

50 PEOPLE OVERWHELMED

Volcanic Eruption and Tidal Wave Following It

WHOLE VILLAGE BURIED

One Report from the Philippine Islands Says That 300 Lives Were Lost.

An Island Sank Five Feet During Eruption.

Manila, Jan. 30.—Fifty natives were killed and half the village of Lemery was destroyed in a tidal wave which followed the eruption of the volcano Taal last night. Mud and ashes covered the island where the volcano is located, and the island sank five feet during the eruption, terrorizing the inhabitants into flight.

An American teacher wires that all the villages on the western shore of Lake Taal were overwhelmed, and he thinks that three hundred people are dead. This letter has not been confirmed.

RESCUED 18 MEN.

Brave Work by Two Cuttyhunk, Mass., Natives Saturday.

Woods Hole, Mass., Jan. 30.—Eighteen men, including the crew of the New York barkentine Stephen G. Hart, wrecked on Cuttyhunk island, and the Cuttyhunk life savers, save their lives to the bravery of two sturdy Cuttyhunk natives who Saturday rescued them in great peril when the life savers' surf boat capsized during a squall, throwing all into the boiling water. It was Capt. Sam Jackson and Frank Veeder who saved all eighteen lives.

The barkentine's crew, headed by Captain M. W. Walls of Boston, and the life savers under Captain Weeks, with two Cuttyhunk brothers named Cornell, had taken to the little station surfboat from the wrecked barkentine Saturday, when a series of squalls threatened to break the barkentine in pieces. The life savers' big motor boat had been cast away by the gale and all were forced into the small surfboat.

Overladen as it was, the surfboat made heavy weather of it on the beat-in-shore and the seas soon invaded her. Bailing did not prevent her filling, and the damage of the Hart's crew was thrown overboard. Finally a great sea capsize the boat, sending all eighteen men into the breakers. Most of them managed to cling to the bottom of the surfboat.

Captain Jackson, who was to leeward in a power dory, attempted to aid the men but his boat was run down by the capsized surfboat, punching a big hole in it. The men held on, however, and he managed to take everyone of the fourteen men clinging to her bottom to safety, although at times the squalls nearly upset his craft, and almost carried him over the side.

Frank Veeder, in his yawl, hurried to the assistance of the four men who were still foundering in the water. He was unable to reach them in the yawl, but set out in the little dory he carried as a tender. The great seas threatened to fill the little boat, but he accomplished the rescue of all four.

PRES. MALLARY DEAD.

Head of the American International College at Springfield, Mass.

Springfield, Mass., Jan. 30.—The Rev. R. DeWitt Mallary, president of the American International college of this city, died here yesterday at the age of 69 years. He had been ill but a short time. Since July, 1908, Mr. Mallary had been head of the college, which is an institution devoted to the education and training for citizenship of young people of various nationalities who come to this country.

ALLEGED FORGER A SUICIDE.

Amount of Feiburch's Forgeries in Germany Amounted to \$250,000.

New Orleans, Jan. 30.—Philip Feiburch, held on the charge of forging bills to the amount of \$250,000 in Germany, suicided in jail here to-day. He took carbolic acid. He is believed to be the son of German nobility.

For cutting the thick iron plates used in the construction of the side walls of the Clement National bank of Rutland, a unique machine is used. The outfit, known as "The Autogenous welding equipment," consists of a metal tip in which oxygen and acetylene from separate tanks unite and form an intense heat. When the iron has become thoroughly heated, a stream of oxygen is turned into the cutter and the metal flows before it as does sand from a circular saw.

Not being in years has the price of hay, eggs, butter, potatoes and onions in Middlebury been so low at this season of the year through this section as they are at the present time. Number one hay can be bought for \$12 a ton, eggs for 23 cents a dozen, which is a drop in price of 20 cents during the last month. Butter can be bought for 22 cents a pound.

STOPPED THE PARADES

Who Were Crying, "Kill the Japanese" in New York Last Night.

New York, Jan. 30.—A thousand men and women marching down Broadway last night behind a large anarchist banner brought out the police reserves, whose forcible arrest of the alleged leaders caused a small riot.

The parade followed a large meeting in a hall on the east side last night, at which speakers denounced the execution in Tokio last week of a dozen persons, charged with plotting against the life of the emperor of Japan.

