port hammock netting. Both these fires were quickly put out. Another shell passed through the Boston's foremast just in front of Capt. Wildes on the after bridge.

After having made four runs along the Spanish line, finding the chart incorrect, Lieut. Calkins, the Olympia's navigator, told the admiral he believed he could take the ship nearer the enemy, with lead going to watch the depth of water. The flagship started over the course for the fifth time, running within 200 yards of the Spanish vessels.

At this range even 6 pounders were effective, and the storm of shells poured upon the unfortunate Spanish began to show marked results. Three of the enemy's vessels were seen burning and their fire slackened.

On finishing this run, Admiral Dewey decided to give the men breakfast, as they had been at the guns two hours with only one cup of coffee to sustain them. Action ceased temporarily at 7:55 o'clock, the other ships passing the flagship and cheering lustily.

Our ships remained beyond range of the enemy's guns until 10:50 o'clock, when the signal for close action again went up. The Baltimore had the place of honor in the lead, with the flagship following, and the other ships at a distance. The Baltimore began firing at the Spanish ships and batteries at 10 minutes past 11 o'clock, making a series of shots as if at target practice. The Spaniards replied very slowly, and the admiral signalled the Raleigh, the Boston, the Concord and the Petrel to go into the inner harbor and destroy all the enemy's ships.

By her light draught, the little Petrel was the first to move within 1000 yards. Here, firing swiftly, but accurately, she commanded everything still flying the Spanish flag.

Other ships were also doing their whole duty, and soon not one red and yellow ensign remained aloft, except on a battery up the coast. The Spanish flagship and the Castilla had long been burning fiercely, and the last vessel to be abandoned was the Don Antonio De Ulloa, which lurched over and sank.

Then the Spanish flag on the arsenal staff was hauled down, and at 12:30 o'clock a white flag was hoisted there. Signal was made to the Petrel to destroy all the vessels in the inner harbor, and Lieut. Hughes, with an armed boat's crew, set fire to the Don Juan de Austria, the Marques Duero, the Isla de Cuba and the Bi Cario. The large transport Manila and many tugboats and small craft fell into our hands.

"Capture or destroy the Spanish squadron," were Dewey's orders. Never were instructions more effectually carried out. Within seven hours after arriving on the scene of action nothing remained to be done.

**Contraband Defined.**  
The following "unofficial but authentic" statement has been obtained from a high official of the government: In determining, according to the law of nations, whether merchandise is contraband of war, it is classified: Absolute contraband; occasional or conditional contraband; goods not contraband. The first class includes all goods of an essentially warlike character. The second class includes provisions, naval stores, coal, horses, certain kinds of machinery, certain forms of steel, iron, etc., which are subservient to warlike use, and which are destined for the use of the enemy. They are contraband or not, according to occasions and conditions as to their character, shipment, and destined use. Every such case depends on its own facts. The third class includes articles not suited to warlike use—such as seashore service and musical instruments, household wares and goods, and other such like articles, and including many that are purely mercantile in character. No article of merchandise is contraband unless transported beyond the territorial waters and jurisdiction of a neutral state, nor unless destined for an enemy ship, or for enemy use, or for any enemy port upon the high seas, which belligerent ships are permitted to police in search of enemy ships and contraband of war. The coal embargo resolution was signed by the president April 22 and is now a law. It authorizes him to prohibit the export of coal if he deems it necessary to do so. The embargo will be put into effect immediately.

**Sundry Notes.**  
An army of \$50,000 is to be mobilized at Chickamauga.

By a Spanish screw off Havana the other morning the American cutters Vicksburg and Morrill were led into a trap and came very near being destroyed.

Gen. Woodford, our minister to Spain, arrived in New York Sunday. He refused to be interviewed.

Edward Deschenes of St. Albans, the member of Company B, St. Albans, who was unable to pass his United States army examination on account of trouble

with two toes of one foot, underwent an operation at the Fanny Allen hospital Saturday afternoon at 5 o'clock. Deschenes expects now to go out with his company. The trouble was the result of wearing pointed toe shoes.—(Burlington Free Press of Monday.)

