FIVE TRAINMEN KILLED IN WRECK ON CENTRAL VERMONT

Heavily Loaded Northbound Freight and an Engine with Caboose Collided Head-on.

NORTHFIELD OPERATOR IN VAIN SHOUTED AT MEN

Is Said to Have Set His Signal as Last of Long Train Passed---Fierce Fire Followed the Smashing of Seven Cars--Fire Department Checked Flames.

Montpelier, Aug. 21.—Five lives were snuffed out in a head-on-collision of freight trains on the Central Vermont railway between West Berlin and Northfield Falls at nine o'clock this morning, and several other trainmen were badly injured. The dead are: William Brunnell of Northfield, conductor on the southbound light train, pinned between engine and caboose; L. Dubuc of St. Albans, fireman on southbound train, Frederick Berryman of St. Albans, engineer on northbound train, Joseph Lane of New York, conductor on northbound train; Harold S. Lanigan of New York, brakeman on southbound train. The injured are: Engineer William Wynn of St. Albans, collar bone broken, hip dislocated; J. R. Smith of Montpelier, hip broken, badly cut about head, and Charles Boat of St. Albans, brakeman, suffering from shock but not seriously hurt.

The telegraph operator at Northfield is said to have had orders to hold the northbound train at that station to meet the one that was running light, southbound. The name of the operator could not be learned but he is said to be a new man who assumed his duties last night. He failed to drop his signal board in time and the heavily loaded freight, consisting of 30 cars drawn by engine 411, went through Northfield on the steep down grade at a speed of 30 miles an hour. The operator rushed out just as the caboose was passing the station. He made frantic efforts to attract attention and followed the train to the dry bridge in Northfield. Getting no response from the trainmen, he waited in agony for the crash which came a few minutes later.

TRIED TO WARN ENGINEER.

It is surmised that the reason that Conductor Lane and Brakeman Lanigan were riding on the engine when the collision occurred, was because they had seen the gestures of the telegraph operator and had gone to the head of the train to communicate with the engineer. Seven cars of the up train were demolished. It was said that in one car there were three horses which were being taken to the Morrisville fair, that their bodies were cremated in the fire that followed the collision and that two men, who were accompanying the horses, perished with them. This report, however, cannot be verified and it is stated at the headquarters of the road in St. Albans that the way bills of the train do not show that there were any horses on board.

Where the accident happened is one of the sharpest curves on the Central Vermont.

The southbound train consisted of engine 339 and caboose and was going to Northfield to carry members of the Vermont National guard to Burlington.

With the exception of the engineers and firemen, those killed were strangers to Vermont, having taken the places of the road's employes who went on strike last month.

In the heavy train were two tank cars of kerosene and next to them were cars loaded with hard pine, roofing paper, furniture and granite. These were piled in a heap down a 20-foot bank. The kerosene caught fire and the whole made a fierce blaze that kept rescuers and wreckers many rods away for hours.

The fire alarm was sounded at Northfield and a hose company and hand engine were hurried to the scene. They pumped water from the river close by and did much service in extinguishing the flames and cooling the ruins so the wrecking crew could work.

The first thing done was to take the charred and unrecognizable bodies of the dead from under the ruins. With the exception of the cars burned, the remainder of the long train did not leave the rails and it was pulled back to Northfield. In this part of the train was one carload of dynamite and one car of gasoline.

GREAT CROWD ASSEMBLED.

A representative of the Free Press from Montpelier was at the wreck within an hour after it occurred. The fire was then burning its fiercest and not until later in the afternoon was it possible to make any attempt to clear the track. It was necessary to lay new rails and ties for several rods as the great heat had destroyed the track. The day passengers were carried by and the tracks made passable at 10:15 this evening. Hundreds of teams and automobiles carried a great crowd of spectators to the scene of the wreck and getting out the bodies and clearing the track was watched by more than a thousand people.

BERRYMAN'S BODY NOT FOUND.

St. Albans, Aug. 21.—Frederick Berryman, the engineer killed in the head-on collision at Northfield Falls this morning, had been a resident of this city for several years. He is survived by his wife and nine children, Evelyn, Percy, Clara, Fred, William, Lillian, Caroline, Ronald and John Berryman. Mrs. Berryman and the eldest son, Percy, went on the 10:39 o'clock train this morning and returned this afternoon on the special from Essex Junction as no trace of the body of Mr. Berryman had been found.