It is alleged that the crowd was marching on to the Japanese consulate with the red flag to make a further demonstration there, when patrolman Reilly sighted the crowd surging into Broadway. Men and women foreigners on the outside ranks were handing out circulars in Italian and Russian to the onlookers and the paraders, vying with each other in shouting, "Kill the Japanese!" could be heard in the babel.

Reilly stepped in the path of the crowd and demanded if they had a permit to parade. As he did so, the flagbearer tossed the red banner to another man and bolted through the crowd. Reilly went after him and finally cornered him in the hallway of an office building. Had it not been for a small boy, he would probably have lost his prisoner. The lad ran up and asked if he could help. "Yes," said Reilly, "reach into my hip pocket and get the whistle and blow as hard as you can."

The boy's call brought three other policemen, followed soon by twenty more. The crowd became riotous and one after another of the leaders threatened the police. One young woman who sought to snatch a prisoner away from the officer was arrested. The officers finally dispersed the crowd.

CARGO ON FIRE.

German Steamer Arrived in New York Harbor Last Night.

New York, Jan. 30.—A big German freight steamer, the Wildenfels, engaged in the Asiatic trade, arrived in the harbor early last night with fire raging in the cargo in the forward hold. The steamer came to anchor off Tomkinsville, S. I., where with the aid of a harbor fireboat the flames were brought under control.

The Wildenfels plies between Calcutta, Bombay and New York, and her cargo is made up largely of hides and hemp. The fire was discovered at 1 o'clock yesterday morning, while the steamer was en route to this port from Boston. Captain Kukens ordered a steam pipe connected so that steam could be turned into the burning hold and this kept the fire in check until the steamer reached port. No estimate of the damage has yet been made.

FIRE AT LACONIA, N. H.

Destroyed Stable and Three Horses With It.

Laconia, N. H., Jan. 30.—Fire early yesterday morning destroyed the stable of John L. Roberts in his woodyard on Water street and three horses were burned to death.

Albert Pancy, who sleeps in the stable, was awakened about 1:30 and found the place ablaze. He succeeded in getting out three of the six horses.

The firemen did excellent work in keeping the flames confined to the building in spite of the strong wind that was blowing from the northwest. Several nearby buildings caught, but the fire in them was quickly extinguished without any damage.

Mr. Roberts places his loss on building and contents at \$2,500, on which there is \$1,000 insurance. The three horses were valued at \$750.

KILLED BY STREET CAR.

Thomas Douglass Was Driving Double Team at Augusta, Me.

Augusta, Me., Jan. 30.—Thomas Douglass of Hallowell, aged 66, was killed by an electric car near the State House yesterday afternoon. One of the span of horses he was driving was also killed.

It is thought the reins became crossed, throwing the team upon the track in front of the car.

Mr. Douglass was returning from the track of the Kennebec Central Driving club, where with Walter F. Webb he had been scraping the ice. The team belonged to Albert L. Longfellow of Hallowell.

IDLE FREIGHT CARS INCREASE.

Railroad Men Assign Three Reasons for Surplus.

Chicago, Jan. 30.—The number of idle freight cars in the United States and Canada, as shown by the report at Chicago of the American Railway association Saturday, is on the increase. On January 19, the date on which the report was completed, there were 122,297 idle cars, more than twice the number on January 19, 1910, when 51,836 idle cars were reported. There is an increase of 11,319 idle coal cars, while the surplus box cars have decreased 832 cars, due to increased demands for box cars in the West and Northwest.

The railroad men give three reasons for the surplus: First, snow and storms in 1910 tied up many cars and brought out all the empty cars the railroads could obtain; second, the low ebb at which iron and steel mills and the big manufacturing are operating; third, enforcement of rules of the interstate commerce commission for prompt unloading of cars.

George Bloomstrand, employed by the Chester Lumber company at Chester Depot, was badly injured last week while trying to save a fellow workman from an accident. In trying to stop the running of the long chain used in hauling logs into the mill, his hand was caught between the chain and the drum over which it runs, breaking his right arm in two places and otherwise cutting him about the head.

What came near being a serious accident occurred a few days ago in Cambridgeport, when a number of children were coasting. Marshall Bashan came down the hill just as a team passed the turn. The hill was so icy it was impossible to stop or turn the sled, and he went under the wagon, both wheels passing over his neck. Although the little fellow is very painfully injured, his condition is not considered serious.

THINK GIRL IS DROWNED

Family of Dorothy Arnold Coming to That Conclusion

WILL DRAG LAKE FOR BODY

This Determination Was Reached After Receiving One Letter Which Hinted That Girl Might Have Slipped While Walking on Edge.

