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HARTNESS STRENGTH

The keynote to the campaign methods of the Hon James Hartness for the governorship was sounded by him when he said that he did not propose to criticize the plans of other candidates, who are all good fellows. He would undertake simply to deal with his own program for the development of the industrial and agricultural interests of Vermont.

The more unprejudiced and thinking people consider the Hartness plan for a greater and more prosperous Vermont for all classes of our citizens, and survey his clean campaign methods, the more are they impressed with the idea that this is the sort of man we should have shape our policies for the next two years.

Men and women of Vermont are asking themselves what they are really seeking to accomplish in the selection of a successor to Governor Clement. They are being asked again as they were asked in 1918 to vote for a business administration. They are being asked in 1920 as they were asked in 1918 to sink all other considerations and State policies for the sake of sentimental balderdash about national prohibition, and in addition the lax enforcement of constitutional laws. They are being asked to keep Vermont as it is, and not let it grow too fast, as if there were the remotest possibility of any commonwealth developing too rapidly?

Those are the points which are being emphasized in behalf of the candidacy of various aspirants for the governorship of Vermont. Are those policies calculated to make Vermont a better State to live in or to do business in? People are asking themselves this question and answering for themselves in the negative.

Men and women of Vermont are realizing that the acceptance of these programs for the governorship means that Vermont shall either stand still or go back to earlier conditions. They are saying more and more that they do not want either to stand still or go back but to help Vermont move forward in progress and larger life.

On what does Mr. Hartness put emphasis. He puts first the young men and young women of Vermont and their education because he realizes as every one of us knows that they are the hope of a greater Vermont. In pleading for more educational facilities he says:

"The children of the countryside are the best timber for the future character of Vermont."

These are not the words of a mere industrialist. They constitute the slogan of a man who as head of the State Board of Education saw all conditions and handicaps of education in our rural communities and sympathized with the aspiration of their people for better things. And right here let us say that Mr. Hartness would still be in that position but for his commendable determination that no one should be able to say he was using his public office to push his candidacy for the governorship.

The Hartness plan for the development of Vermont is so broad you can not condense it into a few paragraphs, but he squeezes much into a few sentences following his plea for the utilizing of Vermont's water power for the development of electricity for use in the shop and factory as well as on the farm. He says:

"I believe that millions of dollars of our savings institutions will find their way back into Vermont when we have demonstrated the safety of Vermont investments.

"The plan is in harmony with the prime need of agriculture, for it draws a greater population into the State and increases the home market.

"It balances the State's activities to the benefit of all. Vermonters have been migrating to other States because our State has not offered good opportunities. It is not proposed to neglect the immediate needs of our State while setting in motion the big plan.

"We know there should be increased support for agricultural education including adequate aid for the State College of Agriculture and experiment station so that these institutions may increasingly meet the need of farmers.

"There should be an organization of farmers' co-operative associations for standardization and marketing our Vermont agricultural products so that they may be marketed at the lowest possible expense and to the best advantage.

"Assistance should be given the farmer in control of livestock diseases, especially tuberculosis so that the losses may be reduced to the minimum.

"There should be a linking up of the agricultural and industrial interests not only to increase the home market, but to make available enormous sums for highway construction and maintenance, for it is the cross roads as well as the trunk lines that are essential to connect farm and market."

In addition to speaking of reforestation and other State policies, the promotion of the welfare and uplift of those who toil, Mr. Hartness turns to the brave boys who offered their lives for the defense of their co[illegible] Company

and insists that they must have our chief thought at this time. He adds:

"The defenders of our homes must rank first, but second only to the defenders come the producers of life and those who co-operate in some essential way as producers. First of these are the mothers who work in the care of the home, the mothers who always bear the hardest part of war and peace burdens."

We join with Mr. Hartness in saying that all of the candidates for the governorship are good citizens and likable men. But we ask you in all candor and fairness, has any other one of them showed the thought and care for all the varied interests and the statesmanship that Mr. Hartness sums up in the few sentences we have selected from others that deserve to be included?

Would not his policies carried into effect mean a different Vermont from that we now have? Is it not worth while to elect a governor and a State Legislature that will start this practical movement for the kind of Vermont all of us in our hearts long to see developed?