Mr. Berryman belonged to the local order of Brotherhood of Locomotive Engineers and was a member of St. Luke's Episcopal Church. The two elder daughters, Evelyn and Clara, left last night for a visit in Sarnia, Ont., but will return home as soon as possible.

Mrs. William I. Wynn, whose husband was an engineer on the other freight train, and who was severely injured, went to Montpelier on the 10:39 train yesterday and is with her husband, who is in the hospital there.

The other victims of the wreck who were temporary residents of this city were Conductor Joseph Lane, about 28 years old, unmarried, of New York where a sister lives; Brakeman Harold S. Lanigan, about 35 years old, leaves wife and child in New York.

Charles Boat, a brakeman, was brought to his room at the Park View Hotel suffering from the shock but his condition is not serious

WRECK CAUSED DELAY.

Companies of Vermont National Guard on Their Way to Pine Plains.

The wreck on the Central Vermont railway between Northfield and Montpelier Sunday morning seriously affected plans for the mobilizing of the 1st Vermont regiment here that day, as three of the companies did not arrive until evening and the trains for Pine Plains did not leave until several hours later than planned.

Companies M of this city, A of Rutland, K of Bennington and C of Brandon, comprising the third battalion, were on hand in the early part of the afternoon, the Rutland company coming on a special train. Company M did provost guard duty. The other companies were kept most of the time at the foot of Maple street but Company B was for a part of the time quartered in the City Hall Park. The companies from the other side of the State started to come by way of White River Junction but could not get past the wreck and were obliged to take a circuitous way around by Bellows Falls. Most of the staff officers and Colonel Estey were also in that predicament.

The departure was made late in the evening in two special trains, made up of 15 tourist, two sleeping, seven baggage and two horse cars.

WRECK VICTIMS

The Central Vermont trainmen, who were killed in the collision near Northfield Falls Sunday morning, follow:

THE DEAD:

Frederick Berryman of St. Albans, engineer of northbound train, leaves wife and nine children.

Joseph Lane of New York, conductor of northbound train, unmarried, leaves a sister.

William Brunnell of Northfield, conductor of southbound train.

Leon Dubuc of St. Albans, fireman on southbound train.

Harold S. Lanigan of New York, brakeman on southbound train, leaves wife and child in New York.

THE INJURED:

William Wynn of St. Albans, engineer, hip dislocated, collar bone broken; taken to Heaton hospital, Montpelier.

J. R. Smith of Montpelier, brakeman, hip broken and skull fractured; taken to Heaton hospital.

Charles Boat of St. Albans, brakeman, suffering from shock, condition not serious; taken to St. Albans.

D. S. Hamel or Albert of St. Albans, brakeman, seriously injured.

CHOLERA IS ABATING.

Strict Quarantine Measures Are Being Maintained in Italy.

Bari, Italy, Aug. 21.—Confidence is expressed that the epidemic of cholera is abating. The authorities have issued instructions that no one shall be permitted to leave by train any infected places within the province without a certificate showing that he is free from contagion. Persons arriving at any point from a place where cholera is prevalent without the necessary certificate will be placed in quarantine for seven days.

During the last 24 hours there have been nine new cases and five deaths from cholera at Trani; at Barletta three cases and two deaths; at Andria one case and one death at Ruvoo one case and one death and at Canosa one case.

The Italian government has protestid to the British, French and Greek governments against the quarantine regulations these countries have imposed upon Italian steamers from infected Adriatic coast points.

REPUBLICANS PLAN SERIES OF RALLIES

Itinerary of Meetings Will Begin at Middlebury August 24—Mead and Slack Speakers.

Rutland, Aug. 21.—The republican State committee announces the following itinerary of meetings of the republican nominees for State offices with county and town committees:

For Addison county, Wednesday, August 24, at the Addison House, Middlebury, at 1:00 o'clock; speakers, Dr. J. A. Mead and L. P. Slack, nominees for governor and lieutenant governor, respectively. The county committee and all town committees are expected to attend.

For Chittenden county, Thursday, August 25, at Burlington city hall, at 2:00 o'clock; speakers, Dr. J. A. Mead, L. P. Slack and Guy W. Bailey, nominee for secretary of State.

For Franklin county, Friday, August 26, at St Albans city hall, 10:00 o'clock and in Richford at the American house at 2:00 o'clock; speakers, Dr. J. A. Mead and L. P. Slack.