New York, Jan. 30.—It was decided to-day to drag the lake in Central park for the body of the missing heiress, Dorothy Arnold, who disappeared from home December 12, and who was reported as seen in that vicinity. Many letters purporting to give information about the girl have reached her father, Francis R. Arnold, head of the importing house of F. R. Arnold & Co. The letters demanded ransom for the return of the girl.

The letter in which Mr. Arnold places the most credence was dated New York City, January 28, and reads as follows: "Don't you think it is possible that your daughter might have walked near the large lake in Central park, and perhaps to pick up something walked too near and slipped in? The lake always looks pretty, winter and summer."

The possibility of Miss Arnold having been attacked in the park was thought by Mr. Arnold last night to have been strengthened by the story which a woman brought to the house, to the effect that she was positive she had seen Miss Arnold in a well-known store near the 72d street entrance to the park on December 12, the afternoon she disappeared. It was nearly dark then, she said, and when she left the store she walked towards Central park, and west.

John S. Keith, counsel for the family, added that the positiveness of the statement of the woman had all but convinced him that a search of the lake in Central park might be worth while. On the night of Miss Arnold's disappearance the lake froze over and it has remained frozen since then. A body, if in the lake, would probably not have been discovered.

Griscom Eliminated.

Mr. Keith explained last night why investigations were made with regard to George Griscom, jr., of Pittsburg, whose name, as well as the names of three younger men of New York City, was found in the girl's letters. Without any intimation that any of these men had anything to do with the matter, they were considered in investigating everything that might have even the remotest bearing on the case.

The family learned that Mr. Griscom was in Florence, Italy, with his mother and sister. Inquiries showed that he knew absolutely nothing of the matter, and, in Mr. Keith's words, "he was thereupon eliminated from the case. No suspicion attaches to him whatever."

A letter to which the family attached some importance was received yesterday from Buffalo, dated January 26. It had been written from a hospital there, but Mr. Keith refused to give the signer's name or the name of the hospital. He read this excerpt from it: "There is a lady here. She is sick in bed. She is insane (sic). Come and see."

BOSTON CLEW WAS FOUND TO BE FALSE

Woman Picked Up by Police This Morning Was Later Identified as Mrs. Medbury of Boston, Not Miss Arnold.

Boston, Jan. 30.—A woman, who was found by the police this morning and thought to be the missing Dorothy Arnold of New York, was later identified as Mrs. Medbury of this city. Her dress and stature corresponded to the description of the missing New York heiress, and the police notified the relatives of the Arnold girl. Mrs. Medbury was found in a doorway, sick and unable to talk. She was taken to a hospital in an unconscious condition. She is now improving.

MICHIGAN SENDS WORD

That "Miss Jennie Williams" Registered in a Small Town There.

Carsonville, Mich., Jan. 30.—A girl answering the description of the missing Dorothy Arnold of New York registered at a hotel here on Tuesday as "Miss Jennie Williams, New York." She was alone and departed without telling her errand.

GIRL STRANGLER, MAN IS MISSING

New York Hotel Mystery Brought Out by Finding of Girl's Body Last Night—She Is Not Identified.

New York, Jan. 30.—The body of a young woman, strangled to death, was found in a room on the second floor of the Bryant hotel in Sixth avenue last night. Up to this time investigation has developed no clue to her identity or that of the supposed murderer. A couple who had occupied the room Saturday night registered as Mr. and Mrs. John Smith of Montclair, N. J. A bell boy discovered the body last night. A towel had been stuffed seven inches down the woman's throat and her neck and face were discolored and bruised. The hotel clerk informed the police that the man had left about six o'clock Sunday morning. The victim of the murder was about 38 years old and pretty. She had fought hard for life. Her body was found lying partly on the bed and partly on the floor. She was dressed, but her clothing was badly torn. A wedding ring, another plain gold one and a small turquoise ring were found on her fingers and a gold mesh purse lay on the bureau. The purse was empty.

M'CURDY FELL INTO THE SEA

Within 10 Miles of His Destination at Havana

WAS PICKED UP UNHURT

He Flew by Aeroplane from Key West, 115 Miles Distant, Starting Shortly After Seven O'clock This Morning.

