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BURLINGTON, THURSDAY, JAN. 30.

WANTED.

When you want anything, advertise in the new special column of this paper. Some bargains are offered there this week which it will pay you to read about. See page two. This paper has more than 25,000 readers every week and one cent a word will reach them all.

Vermont will have no more slack rope disasters in connection with executions of murderers, now that Governor Fletcher has signed the electrocution bill.

Our democratic friends who talked free wool at one time, are now talking of leaving a duty of thirty per cent on this product. This recalls the statement that a political platform with some people is like that of a railroad car, "merely to get in on."

The Vermont legislator who made a rhetorical pause and then informed his auditors he was meditating upon the picture this Legislature would present still in session when the lawmakers of 1914 convened, probably is not a prophet, but he made a close stab at a stubborn fact.

The new administration has already begun to "go some." Literature is being sent out by the "Wilson Inauguration Publicity Bureau," and the question now is whether this is a political move or a project to get a crowd in the national capital in spite of the abandonment of the inaugural ball and Capitol reception.

The decision of the Turkish government to accept the advice of the European powers to give up Adrianople, the ancient capital of the Ottoman empire, and to leave the question of the island possessions to be determined later by the same authority, means the virtual elimination of Turkey as a European factor. When you have said that you have said it all.

MR. FITZHUGH'S DENIAL.

Former President E. H. Fitzhugh of the Central Vermont railway authorizes the FREE PRESS to deny in the most emphatic and unequivocal terms the statement sent out by the Associated Press to the effect that he was to act as a government witness in connection with the effort to secure a new indictment of those responsible for the alleged agreement between the Grand Trunk and the New Haven railroads.

Mr. Fitzhugh was quoted by the Associated Press for four days and inasmuch as the federal grand jury did not secure from him what they thought he ought to be able to tell them, they kept a string on him, or in other words held the subpoena over him, telling him they were not done with him. Later on he was called back and grilled for another period of two days. Then one of the jurors was incapacitated, and the thing had to be done over again. That is all the basis there was for the statement sent out broadcast to the press that he was to engage in the service for the government.

Mr. Fitzhugh made many friends in Vermont and he hopes to so conduct himself that he will retain their esteem as well as his own self respect. That he will be able to do this we have not the slightest doubt.

A SPLENDID VERMONT INSTITUTION.

One of the noteworthy benefactions of the late United States Senator Redfield Proctor is recalled by the publication of the annual report of the Vermont Sanatorium for the treatment of incipient tuberculosis. Many people are already aware of the splendid results obtained from the operations of this institution, and those who have not specially noticed this work will be impressed from a glance at some of the facts and figures embodied in this report.

It appears that during the year past no less than 103 different patients have been treated at the sanatorium, and on the first day of the new year there were thirty patients in the institution.

One of the obstacles to be overcome is the tendency of patients to leave the institution before permanent results have been secured, but in spite of this fact the showing made is highly creditable. Of the eleven patients admitted as incipient who remained more than three months four were dis-

County Farm Bureaus to Increase Productivity of Vermont Soil

Every county in Vermont should be prompt to take advantage of national legislation making it possible to establish in each county in the State a farm bureau as an aid in the movement toward a Greater Vermont. Several counties have already taken steps preliminary to this work, and the coming summer ought to see object lessons for our farmers established in all parts of the State. It may be helpful to trace the development of this idea of national crop improvement service.

About two years ago the committee of the council of grain exchange organized to devise and introduce ways and means of getting a larger yield of better grain, and after many conferences with bankers, railroads, manufacturers of fertilizers, cereals and grain products, with the government, with the leading educators and with all who are interested, the county plan was decided upon and practically adopted by all concerned.

An agreement has been made with the government and with the colleges in most of the States to establish county farm bureaus, and the Council of Grain Exchanges, which has established headquarters in Chicago, has become a clearing house of information and is harmonizing the work of all of these interests.

After the twenty leading grain exchanges had contributed a fund for support of this work, hundreds of business men, railroads and associations throughout the United States contributed small amounts to support the general plans of the committee.