For the week beginning August 29 similar meetings will be held in other counties as follows:

For Windham county, at Brattleboro, Tuesday, August 30; for Windsor county at White River Junction, Wednesday, August 31; for Caledonia county at St. Johnsbury, Thursday, September 1; for Orleans county at Barton, Friday, September 2, in the forenoon at Newport the same day in the afternoon.

ST. JOHNSBURY MAN ELECTED.

Sandusky, Ohio, Aug. 18.—The American Association of Opticians closed its annual convention at Cedar Point today. E. E. Arrington of Rochester, N. Y., was elected secretary and A. L. Haskins of St. Johnsbury, Vt., treasurer.

WANTS ANOTHER VERMONT WIFE.

A real estate man of Montpelier is the recipient of the following epistle:

"Dear Sir: I have been referred to you as a Real estate dealer. Well I am not looking for Real estate But Personal Property. My first wife was frum montpelier Vt and I used to think she was just about right. And I wondered if I could get an other frum there that was just right. And I have sume Property and want one that has sume Muney to. What do you think of the Prospect. I write to you as I am far away awaiting your answer. Very resp,————"

This is merely one more voice added to the paean of praise for the Green Mountain girls.

CRIPPEN NOW ON WAY TO LONDON

He and Miss Leneve Put on the Megantic by Dew in Comic Opera Style.

Quebec, Que., Aug. 21.—Hawley Harvey Crippen and Ethel Clare Leneve, formerly Crippen's typist, sailed for England at seven o'clock last night on board the White Star liner Megantic, due at Liverpool at noon next Saturday. By Saturday night they will probably be lodged in a London jail to await trial for the murder of a woman supposed to be Crippen's wife, Belle Elmore. As Crippen came hurrying across the gangplank handcuffed, his hat pulled low over his eyes and his chin buried in his collar, trying apparently to dodge the photographers, he ran squarely into a rope that held the gangway steady. The rope caught him under the chin and jerked him backward, and had not Inspector Dew of Scotland Yard, who was close behind, caught him, Crippen would have fallen and possibly pitched between the two vessels into the water. The next instant the officer had set the prisoner on his feet and the pair disappeared into the Megantic.

Miss Leneve, who had left the jail with every evidence of willingness, had to be supported as she crossed the gangplank. As she reached the deck of the Megantic she fainted and had to be carried to her cabin. It was half an hour before she revived. The girl has never fully recovered from her collapse when she was arrested on the arrival of the Montrose at Rimouki, although her condition has caused her jailer no anxiety.

Inspector Dew managed the departure in a manner that furnished a fitting climax to their sensational capture.

DEW "CONCEALS" THE PARTY.

The finishing touch to a 12-hour performance that more than once verged on opera bouffe, came when the Scotland Yard inspector climbed the gang-plank, and, with impressive countenance, entered his name on the passenger list as "Silas P. Doyle." This, in spite of the fact that Dew was probably the best-known man aboard, and that among his 900 fellow-passengers fully 600 had met him here in Quebec. Quite consistently he registered his assistant, Sargent Mitchell, also of Scotland Yard, as "M. F. G. Johnson," while Mrs. Stone, one of the wardresses brought from London to look after Miss Leneve, appeared on the passenger list as "Mary Byrne," and Miss Foster, her companion, as "Miss Ogilvie."

After making secret arrangements to board this steamer, Dew conducted his prisoners thither with a mystery that set the city in an uproar and brought every reporter and photographer in Quebec upon his heels. He smuggled them from the local jail at seven o'clock, with three hacks and five provincial detectives to help his own Scotland Yard force. Then, by circuitous routes, he drove to the river at Sillery, a village only a mile from the jail in a straight line, but a measured seven miles over the road he chose.

COUNTRYSIDE AROUSED.

Before the three hacks had reached the river the whole countryside was aroused, and when a party of newspaper men came in pursuit shortly afterward they had no trouble in following the trail. In an automobile they reached Sillery in time to see the tug Queen puffing up the river with Dew on deck wearing a triumphant smile. Thus the British detectives escaped the photographers on shore, but the Megantic on her downward voyage from Montreal was not due until noon, and the Queen had to lie off Cape Rouge for nearly three hours until the liner arrived.

Alert photographers had thus all the chance in the world to charter a tug in Quebec and steam up the river. And they took it. The Queen was overhauled just as the Megantic hove in sight, and for the next half hour there followed an exhibition of marine manoeuvring that would have delighted the heart of Captain Mahan, the Queen trying to reach the Megantic in such manner as to put the prisoners abroad unobserved, the snapshotters on the tug jockeying for places.