Burlington's well cared-for lawns never presented a more beautiful appearance in July than now. On the other hand, the farmers are wondering when they will have a chance to cut and "cure" their grass.

THE AMERICA'S CUP STAYS HERE

The Resolute won the final and rubber race out of five tests over the Shamrock IV. The America's cup stays in the hands of Uncle Sam. The result is gratifying to every patriotic American. On the other hand there will be general admiration for the spirit of true sportsmanship manifested by Sir Thomas Lipton. There will be gladness everywhere that he took at least two races. Everybody will rejoice that he proposes to make another attempt to take the cup home with him next year with a new challenger. He is one of the greatest patrons of international sport on record.

The races for the America's cup from year to year have intense interest for sportsmen, but as a practical influence in yachting they long since ceased to have material significance. Deep sea yachtsmen have contended for years that the average craft built for international racing have little value for practical use. The Resolute is said to be the lightest in construction of any boat ever turned out by the Herreshoffs. Nicholson, the designer of the Shamrock IV, says that the craft's hull is even lighter than that of the Resolute despite the latter's three skins of wood. A writer in the Brooklyn Eagle says that the Resolute and the Shamrock are both over-rigged and built to race in what the Beaufort scale would register as a "light breeze." He adds: "Shamrock had trouble with her bowsprit during the first race for the cup. That was the day Resolute lost through the parting of her throat halyard. Also, in a later race, Shamrock's deck tried to pay a visit to her masthead. The strain caused the deck to buckle and it had to be strengthened when the yacht was hauled out at the Staten Island Ship Building Yards last week. Those are positive facts. Therefore we have a right to assume that the challenger no more likes a breeze stronger than 12 to 15 knots, than the white defender of the trophy."

However, we do not look for practical effects in our yacht races any more than in baseball, or on the football diamond. Yachting is the one international sport that challenges the attention of the entire sporting world. It is a beautiful contest, and does much to promote the spirit of good sportsmanship. It is probably as much a fixture as any other international sport.

A NUMBER OF THINGS

(From the Philadelphia Ledger)

Just 250 years ago the first triple alliance was formed by Great Britain, Sweden and Holland, to protect the Spanish Netherlands against the encroachments of France.

Paris has a landlord who allows every one of his tenants to live rent free for the three months following the birth of a baby.

The United States Naval Academy will celebrate its 75th anniversary next year, having been founded in 1845 by George Bancroft, who was secretary of the navy in the cabinet of President Polk.

England's largest land owner is the Duke of Hamilton. It is estimated he could give away a square mile of land every day for half a year, and yet have a comfortable little estate eight miles square to call his own.

Ten pounds of potatoes of good variety contain approximately seven and a half pounds of water and two and a half pounds of food, chiefly starch. The starch of the potato is equal as food to the starch which forms the principal nutritive substance in bread.

After the fall of Emperor Nicholas, successive Russian revolutionaries, who held brief power, transferred great sums of money to Sweden, in expectation of the time when they would have to pack up their traps and flee. It is said that one Swedish bank alone holds $50,000,000 of Russian gold in this way, and very properly refuses to yield it to the original depositors, who most certainly stole it.

The New Zealand authorities are fighting one of the most remarkable birds in existence, the kea, which threatens to kill off thousands of sheep and ruin the New Zealand sheep farmer. The kea is a kind of parrot, a little smaller than a rook, with an extremely strong beak and claws for its size. It attacks sheep day and night, and a flock of the birds has been known to kill no fewer than 70 sheep in a single night. The extraordinary thing about the kea is that the male cannot be distinguished from the female and no nest has ever been found. No one is able to say where the bird breeds or when, nor has any one seen any young birds.

A blue sun has appeared once only and will probably never be seen again even to the end of existence. This occurred in the summer of 1883, in the Sunda Straits. The cause was the eruption of a large volcano. In the terrible shock that followed a great range of mountains was blown completely into the air. The cavity left after the explosion was 1,000 feet deep. Billions of tons of rocks, dust and mud were blown upwards to a height of 17 miles. The sun was completely obscured. In Batavia, 100 miles away, the street lamps had to be lighted, although it was not yet noon. But toward sunset came the magnificent phenomenon known to astronomers as the blue sun. This was observed by every one within 30 or 40 degrees of the equator.