Havana, Cuba, Jan. 30.—The aviator, J. A. McCurdy, who sailed by aeroplane from Key West, Florida, for this city, this morning, landed in the water ten miles from the entrance to Havana harbor. That he was unable to complete the trip was due to the fact that his lubricating oil became exhausted. McCurdy was picked up by a torpedo boat safely. McCurdy was first sighted off this coast three hours after he had left Key West, and a few minutes after he was observed by the people at Moro castle.

The aviator wore a life preserver and was readily rescued from the water. The destroyer Paulding was stationed about half way of the route and was equipped with a platform for McCurdy to land if he desired. During the trip there was constant wireless communication regarding McCurdy's position.

As soon as it was reported that McCurdy was sighted by the destroyers near here an enormous crowd lined the water front, expecting him to pass over to Camp Columbia, where he was expected to land. The destroyers put to sea and later announced that he had fallen into the water ten miles out. There was bitter disappointment over that.

The lookout of destroyers were seen coming far out, but McCurdy was not seen. Suddenly the destroyers stopped and turned back, and wireless that McCurdy's oil was exhausted and that he had fallen into the water. He was then rescued.

HURLED OFF TRESTLE AND WAS DROWNED

Peter Anderson's Head Drove Through the Ice and He Was Drowned Before Aide Could Reach Him.

Wakefield, Mass., Jan. 30.—Struck by a trolley car on a trestle bridge over a branch of the Saugus river late yesterday, Peter Anderson was hurled headlong so that his head was driven through the ice and he was drowned before help could reach him. William Lally, who was with Anderson, was also struck and is at his home probably fatally injured.

There was a heavy fog over the brook and bridge, which prevented the motor-man on a returning Montrose car from seeing the men in time to shut off the power.

Anderson was 43 years old and leaves a widow and seven children. Lally was 34 years of age and single.

KILLED WHILE HUNTING.

Bertrand E. Denno, Aged 19, Had Hole in Chest.

Milton, Jan. 30.—With a large hole in his chest, the lifeless body of Bertrand E. Denno, 19 years of age, was found hanging over a wire fence on the Francis Kinney farm about nine o'clock Friday night. Denno, who was employed by W. P. Gabaree of Milton Center, started out Friday morning for hunting. When his dog returned early without him, Mr. Gabaree and Cal Farnsworth started out with lanterns and tracked the young man until they found his body. The hole in his chest and the gun lying on the ground told the story. In getting over the fence the gun was discharged, killing him instantly. The officials were notified and the body was taken that night to the home of Mrs. John Stewart, his mother, on Brigham hill in Essex.

WHALER, POET, SCIENTIST.

Death at Wakefield, Mass., of Captain Taber.

Wakefield, Mass., Jan. 30.—Capt. A. M. Taber, whaler, poet and scientist, died at the home of his daughter, Mrs. Moses Parker, yesterday at the age of 80 years. He retired from the sea a number of years ago and since that time has devoted himself to his studies and his writings.

Captain Taber was born in New Bedford, of Mayflower stock, and in company with the other boys of his time, shipped on a whaler as soon as he was big enough to get a berth. He followed the vocation for many years and gradually rose until he became master of his own vessel.

In August, 1848, when the first news of the discovery of gold in California reached the East, Captain Taber organized a party and set sail in his staunch craft for the golden West, rounding Cape Horn. On his way back the skipper wrote his first book of poems, which was published under the title "Rhymes From a Sailor's Journal." Later he published scientific books, two of the most notable ones being "The Coming Ice Age" and "The Causes of Geological Changes."

Since his retirement from the sea Captain Taber has made his home with his daughter in this town. His death was due largely to old age.

Mrs. J. E. Haywood of Brattleboro has a very interesting collection of pitchers from almost every country in the world. She has spent 30 years in getting the pottery together, a copper broom specimen, one of the last made in the old Bennington pottery being the beginning of the collection, which now numbers 265. Practically every kind of a pitcher may be found here, the smallest specimen being only large enough to hold half a teaspoonful. It is of metal and is kept in a tiny box used originally to hold a woman's ring. The Cuban water bottle, used by the pupils of the island to carry water to school, is an ingenious bit of pottery and its high coloring attracts the eye.

DEATH OF AGED MAN.

Chandler Ladd Died Last Evening at Home of Son, F. D. Ladd.

PECULIAR THIEVERY.

Part of a New Surface-cutter Granite Tool Was Stolen.