UNDER FIRE OF CAMERAS.

Finding his task impossible, Dew finally had the Queen lashed to the steamer's side and put Crippen and Miss Leneve aboard under a camera fire partly masked by the efforts of the two prisoners to hide their faces. Crippen dashed up the gangplank with his felt hat pulled low and his face half buried in his coat collar while the girl had her features effectually concealed by a heavy blue veil. So anxious was the inspector to foil the photographers that eye-witnesses at Sillery said he made Crippen hold a handkerchief over his face when he walked from the hack to the dock, although no reporters or cameras were then visible.

While the prisoners were being transferred from the Queen to the Megantic, passengers on the latter were barred from the shelter deck by while the pair entered. There was a hearty fire of small cameras, however, from the deck above. Crippen and Miss Leneve were hurried to cabins 51 and 52 which they will occupy during the voyage. Dew took the cabin next to Crippen at one end of the suite, with the two yardresses adjoining Miss Leneve's quarters, and Sergeant Mitchell bring up the other end of the line.

IN CLOSE CONFINEMENT.

It is understood that Crippen and Miss Leneve will be confined closely to their cabins during the voyage, except for a short time each day, when they will be permitted to take exercise on the bridge. There they will be effectually screened from observation. They will receive their meals from the first cabin saloon, and if they are good sailors should have a comfortable voyage.

In full accord with Inspector Dew's system of precaution, neither of them learned that he was to sail yesterday until six o'clock in the morning, when both were awakened, Crippen hastily packed with clean linen and several novels the little satchel Governor Morin of the Quebec prison had brought him. Miss Leneve carried her scanty effects in a paper parcel. She wore a neat blue suit, bought here with her own money, and a large hat, which was set jauntily a top of the light brown wig the matron had supplied to hide her short hair, consequent upon her masquerade as a boy on the way over.

GIVES BOOKS TO JAILERS.

Both prisoners seemed glad to go. They thanked M. Morin, the jailor, for his kindness, and Crippen made him a present of one of the second-hand novels he had bought to read in his cell. On the flyleaf he wrote with a pencil.

A. M. L. Morin, Governor Quebec City Prison:

I trust you will do me the great honor to accept this as a small expression of the gratitude I feel for the many kindnesses you have shown me during my sojourn here in Quebec. (Dr.) H. H. CRIPPEN.

The parentheses are Crippen's own. Crippen specially thanked also his personal guard, Mr. Labbe, to whom he promised that no matter how his case went he would hear from him again.

WILL CALL ON PREXY TAFT.

D. J. Foster Will Stop Enroute to Mexico.

Congressman and Mrs. D. J. Foster and H. J. Shanley of this city will leave on Friday for Mexico City, Mexico, to participate in the centennial celebration of the independence of that country. Mr. Foster is chairman of the commission which will represent the United States government at the celebration and Mr. Shanley is the disbursing officer of the commission.

The party from Burlington will stop at Beverly to call on President Taft and will go from there to Washington. The commission will leave that city by special train on August 31st. After the celebration the commission will leave Mexico City September 23rd. While there the members will be the guests of the Mexican government.

THE FARMER'S WOOD LOT.

An Important Factor in the Forestry Problem.

(From American Forestry.)

For the eastern United States, the woodlot is and will long continue to be an important factor in the forestry problem. Generally speaking, the eastern farm has its woodlot ,large or small, a very valuable part of the property, and a part that is too little appreciated by its owner.

It follows that the farmers have a direct interest in forestry second only to that of the lumbermen. That the woodlot may be maintained in such condition as to yield a continuous supply of firewood, fence posts, poles, and lumber for home use, with perhaps a surplus for sale, is the object for which its owner should strive, and to this end he should know something of the main principles of forestry and of the special application of those principles to the conditions on his own farm.

As an illustration of what this may mean to him in money, consider an incident that actually happened, involving two New England farmers. Their woodlots were of the same character, the principal growth being pine. One of them had his lot which he proposed to cut, examined by a forester, who made an estimate of the stumpage value. The stumpage was then sold to a lumberman at $7 a thousand.

The same lumberman had been trying to buy the stumpage on the second farmer's lot and had last offered $800 for it. Now, as he was going to work the neighbor's lot, he increased his offer to $1,200, which was accepted, the owner congratulating himself on having pushed the price up $400. But note the result. From this second lot the lumberman cut 1,000,000 board feet. Had this brought the price that the first lot brought, the owner would have received $7,000, instead of $5,200. He gave the lumberman $5,800 because of his ignorance of the value of his own property.