**For Over Fifty Years.**  
Mrs. Winslow's Soothing Syrup has been used by millions of mothers for their children while teething. It disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth, send at once and get a bottle of "Mrs. Winslow's Soothing Syrup" for Children Teething. It will relieve the poor little sufferers immediately. Depend upon it, mothers, there is no mistake about it. It cures diarrhea, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Price twenty-five cents a bottle. Sold by all druggists throughout the world. Be sure and ask for "Mrs. Winslow Soothing Syrup."

**Boston's Industrial Exhibition.**  
The twentieth triennial exhibition of the Massachusetts Charitable Mechanics Association will be held in their mammoth building, Huntington avenue, during the months of October and November next. It is promised thus far in advance that this exhibition will far surpass anything of the kind ever given in New England. The management of the exhibition is fully aware that in this age of sudden and startling changes it is necessary to be on the alert for the latest developments in the fields of industry, skill and art, and that the public desire to see samples of whatever tends to improve the condition of the masses, being especially interested in labor-saving appliances, better tools to work with, and everything that tends to a more economical way of living.

In contradistinction to many previous industrial exhibitions, there will be many other special features connected with the twentieth triennial, including continuous hand concerts by the best musical organizations in the country, shows of various kinds, but, most important of all, Boston's leading amusement purveyor, Mr. B. F. Keith, the proprietor of the theater that is known everywhere to be "one of the sights of the city," has proposed to give free entertainment to all who visit the exhibition, for which purpose he will fit up Paul Revere Hall, a beautiful apartment that has recently been constructed on the gallery floor of the Mechanic Building.

**Death of Merritt Clark of Poultney.**  
Merritt Clark of Poultney died at his residence last Thursday at the age of 95 years and two months.

The death of Mr. Clark takes away the oldest Vermontor who had served in the legislature. He was Poultney's patriarch and most distinguished citizen.

Merritt Clark was the son of Gen. Jonathan Clark, for many years a member of the Rutland bar. He was born at Middletown, Feb. 11, 1803, and received the education of the schools of his town. He prepared for college at North Granville under the instruction of Prof. Salem Tours. He entered Middlebury college and was graduated in the class of 1823.

He read law for a time in his father's office, but health failing him he became a clerk in a dry goods house in New York city for a year. He was then in business with his brother, the late Horace Clark of Middletown, in which he continued until 1841, when he was elected cashier of the bank of Poultney. This position he held for 40 years. He retired from business in 1880.

Mr. Clark was a democratic candidate for Congress in 1852, and in 1854 he was the candidate of that party for governor. He was United States pension agent under the administration of James K. Polk. After 1862 he was affiliated with the republican party.

Two sons, Henry Clark of this city and Edward Clark of Poultney, with six grand and great grandchildren, survive him.

Charlon Mead and Jules Sanctuary, the attendants who are charged with manslaughter because of being implicated in the recent shooting tragedy at the state asylum for the insane at Waterbury, have waived the preliminary examination. They have been bound over to appear before the grand jury in September.

**A WARNING NOTE.**  
It Won't Take the Reader Long to Peruse This, and It May Prevent a Heap of Trouble.

One evening in December, 1896, a respected resident of Sutton, in the county of Caledonia, Vt., was reading a Montpelier paper. There was nothing strange or peculiar about this, for the lady was accustomed every evening to post herself on the current topics of the day, but on this particular occasion her eye struck a paragraph which arrested her attention and led to a train of circumstances which is the special object of this item to prevent occurring in this neighborhood or wherever this paper circulates.

Mrs. C. F. Brockway, for that is the name of the lady referred to, completes the facts mentioned in the above introduction as follows: "I read this article a second time, and I came to this conclusion: If Doan's Kidney Pills cure kidney complaint and the distressing complications arising from inactivity or irritation of those organs, why won't they cure me? I made inquiry next day at the nearest druggist, and as he did not have them I wrote to Montpelier for them. They were just what I needed. I was getting along famously when 'la grippe' prostrated me. When the attack abated somewhat, severe kidney trouble set in, and I had to do something at once. My husband searched Sutton for Doan's Kidney Pills and drove to Lyndon for them, but was unsuccessful in procuring them there. What I endured before a second supply reached me is hard to describe. I can only add to my opinion of Doan's Kidney Pills that I am confident had I known of them when I first found out I had kidney trouble I would never have been as bad as I was. I found Doan's Kidney Pills of great benefit, and if my experience will be the means of alleviating such sufferers you have my permission to publish it."