Later on \$1,000,000 was added to the fund for the specific purpose of offering \$1,000 to each of 1,000 counties which should undertake their own development by forming county farm bureaus.

The federal government has made arrangements with the committee to go ahead and organize as many counties as possible, and as soon as the federal appropriation is available it will pay possibly one-half the expenses of the farm bureau in each county the second year and after.

Secretary Taylor of the Greater Vermont association has undertaken to aid in this work, and following his presentation of the project before the Burlington Commercial club and the application of that organization for information as to methods of procedure the following information has been furnished, which will be of service in other counties as well as in Chittenden.

In order to bring about the co-operation of all the interests in the county where plans are being made to install a farm demonstrator, a meeting should be held, to which should be invited all organizations interested in the development of the county, including commercial clubs, farmers' institutes, granges, farmers' unions, breeders' organizations, etc., also all persons interested, whether belonging to any organization or not, including farmers, bankers, merchants, millers, manufacturers, grain buyers, land owners, county and city officers, etc. The general purpose of this meeting is to form an organization whose objects shall be to obtain better returns from the farm and general improvement of rural conditions by the organization of a County Crop Improvement association.

In case this work is undertaken by a commercial organization, it is recommended that a special provision be made permitting all persons to join the agricultural section at a nominal price. The minimum generally is \$1.00, although there is no restriction made as to voluntary subscriptions raised by the finance committee for specific purposes. The business is generally transacted through an executive committee, to which is delegated the authority to negotiate for the employment of the county adviser and they have power also to enter into any co-operative arrangements with the government or with the State college or with the county officials.

The county agriculturist in general acts as advisor to any farmer in the county requiring his services; organizes farmers' clubs; conducts corn clubs and other agricultural contests; arranges for exhibitions of agricultural products; gives practical demonstrations and instructions in crop rotation, soil building, farm management, live stock, dairying, horticultural work, etc., in various parts of the county under ordinary conditions; co-operates with the superintendent of county and city schools in teaching the rudiments of agriculture.

He is required to lay out a practical schedule of farm practice on the county poor farm upon the request of the county officers in charge thereof with a view of putting the farm on a self-sustaining basis. It shall also be his duty to establish seed plots both on the county farm and on various private farms to breed up to the highest efficiency the variety of seed wheat, corn, oats, barley, rye or other products which may be best adapted to the soil and climate of the county. He shall be ready at all times to co-operate with the existing agencies such as the breeders' associations, farmers' institutes, county fair associations, and any other associations having for their object the best agricultural, commercial, social and material interests of the county.

Mr. L. G. Dodge of West Newbury, Mass., in charge of the government agricultural advisors in New England, writes that "This department is now prepared to pay half the expenses up to the sum of \$1,200 per annum (\$100 a month), select a man and supervise his work in such counties as will provide an equal sum or more. The Council of Grain Exchanges in Chicago is allotting funds to any county which will make this work secure for two years. That agency will furnish \$1,000 toward that two years' work, and thus far the government department has been willing to count that sum as part of the funds provided by the county."

"There are now two county agents at work in Vermont, in Bennington and Windsor counties. . . . No other New England State has any of the county men at work now or has had any formal request granted and only in one or two cases has there been any inquiry into the matter. Under the circumstances I am giving my personal attention to this work in Vermont, and shall look forward to the time when there can be a man employed in every county in the State."

It seems to us that the advantages of this system are so varied and obvious and the expense as a result of co-operation of the federal government and the grain exchange committee so small that no county in Vermont can afford to do without it, and that Chittenden county organizations should be prompt to take advantage of this splendid opportunity.

charged as apparently cured, five were discharged with the disease arrested and two improved, while of the 28 moderately advanced who remained longer than three months eighteen were discharged with the disease arrested and ten improved.

While distinct benefit was gained by patients who remained in the institution a comparatively short time, one great advantage is that during this period they learn how to regulate their mode of life and they return to their homes knowing how to take much better care of themselves than when they entered.