This is only one case among thousands, but the opportunity afforded for comparison makes it especially valuable for illustration. How many of our farmers know what a bank account there is in the woodlot, and how to make it yield the most interest?

On many of our eastern farms there is land that is more available for tree growing than for modern agriculture, that is neglected and doing nothing—too run out for pasture, too rough for cultivation. A plantation of forest trees on this land would not yield an immediate return, but it would cost little and would enhance the value of the land each year, besides providing for the needs of the future.

The scientific farmer should know something of forestry as well as dairying and horticulture, if he would have his farming well balanced and profitable in all its departments.

The New Hat-Tree—And you are a centenarian? By George! Aside from a few cracks in your face you hold your age mighty well! What's the secret?

The Grandfather's Clock (serenely)—I keep regular hours and always find something for my hands to do!—Puck.

KOREA PASSES TO HER CONQUERORS

Yi Dynasty, 518 Years Old, Now Quietly Taken Over by Japan.

Tokio, Aug. 21.—Within the week "the hermit kingdom" and the Empire of Korea will become ristorical terms, twelve millions of people will be added to the population of Japan and territory as large as England will become part of the Japanese Emperor's dominions. The treaty of Portsmouth, which settled the war between Japan and Russia, reads that Japan shall have the "guidance, protection and control" of Korea, and the last stage of this agreement is now becoming an actuality after three years of experimenting to discover a practical method for preserving the national entity of the Korean peninsula.

The privy council of Japan was summoned to meet at 10:30 o'clock to-morrow morning and this is regarded by well informed persons as practically the signal to complete the negotiations between Lieut.-General Terauchi, the Japanese resident-general in Korea, and the Emperor of Korea and his cabinet, which have continued for a full week. While the entire proceedings are shrouded in absolute official silence, there no longer can be any doubt that the Korean Emperor has agreed to sign a convention by which he and his government and people consent to the absolute control of Korea by Japan.

To-night extra editions of the newspapers say the convention already has been signed, but whether or not this be so, some announcement is expected shortly after the meeting to-morrow of the privy council. This probably will include the official proclamation of the conclusion of the convention of annexation, unless all the prognostications of well informed persons are incorrect.

The Yi dynasty in Korea has lasted for 518 years. Seven branches of the family remain and the heads of these all will be given rank as princes. A number of other Korean officials will be elevated to the Japanese nobility.

Throughout the negotiations the mass of the Koreans have been kept in entire ignorance of what has been happening. The newspaper censorship is complete and Japanese newspapers have not been permitted to be sold in Korea.

It is not believed, however that annexation by Japan will involve disturbances in any section of Korea, which is thoroughly policed. Certainly the court and cabinet officials in the peninsula are quite complacent. The vast majority of the people of Korea realize that conditions in the country will be improved and it will be impossible for the malcontents to arouse sufficient feeling to create uprisings.

OUR FARMERS IN CANADA.

Are They Sick of Their Bargain and Coming Back?—A Difference of Opinion.

(From the Toronto Mail and Empire.)

There seems to be a difference of opinion expressed in rather acrimonious terms as to whether the thousands of American farmers who became Canadian settlers in the past few years are returning to the United States. In Canada the idea is that more Americans are coming across; in the United States they say the migration has almost ceased, and that some 15,000 disillusioned Americans are making for Uncle Sam's side of the border. On one hand is the official United States claim that this number of farmers returned in the last nine months; on the other, Canada's official reports that 100,000 settlers with $100,000,000 in coin and chattels have come over in a year.

One would suppose the New Orleans Times-Democrat to be far enough from the spot to give an impartial opinion and reasons for it. According to this authority "The American settlers were dissatisfied with the character of the land, the crops from which, they alleged, consisted chiefly of alfalfa, and such hardy grains as wheat, and even those were not sure. The form of government did not appeal to them, and they considered the railroad freight rates exorbitant. The climate was a source of dissatisfaction, ice and snow in August and September of last year adding to their discomfort." If this is true, we cannot blame the Americans for returning to the balmier climate of Dakota, to the more popular forms of government is exemplified in Pennsylvania, Rhode Island and other ancient homes of liberty, and to the richer soil of Nevada and Wyoming.