DECISIVE RACE FOR THE AMERICA'S CUP WON BY RESOLUTE

Defender Gives Challenger Worst Drubbing of the Series, Winning by 19 Minutes and 45 Seconds Including Her Handicap—"The Best Boat Won," Says Sir Thomas Lipton—British Crew Gives Three Cheers for the Victor

Sandy Hook, N. J., July 27.—Defender Resolute gave the British challenger Shamrock IV the worst drubbing of the 1920 regatta in the final race of the series to-day, winning boat for boat by 19 minutes and 45 seconds and the America's famous yachting cup remains American property.

Overcoming a 40-second lead and the advantage of a windward berth which Shamrock IV had taken at the start, the fleet defender held a lead of four minutes and eight seconds at the half way stake of the 30 mile course, and crossed the finish line 13 minutes and five seconds ahead. Including her handicap of six minutes and 40 seconds which she did not need, Resolute won by 19 minutes and 45 seconds.

In capturing the series and retaining possession of the America's trophy, Resolute came from behind after Shamrock had taken two races and won out by registering three straight and impressive victories. Shamrock IV won the initial race when the defender was forced out by an accident to her rigging and captured the second in a fickle wind that left Resolute becalmed most of the way. Resolute won the third by her time allowance of seven minutes and one second, running a dead heat with the challenger. Her other two victories were won boat for boat.

Sir Thomas Lipton, owner of the green challenger voiced what appeared to be the unanimous verdict of yachtsmen who had seen the five races when he declared to-night that "the best boat won."

Nature provides a rare setting for to-day's historic finish. The sun, a great fiery ball, was fast dropping through a red and purple haze over the point of Sandy Hook, when Resolute, clipping swiftly through the deep green water, with billowy white sails silhouetted against the haze, bore down on the mark.

A moment later, she flashed across the golden finish line that the setting sun had laid down on the rippling water between squat Ambrose Channel lightship and the committee boat Barryton.

A mile or more behind, her own great sails bellying broadly, Shamrock IV was coming about for the run to the mark after a reach out from the Jersey coast, when the white signal ball of the Barryton dropped and the shrieking of whistle and sirens from the little fleet of spectator craft proclaimed Resolute's victory.

The beaten Challenger swept quickly down the course, striving to shorten the intervening gap and save as much as she could the bitterness of her defeat.

But as if to emphasize the great difference in time between the two finishes, the flaming sun dropped like a plummet into the deepening haze, and a pale moon, which had been but dimly traced against the sky when Resolute finished, stood out with increasing radiance.

When Shamrock IV finally got over the line, the sun was but a shadowy circlet on the horizon beyond the haze, and the shimmer on the water had turned from gold to silver.

Resolute by this time had described a great circle and had come back to the mark to see her rival finish. As the challenger crossed the mark her British crew let out three ringing cheers for the victor, and the conquerors responded with lusty cheers for Shamrock IV and her crew.

Sir Thomas Lipton, who built the challenger in his fourth effort to lift the bottomless old pewter mug that is the America's cup, and take it back to its original home in England, turned away from his humble sailing beauty and sent his steam yacht Victoria full speed ahead to overtake and congratulate the Resolute's crew. He returned just in time to see Shamrock cross the line.

The aged sportsman's gameness as he drew away from his own sloop to congratulate the winner elicited a salvo of cheers from those on board the spectator craft. And Sir Thomas responded as jauntily as if he had not seen his own fondest hope once more baffled.

Sir Thomas announced immediately after the race that he would build a new challenger and come across again in 1922 to have another try at lifting the America's cup, provided some other yachtsman did not challenge and win the cup sooner.

"I was beaten by a better boat," he said. "I have no complaint to make. But I am greatly disappointed."

SEEKS AUTO OWNER

Failure to Report Sale of Car Resulted in Needless Publicity for Wrong People

Montpelier, July 27.—Harry A. Black, Secretary of State, is endeavoring to ascertain the new owner of the automobile in which it was reported to his office that the Rev. F. R. Gauthier of Highgate was riding at the time of a recent accident between Montpelier and Middlesex. Father Gauthier has written the office that he was not in the car nor did he own it. One of the inspectors was at the site that night and took the number of the car. It appears that those in the car were Hyde Park persons, Mrs. Tremblay, who was injured, left the hospital here Monday for her home. Failure to report the sale of the car resulted in needless publicity for those not involved in the accident.