A theft of a peculiar nature was made at Rizzi Bros.' stonemason some time between last night and this morning, when a large tool on a surface-cutting machine was taken apart and the valve and valve block stolen. This machine is a new invention made by the Quaker Machine company, whose shop is just across the street from Rizzi Bros.' plant, in the same shop with James Alorn. The machine had been placed in the Rizzi shed by the owners over a week ago to try it out, and Mr. Rizzi says the machine had been doing wonderfully good work, as it cuts faster than any of the old kind of tools and does not freeze up in cold weather.

The owners of the missing tool says that it must have been taken by a machinist who was looking for new ideas, as the tool could not be used or duplicated by anyone, as it is patented. The tool had to be unbolted from the frame of the machine, and as none of the wrenches about the plant were used by the thief, it was evident that he came prepared with wrenches and knew what he was looking for.

THREE INTOXICATION CASES

Were Heard in Barre City Court To-day—Liquor Case In Northfield.

Three cases of intoxication were disposed of in the city court this morning. Fred St. John, arrested Saturday night by officer Gamble, pleaded guilty to a first offense and paid a fine with costs amounting to \$12.34. Gus Johnson, arrested Sunday afternoon by officer Carle, pleaded guilty to a subsequent offense and went to jail for 72 days. George Stacy of Plainfield, arrested Saturday afternoon by Chief Sinclair, pleaded guilty to a subsequent offense and went to the county jail for 30 days.

State's Attorney J. Ward Carver was in Northfield Saturday to prosecute the case of selling against Mrs. Mary Broggi, whose house was raided last week and a quantity of liquor seized. Mrs. Broggi was arraigned before Justice S. H. Kent and pleaded guilty to selling and was fined \$500. Sentence was suspended for four weeks to give her time in which to raise the money. Mrs. Broggi has a keeping case pending in the March term of county court.

WRECK AT BRAINTREE.

Delayed Traffic on the Central Vermont R. R. Yesterday.

Traffic on the Central Vermont was considerably hindered yesterday by the derailment of a freight train, southbound, at Braintree early in the morning. Twenty-three cars of a train which left Montpelier Junction shortly after midnight went off the rail because of a misplaced switch, it is said. The train was tied up for hours, the Sunday paper train from Boston being held up south of Braintree. A special northbound train was made up at Montpelier to carry home many of the legislators who had just finished their work. The Sunday papers reached this city late Sunday afternoon, about six hours after the usual time.

TALK OF THE TOWN.

Mrs. Martha L. Moffatt, Aged 80, Who Died at Hyde Park, Mass.

Hyde Park, Mass., Jan. 30.—Mrs. Martha L. Moffatt, widow of Elijah W. Moffatt, died yesterday at the home of her daughter, Mrs. C. W. Pfeiffer, 61 Central avenue, Hyde Park, 10 ber 89th year. She was born in Stowe, Vt., June 7, 1823, but removed while still a young woman to Hyde Park. She was the oldest member of the Hyde Park Methodist church. She leaves two daughters, Dr. Emma J. Paisley of West Somerville and Mrs. Pfeiffer.

TALK OF THE TOWN.

Mrs. Ida Cyr, who with her husband, was spending some time in New Richmond, P. Q., expects to return to this city sometime in the near future, where she will follow her vocation of trained nurse.

Edward A. Sweeney of Sweeney Bros. Granite company of Montpelier was Saturday night stricken with a shock, which affected his left side. His condition today is reported to be much improved, and it is thought that he will be able to go out again in a few days.

Sunday and Monday arrivals at the City hotel were as follows: Mr. and Mrs. A. Cohen, Burlington; Samuel Jennings, New York City; H. E. Wellman, J. Weber, Boston; F. H. Mann, Woodville, N. H.; R. L. Stanton, Boston; B. F. Sexton, Chittenden; O. J. R. English, Providence, R. I.; H. G. Howard, Boston; J. E. Miles, Burlington; Mrs. G. M. Marr, Mrs. L. D. Gale and son, Williamstown; A. H. Morris, Boston; C. M. Schultz, Burlington.

\$15,000 FIRE IN PITTSFIELD, N. H.

Started from Unknown Cause, Damaged Kammes Tea Company.

Pittsfield, N. H., Jan. 30.—Fire this morning damaged the Kammes Tea company to the amount of \$15,000. The cause of the fire is unknown.