A considerable sum is received from the endowment by Senator Proctor and from patients but the work has so grown that a deficit of \$5,475.02 resulted and this deficit was generously paid by Mrs. Redfield Proctor, who has repeated this generous act for a number of years.

The expense of the sanatorium during the year was no less than \$27,877.20. The income from the endowment was \$7,513.50 and from patients \$13,001.95. The receipts from incidental sources were \$383.59 and there was a special gift of \$500.

Representative Redfield Proctor, who has devoted a large degree of atten-

tion to the work of the sanatorium from the very outset, is president of the institution, and its board includes a number of prominent citizens of the State.

One of the most gratifying thoughts in connection with this benefaction by various members of Senator Proctor's family is that the founding of the sanatorium enables Vermont to become one of the pioneer States in the war against tuberculosis which has enlisted the services of so many grand men and women.

When State Tax Commissioner J. E. Cushman assumed the duties of that office, the records were kept in a chest or two, and the public knew comparatively little about the department and cared less. Certain corporations paid taxes according to the law in a happy go-lucky sort of way and the great majority of taxes from this source were those that would probably have been paid to the State treasurer without trouble even if there had been no commissioner of taxes.

Mr. Cushman early realized two things, the first and most important of these was that the office had under its control marked latent possibilities of revenue, and that as a step toward the development of these possibilities the work of the department should be systematized and legislation enacted largely increasing the powers of the commissioner.

During the fiscal year ended June 30, 1899, the taxes collected by the department were only \$115,357.35 and for the biennial term that closed June 30, 1900, the total was \$231,622.36.

Ten years later, when Mr. Cushman made his annual report in 1909, he was able to announce that for the first time the revenue of the State collected through his department exceeded \$2,000,000. The annual collection had advanced in a single decade from \$415,357.35 to \$1,058,010.25, the amount secured during the year ended June 30, 1910. Since that date there has been a constant increase in the revenue from the tax commissioner's department, but we have spoken of these dates to show the remarkable showing that Mr. Cushman made in ten years, the increase having been approximately 130 per cent.

In his report in 1910 Mr. Cushman anticipated the demand made in State platforms in 1912 that individuals be placed on the same footing as banks in the loaning of money. He then said in part:

"A law giving individuals the same tax rate on loans and other inactive moneys as is now imposed upon deposits in banks would make it possible to borrow money of individuals and would not seriously retard the growth of banks because many people would prefer to lend therewith."

"Experience in modifying our laws relating to taxation of deposits has shown that the medium rate yields the most revenue, and warrants the conclusion that more taxes will be paid on monies and securities held by individuals under the lower rate than under the present local rate."

"Such a tax would also in part relieve the so-called double tax on real estate and mortgages secured thereby—the individual being obliged to pay no greater tax on account of his money invested therein than a savings bank or trust company is required to pay on its funds thus invested."

It is a well known fact that Mr. Cushman has made certain corporate interests protest by forcing them to pay higher taxes, or to secure revenue where none grew before. Some of those protesting have carried their cases to the courts, but it is a noteworthy fact that he has never yet lost a case of this kind.

INTERSTATE CONTROL OF INTER-STATE COMMERCE.
The conference of New England governors held in Boston has suggested much larger possibilities than seem to have occurred to the resourceful governor of the Bay State.

The gradual encroachment of federal rule upon State control of commerce is inevitable. On the one hand the transportation lines have been undergoing a rapid process of consolidation and absorption, and on the other the jurisdiction of the interstate commerce commission has been gradually extended to meet the new situation thus presented. As a natural result of the operation of these two influences the sphere of influence of the State with reference to the regulation of transportation has been constantly diminished during the past few years.

We recently emphasized the danger that in the twilight zone separating federal control of interstate commerce and State regulation of railroads, transportation companies might discover an opportunity to enjoy immunity from control on the part of either State or nation. Indeed the point has already been raised that a railroad extending from one State to another is engaged in interstate commerce, and it can argue that it is not responsible in one State for what its management may do that affects a neighboring State.