BLACK SEEKS RE-ELECTION

Secretary of State Candidate for Nomination—Not Like to Have Any Opposition

Montpelier, July 27.—Harry A. Black, Secretary of State, this evening announced that he will be a candidate for nomination and re-election to the office. He was nominated two years ago this fall and it is a custom to allow the Secretary of State to have eight years, if he so desires, therefore it is not likely that Mr. Black will have any opposition.

His record will compare favorably with any of the State officers in efficiency and attention to his departmental work.

MORE COLLISIONS

Reports Pouring in Secretary of State from All Directions

Montpelier, July 27.—Among recent automobile accident reports to the State automobile department have been H. F. Hood of Hardwick and R. B. Jones of Montpelier, in a collision on the wide Barre road; W. A. Dutton of Hardwick reporting that his daughter, Alice, was driving their car when a horse owned by a man named Bolton of Cabot backed into the car. E. C. Collins of Greensboro has reported a minor accident that occurred in Grover. A. B. Evans of Randolph killed a dog while driving his automobile. J. S. L. Varney of Roxbury slipped over a bank. W. F. and M. D. Davis of Waterbury reported a collision with a car in Wolcott, the number of which he did not get.

Alex Blair of Barre reported that his automobile turned turtle on the East Montpelier road Sunday evening, resulting in a few bruises for the occupants, but no serious injuries to any of the party. Driving too close to the edge of the grass was given as the cause of the accident. Thomas Sheridan's car was hit by an electric car yesterday afternoon when it turned from Nelson to Barre street. No damage occurred.

STONE LECTURES AT RUTLAND

Rutland, July 27.—Lieut.-Gov. Mason S. Stone began a course of lectures to-day at the Vermont Summer School for Teachers in this city, about 150 pedagogues composing his audience. The general subject for the course is "Untold Events in Vermont History."

ROUGH ON THE OLD MAN

Poor father gets it from the most unexpected places, even from the cemetery. Certainly there is no taffy—no epitaphy, so to speak—handed him in the following inscription on a tombstone in Birmingham, England:

Here lies the mother of children seven,
Four on earth and three in heaven;
The three in heaven perferring rather
To die with mother than live with father.
—Boston Transcript.

GOING UP

Young Sailor—On my last voyage I saw waves forty feet high.

Old Salt—Get out. I was at sea for fifty years and never saw 'em that height.

Young Salt—Well, things are higher now than they used to be.—Arklight.

YOUNG SWIMMER DROWNS

Ralph Grimes, Nine, Loses Life in Otter Creek—Spending Vacation at Ferrisburg

Vergennes, July 27.—Ralph Grimes, aged nine years, who made his home with Mrs. Dolard Richards of Vergennes, was drowned while in swimming alone in Otter Creek, Rook Landing, at Ferrisburg last evening.

He was passing his vacation at the home of Mr. and Mrs. Almer Porter of Ferrisburg and was sent after the cows about four o'clock. Failing to return at the expected time he was searched for and his clothes found in a boat at the landing.

Search was made for the body which was found in 12 feet of water about 12 feet from the shore. Selectman Chester B. Hawkins of Ferrisburg was notified and viewed the body, after which it was taken to Ketcham's undertaking rooms in Vergennes to await orders from the boy's grandparents, Mr. and Mrs. A. A. Grimes, of Holbrook, Mass., who have been notified of his death. The parents of the lad are living, but their residence is unknown.

CLEMENT STANDS PAT

(From the New York Tribune)

There is precious little logic in Governor Clement's reasons for refusing to call his Legislature in special session to ratify the suffrage amendment. He talks of the Constitution, the freemen of Vermont and the right of self-government and seeks to reverse the Supreme Court of the United States in its decision rejecting the referendum provisions of State Constitution. But that decision is a literal application of the Federal Constitution, and the freemen of Vermont who fought under Ethan Allen made no objection to this clause when their State entered the Union in 1791, the first to be added to the new nation. The language of the Federal Constitution declares that an amendment shall be valid "when ratified by the Legislatures of three-fourths of the several States." Governor Clement's kick is not against the Supreme Court, but against General Washington, James Madison and the others who drafted the Federal Constitution.