Foster-Milburn Co., Buffalo, N. Y., Sole Agents for the United States. Price, 50 cents per box, by mail, on receipt of price. For sale by all dealers. Remember the name, "Doan's," and take no substitute.

**A Golden Wedding.**  
Mr. and Mrs. Charles Dewey of Montpelier celebrated their golden wedding anniversary last week Tuesday evening at their home on State street. Several hundred invitations were issued and the affair was a brilliant event.

Charles Dewey is a brother of Commodore Dewey, United States navy. The Dewey family has long held a prominent business and social position at Montpelier, in which Charles Dewey has had his full share. He has been a director of the National Life Insurance Company, which has its home office in Montpelier since January, 1851, also a director of the First National bank of Montpelier since its organization in 1864, its vice president from 1878 to 1890, and its president since 1891. He was senator from Washington county in 1867, '68 and '69, and state inspector of finance in 1882 and 1883.

Nine children have been born to Mr. and Mrs. Dewey, eight of whom survive, and seven of these were present at this anniversary. The house was beautifully decorated and many handsome presents were received. Conspicuous among the decorations was a large portrait of Commodore Dewey, entwined in the national colors.

The boarding house of the Advent campmeeting association, about a mile from White River Junction on the line of the Passumpsic railroad, was totally destroyed by fire last week. A small cottage adjoining was also consumed. It is reported that the large tent of the association was stored in the cottage and burnt with it. The loss is estimated at from \$800 to \$1000.

A runaway car starting at Chester Saturday, April 30, was stopped at Lawrence Mills, a distance of six miles, by M. R. Lawrence, who on seeing planks across the track and brought the car to a standstill. It was an empty box car and was started on its wild career by a strong steady gale of wind which was blowing hard at the time. Meantime word had been sent from Chester to the up train to look out for it.

**OSBORNE FARM IMPLEMENTS**  
The largest complete line of farm machinery manufactured by any single concern in the world; embraces: Osborne Columbia Reaper, No. 8 Reaper, All-Steel Tappers, Columbia Inclined Corn Harvester & Binder, All-Steel Self Dump Rakes, Columbia Grain Harvester and Binder, All-Steel Hand Dump Rakes, Columbia Flexible & Revolving Disc Harrows, All-Steel Disc Harrows, Adjustable Pop-Tooth Harrows, Sulky Spring-Tooth Harrows, Spring-Tooth Harrows, Combination Harrows, Horse Hoe Cultivators, etc. Every machine is fully warranted and is the best of its class that can be produced with good material, complete equipment, superior skill and long experience.

**OSBORNE COLUMBIA REAPER**  
The Out here shows is that of our OSBORNE COLUMBIA REAPER, which continues, as in the past, to be a prime favorite wherever known. It has the largest, broadest face made in use—supplies perfect power, perfect traction and easy draft. Has the lightest platform used on any reaper—the necessary strength is supplied by our steel truss rod which also keeps everything true and in line. Has simple, perfect trip device that never fails to throw off grain. Fastest way to raise and lower the grain wheel. Flat form easily folded up at right angle for transportation or passing through narrow gates. It's fast, tight, light, strong, durable and long lived.

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D. M. OSBORNE & CO., Auburn, N. Y.

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Through the White Mountains, to Lancaster, Colerbrook, North Conway, Boston, Portland, Lewiston, Bangor, Bar Harbor and St. John's, N. B.

**LEAVING T. JOHNSBURY.**

St. Johnsbury,	A. M.	P. M.
Lunenburg,	3.00	2.40
Whitefield,	4.12	3.57
Quebec Junction,	4.15	4.15
Boston,	4.27	4.15
Lancaster, Jr.,	5.15	4.40

**LEAVING LANCASTER.**

Lancaster,	P. M.	P. M.
Jefferson,	12.45	7.40
Quebec Junction, Jr.,	12.50	7.50
Boston,	1.11	8.01
Whitefield,	1.21	8.11
Lunenburg, Jr.,	1.35	8.24
St. Johnsbury, Jr.,	2.30	9.44

**THROUGH TRAINS.**

St. Johnsbury,	3.00 a. m.	2.45 p. m.
North Conway,	8.15	6.05
Portland,	8.25	8.10
Boston,	9.10	7.00
Portland,	12.50 p. m.	5.57 a. m.
Lewiston,	9.45 a. m.	1.20 p. m.
Bar Harbor,	7.00	9.25
St. John,	10.40	1.00 p. m.