Inasmuch as this possibility is greatly increased by reason of the marked lack of uniformity in laws in the different States with reference to transportation lines, it follows as a matter of course that if the New England States, for example, could agree upon the kind of legislation needed and pass uniform laws regarding railroads, one cause of trouble would be eliminated.

If the Central Vermont or the Boston & Maine upon crossing the line from Vermont to Massachusetts found itself under precisely the same kind of legislation in the Bay State that prevailed in Vermont, the problems involved in effective regulation of railroads would be materially simplified, although the interstate commerce possibilities would not be changed as regards the jurisdiction of the federal commission.

The Springfield Republican speaks of another phase of this situation as follows:

A governor's conference is nothing novel in a time when the governors of all the States in the Union meet at regular intervals for the more or less academic discussion of matters of common interest, but there is something particularly significant in a governors' conference which is confined to a comparatively small section and which meets in response to the pressing needs of the community at large. The fundamental reason for this conference is that there are five States too many in New England for the satisfactory handling of the transportation problem created by railroad monopoly. It is the old story of "in union there is strength"—and wisdom, one may hope.

The conference of experts still to come should be able to make a very valuable report on the list of subjects referred to it by the governors. Of course, every delegate should be an expert of some sort, and not a poli-

tician, otherwise the opinions of the conference would fail to command public respect to the extent that is desirable. The 11 points referred to that body seem to cover the ground most thoroughly, only one important aspect being omitted, and that is full, not partial, government ownership of railroads as a possible solution of the difficulties created by private monopoly. Inasmuch, however, as there is very little public demand for government ownership, whether federal or State, in this section, the omission is not at all serious.

Whether a permanent New England conference, composed of the heads of the several State public utility or railroad commissions, could be of service, the future may be left to decide. It is doubtful that it could permanently perform functions of importance, in view of its entire lack of legal or constitutional jurisdiction over the New England lines. If state directors should be admitted to the board of the railroad system, there would then be little use, it would seem, for the permanent New England conference referred to. There can easily be too much supervision; the interstate commerce and the state commissions, it is well to remember, are already in the field.

The wisest counsel to the New Haven railroad management is not to antagonize the movement for a New England conference, which in its temporary aspect at least assuredly meets with public approval. The company should seek to co-operate with it; and, above all, to study the possibilities of reaching by means of a conference a satisfactory modus vivendi with the public which the railroad serves. It must be recognized by this time that one of the chief weaknesses of private monopoly, even under public regulation, is the chronic disposition of the public to view it with suspicion and to harass it often without justice. This is a state of mind. It is possible that state directors representing especially the public interest might help to bridge the gulf between the monopoly and the people. It seems certain, at all events, that New England has begun to make railroad history, and that the way it solves this question of monopoly in transportation will exert an influence upon the entire country.

The danger that that State may be led by the proposition of Governor Foss to rely upon interstate action instead of grappling with the local phase of the problem is thus emphasized by the Boston Journal:

The limitations of the governors as referees and the wide variance of view on the part of the participants in regard to the general question soon made it clear that a commission inquiry was the only thing upon which they could agree. Thereupon the six governors decided to call in an unpaid commission of twelve men and ask them to deliver within three months or less an exhaustive report upon a dozen phases of the New Haven situation—past, present and future—covering all the New England States. Only one result of such an inquiry can now be seen, but that is certainly if it is made with the ability and thoroughness which it deserves, the Legislatures of 1913 cannot get it in time to act upon it.

To bring in a report of real value in the time allowed would call for the services of railroad experts, or investigators in economics, of the very first rank. Waiting for such a report before action means a new delay of a year.

Governor Foss in a word has sidetracked the very project with which he started vigorously in his inaugural address by the State of Massachusetts to insist on adequate, efficient and complete railroad service, employing the means put into his hands by statute to reduce the extent of the present monopoly and to lead in preventing the bottling up of New England transportation by the monopoly.