As a matter of fact, Governor Clement is simply giving some very poor reasons for being a very "bad" individual. But he is entirely within his rights, and the principle of State independence involved is a very important one. We gladly agree with Governor Clement that mere party expediency should not control. Vermont was perhaps the most democratic of all the New England States. It fought a lone hand in the Revolution and fought it very well. It is certainly entitled to its own opinion upon the ratification of the federal amendment.

The pity is that a Governor who has no authority whatever to vote or pass upon such a federal amendment should happen to be in a strategic position which prevents the ratifying authority, the Legislature, from assembling before its appointed date for this purpose. The Legislature is declared to be overwhelmingly for suffrage. When it does assemble in due course of time it will ratify the amendment and Governor Clement cannot lift a finger to stop it. He can only delay ratification. He cannot ultimately prevent it.

The Tribune greatly regrets Governor Clement's decision, which seems to be founded on bad logic and a serious conception of a Governor's responsibility in respect to federal constitutional amendments. There remain Tennessee and North Carolina, and we hope greatly that the Democratic leaders of these States will show more open-mindedness than the Republican Governor of Vermont. Meantime how about the Republican Governor of Connecticut?

CHARGED WITH VIOLATING WHITE SLAVE ACT

Brattleboro, July 27.—Earl J. Colby and Miss Mabel Johnson, both of Wilmington, who left that town last June on the night that Miss Johnson received her diploma at the graduation exercises of the Wilmington High School, returned to Wilmington to-day with Attorney Edward S. Jones, who went to Detroit after them. Colby was brought to Brattleboro by United States Marshal Arthur P. Carpenter of this place who met the party at Bennington. Colby, who has a wife in Wilmington, pleaded not guilty when arraigned before United States Commissioner Clarence M. Miller on the charge of violating the Mann act. He waived examination and as he could not furnish $2,000 bail Sheriff Frank L. Wellman took him to Newfane jail to be confined until the October term of court in Rutland. Colby served in the 101st Ammunition Train in France.

SERVICE COMMISSION HAS HEARINGS AT RUTLAND

Rutland, July 27.—The Vermont Public Service Commission held two hearings at the Hotel Berwick here to-day. A petition from summer residents of Lake St. Castleton, Wells, for the right to organize an electric company to furnish lights to their cottages was granted.

The Vermont Hydro-Electric company asked permission to make some changes in the preferred stock of the company.

The changes proposed consist in authorizing preferred stock to participate equally with common stock in respect to dividends declared on common stock in excess of 10 per cent per annum; in modification of voting power of preferred stockholders; in conditions upon which preferred stock in excess of $650,000 par value, can be issued.

Decision was reserved.

HELD UP 71

Autoists Ordered to Use Non-Glare Lenses—58 Made Immediate Change

Montpelier, July 27.—Inspector Higgins and Pierce of the State automobile department were in Richford Saturday and Sunday with the result that 71 automobile drivers were ordered Saturday night to replace the lenses they were using on their lamps with non-glare lenses and of that number 58 made the change that night and returned to the inspectors, showing that they had complied with the laws.

CO. I, NATIONAL GUARD

Brattleboro Organization Has Been Accepted in Federal Service

Montpelier, July 27.—Adjt.-Gen. H. T. Johnson has received notice of the completion of the organization of Company I, National Guard, in Brattleboro and the company has been accepted in federal service. There was a little delay about the latter owing to the fact that a place for a storage of equipment had not been obtained. The officers are: Captain, Roy B. Miner; lieutenants, Charles A. E. Goodwin and Edward C. Vail.

The adjutant-general has comissioned Dr. William Grinnell of Rutland as captain in the medical corps and J. Benjamin Hannon of Bennington as captain in the quartermaster corps. Captain Hannon was a few days ago discharged from the army after two and one-half years service.

Brough-Prouty

Bellows Falls, July 26.—George Francis Brough, son of Mr. and Mrs. L. E. Brough of Winchester, Mass., and Miss Lillian H. Prouty, daughter of Mr. and Mrs. G. F. Prouty of 21 Center street, were united in marriage yesterday in Immanuel Church by the Rev. J. G. Currier. They were attended by the parents of the bride. A reception was held after the ceremony at the bride's home on Center street. After a short trip through Massachusetts they will make their home for the present with Mrs. Brough's parents.