Trains arrive at St. Johnsbury from Boston, Portland, Lewiston, Augusta, Bangor, North Conway and White Mountain resorts 2.30 and 9.40 p. m.

**GEORGE F. EVANS, Gen. Mgr.**  
P. F. BOOTHBY, G. P. & T. A.

**MONTEPIELIER AND WELLS RIVER R.R.**

**TIME TABLE IN EFFECT NOV. 8, 1897.**

Leave Wells River,	6.30 a. m.
" " "	9.58 a. m.
" " "	12.20 p. m.
Arrive Montpelier,	9.10 a. m.
" " "	11.25 a. m.
" " "	5.05 p. m.
Leave Montpelier,	8.10 a. m.
" " "	1.10 p. m.
" " "	4.15 p. m.
Arrive Wells River,	9.35 a. m.
" " "	2.30 p. m.
" " "	6.45 p. m.

Connection made at Wells River with Boston & Maine trains for North and South.

**W. A. STOWELL, Gen. Mgr.**  
P. W. MORSE, Gen. Pass. Agt.

**ST. JOHNSBURY AND LAKE CHAMPLAIN R. R.**

**WINTER ARRANGEMENT, JAN. 10, 1898.**  
Trains Leave St. Johnsbury.

**GOING WEST.**  
For Danville, Hardwick, Morrisville, Cambridge Junction, Burlington, St. Albans and Rutland 6.40 a. m. and 3.20 p. m.  
For Danville, West Danville, Walcott, Greerboro, P. Hardwick, Hardwick, Morrisville, Hyde Park, 6.40 a. m. and 3.20 and 5.50 p. m.

**GOING EAST.**  
For East St. Johnsbury, North Concord, Miles Point, Lunenburg, 3.00 a. m., 2.45, and 4.45 (mixed) p. m.  
For Whitefield, Fabayans, Crawford, Glen, North Conway, Fryeburg, Portland, Brunswick, Lewiston, Augusta, Waterville, Bangor and St. John, 3.00 a. m., 2.45 p. m. and 4.45 p. m.  
For Boston via North Conway, 3.00 a. m., H. B. FOLSOM, D. J. FLETCHER, Gen. Pass. Agt.

**BOSTON & MAINE R. R.**

**PASSUMPSIC DIVISION.**  
WINTER ARRANGEMENT, OCT. 4, 1897.  
Trains Leave St. Johnsbury.

**GOING SOUTH.**  
For Concord, Manchester, Nashua, Lowell and Boston via White River Junction, 12.30 and 9.00 a. m., arriving at Boston 8.15 a. m. and 4.35 p. m.

**GOING NORTH.**  
For Lyndonville and Newbury, 2.20, 3.15 and 10.45 a. m., 3.13 and 4.27 p. m.  
For West Burke, Barton and Barton Land, 3.15 and 10.45 a. m., 3.13 and 4.27 p. m.

**MAINE CENTRAL R. R.**  
Through the White Mountains, to Lancaster, Colerbrook, North Conway, Boston, Portland, Lewiston, Bangor, Bar Harbor and St. John's, N. B.

**LOCAL TIME TABLE—ON AND AFTER NOVEMBER 14, 1897.**

**LEAVING T. JOHNSBURY.**

St. Johnsbury,	A. M.	P. M.
Lunenburg,	3.00	2.40
Whitefield,	4.12	3.57
Quebec Junction,	4.15	4.15
Boston,	4.27	4.15
Lancaster, Jr.,	5.15	4.40

**LEAVING LANCASTER.**

Lancaster,	P. M.	P. M.
Jefferson,	12.45	7.40
Quebec Junction, Jr.,	12.50	7.50
Boston,	1.11	8.01
Whitefield,	1.21	8.11
Lunenburg, Jr.,	1.35	8.24
St. Johnsbury, Jr.,	2.30	9.44

**THROUGH TRAINS.**

St. Johnsbury,	3.00 a. m.	2.45 p. m.
North Conway,	8.15	6.05
Portland,	8.25	8.10
Boston,	9.10	7.00
Portland,	12.50 p. m.	5.57 a. m.
Lewiston,	9.45 a. m.	1.20 p. m.