Governor Foss stated the situation in the campaign he made on this subject. The people showed their support of his views. They chose him to do this work. The legislation for taking over the holding company and the creation of a public utilities commission with real power, which the State, we believe, is ready to grant, would proceed direct along the road of accomplishment.

Why does he now suddenly turn his back on his own program and wait for the addition of one new volume to the mass of railroad reports that already exist?

We thus have the various possibilities of the results of the conference of governors of the New England States presented to a comparatively full degree. By selecting a middle of the road proposition the chances are that we shall arrive at a fairly adequate conception of the limits of usefulness of the proposed commission.

If, however, such a commission does nothing more than to bring about an approximate uniformity of legislation in relation to transportation, it will accomplish a great task; and success in this direction once assured, all these other possibilities will be added unto it.

THE MORGAN HORSE FOR CAVALRY.
(From the Army and Navy Journal.)
Norwich University, Office of the Commandant.

Northfield, Vt., Jan. 14, 1913.

To the Editor of the Army and Navy Journal:
I have read with much interest the different articles appearing in the Journal from time to time stating what the type of cavalry horse should be. Much has been said in favor of the thoroughbred, and lately the standard bred has been favored.

My service in Vermont has brought me into close touch with the Morgan horse, and I am convinced that he is the type we should cultivate in our cavalry. It is argued in favor of the thoroughbred that the broad based fronts of the present day demand a cavalry horse of the thoroughbred type that will permit long distances to be covered in a minimum of time. The histories of all wars tell us that the cavalry horse never gets his full ration of oats in active campaign, and we all know that the thoroughbred requires more nourishment than the smaller, more compactly built horse of less fine breeding.

The Morgan horse of this university are fed six quarts of oats a day, and sometimes four quarts, depending upon the amount of work demanded of them. These horses drill two hours every day, besides being used on mounted posts, but they never get more than six quarts of oats a day. A big thoroughbred on this ration would not be able to do the same amount of work; therefore in the field, when the forage ration is low, the Morgan type of horse would be ready to start on his survey, while the big thoroughbred would not.

The hard service peculiar to cavalry in active campaign, in my opinion, requires a horse low on his legs, of rather strong bone and full form—a horse that when even in this flesh does not show it; one whose muscular development, energy and reserve power are denoted by a certain balance and uniformity not often seen in the trotters and saddlers of this mountainous region where there is no rule of the road to walk your horse up or down hill, for if you do you won't get home before dark. There are many Morgans in this town from 35 to 30 years of age that cover as high as 50 miles a day, up and down hill, in all kinds of weather, and do it with their heads and tails up, never flagging and always ready for more work.

FRANK TOMI KINS, Capt., 11th Cav.

REFLECTIONS OF A BACHELOR.
The only exciting thing to man about a pair of ankles is if he oughtn't to wear them.

There's nothing makes a thin girl more thankful than not to be fat, and a fat one than not to be thin.

The way a woman finds out what a man really did is subtracting all the things he says he did.

The experience you buy at par you can't sell at one cent on the dollar.

About the only reason for expecting the children will learn something at school is their parents didn't—N.Y. Press

GETTYSBURG CELEBRATION

Col. Allen Home from Meeting of State Commissioners.

Nation-wide Interest Felt in Anniversary Exercises Which Will Occupy the First Four Days of Next July.

Col. H. W. Allen returned Tuesday morning from Gettysburg, Pa., where he attended a meeting of the Gettysburg State Anniversary commissioners.

State representatives, who are to a large degree responsible for the arrangement for the celebration which is to take place during the first four days of next July and which thousands of veterans of both the blue and the gray from all parts of the country will attend. The plans for the handling of the vast crowd and the operation of the governments of both State and nation will be the subject of an indication of the nation-wide interest felt in the celebration, reports arrived were present at the conference from Connecticut, Delaware, Georgia, Illinois, Louisiana, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Rhode Island, South Dakota, Texas, Vermont, Virginia, Wisconsin, the District of Columbia and Porto Rico.