The bride has lived for the past few years in this place and attended the local schools and has for two years been employed at the Model Press. The groom has lived in town for nearly eight years and is an overseas veteran and a member of Company E, National Guard. He is at present employed at the Fifield & Son's garage. Those present from out of town were Mr. and Mrs. W. Ellory Taylor of Springfield, this State, Mrs F. M. Prouty of Grafton, Mrs G. E. Cook of Boston, Mr. and Mrs. M. E. Jones of North Westminster and Warden F. Hale of Rockingham.

52,000 TESTED

Over 36,000 Cattle Given Tuberculosis Test at State and Fed. Govt.'s Expense

Montpelier, July 22.—The commissioner of agriculture is compiling the data for his regular report to the Legislature for the two years ending July 1, 1920. It shows that over 52,000 head of cattle have been tested for tuberculosis and of that number over 36,000 were tested on the co-operative plan between the State and federal government, while the rest were tested at private expense. This is about one-quarter of the number of head of cattle in the State subject to test.

Landslide at Willoughby

Montpelier, July 27.—Persons who are intending to enjoy the beauties about Willoughby Lake will do well to inquire relative to repairs made on the road near the lake and those going north of St. Johnsbury will have to follow the road through Lyndon, West Burke, Sutton to Barton or through Wheelock and Glover. A slide near Willoughby occurred Sunday.

REED COAL COMPANY

Fair Haven Concern Incorporates With Capital of $10,000

Montpelier, July 26.—The Reed Coal company of Fair Haven has filed articles of association in the office of the Secretary of State for the purpose of selling coal in Fair Haven and adjacent towns. The capital stock is $10,000, while the subscribers are Mary Reed, B. Leslie Reed and A. D. Raymond of Fair Haven.

TO ISSUE STOCK

Brattleboro Firms to Put Out $75,000 and $20,000 Respectively

Montpelier, July 27.—The Kolstad-Taylor company of Brattleboro has filed with the secretary of State the statement that the company expects to issue $75,000 worth of stock, while the White Manufacturing company of the same town has reported that it proposes to issue $20,000 worth of stock and that $12,700 has been paid up.

The Monarch Manufacturing company of Bellows Falls proposes to issue $20,000 worth of stock and that E. W. Kelley takes 400 shares, H. T. Kelley 200, George Baker 100, F. C. Bromeau 10, while 1,240 will be in cash.

Fight Pine Blister Rust

Montpelier, July 27.—S. B. Detwiler of Washington, D. C., has been in conference with John Riley, Jr., relative to the white pine blister rust in Vermont. He has charge of a campaign against it and they have decided to use chemicals of the gooseberry and currant bushes in Sharon, where the rust has been giving them trouble. Prof. L. D. Young of the University of Michigan and Dr. Cooper, both of whom are making a study of the rust, are spending some time in the State.

PUNCTUALITY

An old Englishman, James Scott by name, traveled about on business until he was nearly eighty years of age. He became celebrated for his punctuality and methodical habits. Upon one occasion a gentleman stopped at an inn much frequented by Mr. Scott and saw a fine fowl cooking. "That is very good," said the hungry guests. "You may serve that for my dinner." "You cannot have that, sir," replied the landlord. "That is being cooked for Mr. Scott, the traveler." "I know Mr. Scott very well," said the gentleman. "Is he stopping here?" "Oh, no sir," answered the landlord. "But six months ago he ordered a fowl to be ready for him at precisely 2 o'clock to-day, and we are expecting him every minute."—Youngstown Telegraph.

CONFESSIONS

In the sweet silence of the twilight they honeyspooned upon the beach. "Dearest," she murmured, trembling, "now that we are married, I—I have secret to tell you!" "What is it, sweetheart?" he asked, softly. "Can you ever forgive me for deceiving you?" she sobbed. "My—my left eye is made of glass!" "Never mind, lovebird," he whispered, gently; "so are the diamonds in your engagement ring!"—Tit Bits (London).

The really well dressed woman is up on the very latest store news. She knows all about the new importation of millinery all about the daintiest dress materials, and just where they can be purchased to her greatest advantage.