Mrs. A. Cane of Wilmington has entered upon a novel endurance test, and for a friendly wager will undertake to eat one broiled quab a day for luncheon for 30 days. If she succeeds she will win \$200 on a bet. It was said that anyone would soon tire of the same kind of diet and that it would be impossible to keep it up on account of the aversion formed, but she thinks she will be able to do it. On week days she will eat the quab at a cafe and on Sunday at her home, where the man who made the wager will be a guest.

SESSION ENDS IN WRANGLE

Brattleboro Railroad Bill is Smothered at Finish

EARLY SUNDAY MORNING

Gov. Mead Vetoes Bill Laying Flat Rate of Taxation on Intangibles, and House Passed It over His Veto, But Only in Vaia.

It was a few minutes before midnight by the State House clock when the Vermont legislature took final adjournment of the 1910-11 session Saturday night, but the watches in the pockets of the members gave the time as 1:30 a. m., which was correct. Considerate people had simply seen to it that the Vermont solons did not work on the Sabbath, according to the official time-piece.

The closing hours of the general assembly were marked by the defeat of the Boston & Maine railroad in its efforts to confiscate land of the Central Vermont at Brattleboro, the House and Senate conferring giving up in a jangle, and by the veto of the bill laying a flat rate on intangibles. The House attempted to re-pass the intangibles bill over the governor's veto and did by a vote of 76 to 60, but the action was not constitutional because a two-thirds vote of the members was lacking.

Most of the legislature hastened to leave Montpelier by the early morning special trains Sunday, and the few who were left in the city over Sunday picked up their belongings to-day and departed. All received per diem of \$4 for 91 days, with mileage.

The Railroad Bill.

The railroad fight at Brattleboro was ended early in the night when the conference committee reported in each branch that it had failed to agree, the vote standing three to three. The report were accepted in each branch. The report of the House members of the conference committee reviewed the fight, as follows:

Th undersigned, the committee appointed on behalf of the House of Representatives, members of the committee of conference, upon the disagreeing votes of the House and Senate upon House bill, entitled "H. 182. An act to authorize the Vermont Valley railroad to construct and operate a railroad between Brattleboro and South Vermont and to take land therefor" respectfully report that they have been in conference with the Senate committee since their appointment; no agreement could be reached by which the Vermont Valley railroad would be permitted to have an independent line of tracks uncontrolled by the Central Vermont Railway company.

The objection raised was that the legislation should not take any property, however small, used for railroad purposes by one railroad corporation and permit its use by another railroad corporation. It was then suggested by the members of the committee on the part of the Senate, that we give the Vermont Valley railroad the right to take that land of the New London Northern Railroad company lying upon and west of Vermont street at Brattleboro, which is not now, and never has been, used for railroad purposes, to which the members of the committee on the part of the House acceded, and in furtherance of this idea, the members of the committee on the part of the House, submitted the following proposition in writing:

"And the said Vermont Valley railroad may construct its line in Brattleboro, upon a double track location, and for that purpose may cross the location of the New London Northern Railroad company in the town of Vernon south of the meadows using only so much thereof as may be necessary for the construction of one overhead or underpass, and may take of the lands of the New London Northern railroad in Brattleboro, west of Vermont street, not used for railroad purposes, and may take so much of Bridge street, and Vermont street, as may be necessary to construct their said line to a crossing of the West River railroad upon the said Vermont Valley railroad's land north of Bright street, relocating and constructing said streets so as to avoid grade crossings and not to obstruct the approach to the passenger station. And may cross said West River railroad at grade, under a construction to be supervised by the public service commission, or may relocate said West River track if requested by the Central Vermont Railway company."

After discussion, this proposition was modified by adding the following: "That only that part of the New London Northern Railroad Co's. land be appropriated by the Vermont Valley railroad, which lies west of Vermont street, and is not used for railroad purposes, and shall be decided by the public service commission to be necessary, and that the location shall be fixed by the public service commission where it is feasible to construct the line, in the judgment of said commission, and that all construction authorized in Brattleboro and Vernon shall be under the supervision of the public service commission, and not used until accepted by them."

"And that said Vermont Valley railroad should cross the New London Northern railroad in Vernon, south of the meadows, by an overpass or underpass, and connect with the Vermont Valley railroad tracks by crossing the tracks of the West River railroad at grade, or as the public service commission may order, both construction to be subject to the supervision, inspection and acceptance of the public service commission, as above provided."

"And the members of said committee on the part of the House further report that they are credibly informed and believe that both said propositions are acceptable to and desired by the citizens of Brattleboro."

We believe that these propositions

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