Colonel Allen was Vermont's only representative, as only the chairman of the State commissions were invited. He was associated with him in the work at this end of the trip are Captain Frank Kenfield of Morrisville and Col. W. H. Stasi of Springfield. The Vermont Legislature in an act recently passed, appropriated the sum of \$10,000 for the transportation of all honorably discharged soldiers of either army of the Civil War. The Governor appointed the commission which will have charge of the celebration and the working out of the details is left to Adjutant-General and Quartermaster General L. S. Thibault.

At the conference the heat of spirit prevailed between the veterans of both armies, and Governor Theodore Roosevelt delivered an eloquent address of welcome to both at the opening of the conference. The conferees were the guests of the Union League club and were well entertained at the club's headquarters.

The tentative program, which is arranged by a sub-committee, is about as follows:

July 1, Veterans' day—All surviving soldiers of the North and South are to be invited to take part as guests in the celebration under the command of the commanders of the Grand Army of the Republic and of the United Confederate Veterans.

July 2, Military day—Exercises to be under the command of the chief of staff of the United States army. Special detachments of each branch of the army to be detailed and representatives of the National Guard of different States to be chosen according to merit.

July 3, Civic day—Under the personal direction of the governor of Pennsylvania, the participants to be the governors of the States, their staffs and the general public.

July 4, National day—The chief justice of the Supreme Court will preside and the President, vice-president, members of the cabinet, the justices of the Supreme Court, the speaker of the House of Representatives, and the congressional committee will be the guests of honor. At ten o'clock a mass meeting will be held, at which the President will deliver an oration. At noon the commemorative oration, peace memorial will be laid by the President, and that will conclude the official exercises.

The question of taking care of the thousands of visitors is a large and difficult one but is apparently in good hands. At the conference Dr. Singmaster, president of Pennsylvania College and chairman of the Gettysburg citizens' committee, reported that a number of the village's buildings could be converted into sleeping quarters, and that by so doing the sleeping capacity of the town could be increased to 30,000. The hotels have already received requests for accommodations for more than 20 times their capacity, and a request has been made for 5,000 additional cots from the government.

A camp to be established under the direction of the quartermaster's department of the army will be capable of taking care of 40,000 visitors. The estimates for the cost of the establishing and conducting of the camp reach nearly \$300,000. Eight cots will be placed in each tent and 5,000 tents will be used. The land to be used for this purpose is about 20 acres.

The obtaining of an adequate water supply is also troublesome, and artesian wells are now being sunk for the use of the camp. Hospitals, internment, bakeries, etc., will all be brought into play to make a tented city of twice the population of Burlington. Each cot will be equipped with blankets, and an eating kit will be furnished to each person. These may be kept as souvenirs if desired.

The transportation facilities are not at the best now but will be considerably improved. Two railroads run into the little village but they cannot care for more than 15,000 passengers per day and as the attendance is estimated at about 50,000 considerable difficulty will have to be overcome at that point.

In speaking at the conference regarding the probable attendance, General Walker estimated that not over 3,500 Confederates of the South would attend, as few of the southern States had made appropriations. Colonel Skilton of Massachusetts said that there was a lamentable indifference on the part of Maine, and that he had received many letters from old soldiers begging for aid to enable them to get back to Gettysburg. His State would provide for the transportation of the inmates of the National Soldiers' Home in Maine. Mississippi has a \$2,000,000 deficit in the State treasury and will make no appropriation.

Many of the other States are coming in strong, however, and will follow the action taken by Vermont in appropriating money for the transportation of veterans. The Legislature of Minnesota will act shortly on a bill to devote \$25,000 to this purpose, and similar legislation is pending in Arizona, Colorado, Iowa, Indiana, Utah, Ohio, West Virginia and other States.

The conference concluded Friday night with a banquet at the Union club, which club was organized during the darkest days of 1862. The principal address was made by Representative John Lamb of Virginia. The most serious affliction visited on the South, he said, was the death of Lincoln.

The Rutland railroad has negotiated with three Clarendon property owners for a supply of water from Cold river for manufacturing and drinking purposes at their shops at Rutland. The company now pays nearly \$4,000 yearly for water right.