We wonder what the 15,000 "tired, disappointed, disillusioned American farmers" are going to do now that they are back home. For leaving the Western States in the first instance they had plenty of reason, and while Western Canada may not have proved the earthly paradise some expected, the reasons for leaving the Western States remain as strong as ever. Those reasons are not disputed. Tremendous prices were paid for farm land in the Western States, and the farmers, to the number of tens of thousands, sold out at top prices. Now that some of them have returned is it to be expected that they will buy back their old farms? If so, will they pay more for them than they received?

To buy for less would indicate that the land boom in the Western States has collapsed, and to invest money in a district where prices are falling is not a favorite diversion for farmers or any other class of the community. It must be admitted that there is still some good government land left in the Western States, but it is getting scarcer every day and is not to be compared in point of quality with the deep soils of Alberta and Saskatchewan. When a block is to be thrown open for settlement men camp for weeks before the registration offices, and once the farms have been located the price shoots rapidly up to a parity with neighboring long settled land. In other words, there is more land than there are settlers in the United States, while in Canada the case is reversed. Until the proportions become adjusted, irrespective of the boundary line, the demand for Canadian farms by American farmers is very likely to continue.

That something in the nature of a national conspiracy to check the movement northward exists in the United States there can be little doubt. The railroads of the United States are very much interested in luring back "dissatisfied farmers" and they are suspected of being responsible for the unblushing slanders that have emanated from several sources. We recall the gifted Winnipeg newspaper man who volunteered to supply matter defamatory of Canada for distribution in different parts of the United States. The effort of the Canadian government to check the spread of slanders on the frontier was exploited as a reason why no American should venture to cross the border.

Canada has responded to the "don't go north" campaign by establishing a permanent press bureau at Washington whence bulletins will regularly issue describing the opportunities of the Canadian west. Only those who live on the side of the border know how little disturbed Canadians are at the prospect of losing American settlers. The immigration may not continue, but if the movement from the Western States altogether ceases "merely because the thermometer sometimes drops out of sight in Winnipeg or "Medicine Hat" the character of the American farmer, as the Cincinnati Star says, "must have changed a good deal in the past few decades."

THE ONLY DRY PLACE.

A story is told concerning two travellers in America who found themselves in a prohibition State, and were discussing the question of how to abstain from alcoholic liquor, when a pleasant-looking policeman appeared and wished them "Good morning."

"I say, Jim," said one of the travellers, "let's ask the officer."

"Follow me," said the constable, and he conducted them in and out and round about until they stood in front of the cathedral. The travellers looked at each other in astonishment.

"Surely, my good man," said the first, "you do not mean to tell us that we can obtain what we want in a church?"

"You see the church do you?" said the policeman, solemnly.

"Yes," assented the two.

"Well, that's the only place in this State where you can't get it."—Tit-Bits.

TAFT WILL NOT ANSWER GOSSIP

Knows of No Actual Break with Roosevelt—Still Bent on Harmonizing All.

Beverly, Mass., Aug. 21.—As time goes it becomes more and more apparent that no direct answer will be made here to the reports of a break between President Taft and Theodore Roosevelt and the charges alleged as a foundation for the rupture. Although the silence of the past few days is still strictly maintained, it is believed now that President Taft intends to make his position clear in the letter he is preparing for the republican campaign committee handbook and the speech he is preparing for the conservation congress at St. Paul.

The letter and the speech, so far as known, will not be controversial. The President is said to recognize no situation calling for a controversy. Mr. Roosevelt has made no statement in support of the reported break. There is nothing definite upon which the President could act, even if he had a desire to do so.

As to State fights, and it is the New York State fight which is alleged to have created a chasm between the President and the ex-president, there is every reason to believe that Mr. Taft will restate what he has said here many times of late, that he does not believe it to be the province of the chief executive to interfere in State fights and that in dealing with State situations he has confined himself to urging upon the various leaders the importance to the party of an honest endeavor to adjust their differences and an agreement upon a harmonious program.

STILL BENT ON HARMONY.

That the President is still intent upon harmonizing the Republican party so far as is possible is evidenced by the fact that his campaign committee letter is reported to contain a declaration that there is no desire on his part, or on the part of any one closely identified with the administration, to read any person out of the party.

So far as he consistently can do so, the President will endeavor to placate all factions of the party.

Representative McKinley of Illinois, chairman of the republican congressional campaign committee, when in Beverly 10 days ago announced that the congressional committee was ready to support regulars and insurgents alike, the only test being support of the President and of the party platforms.

As to the tariff, President Taft, it is believed, will lay chief importance upon the results that it is hoped will be accomplished through the work of the new tariff commission.