

THE BARRE DAILY TIMES

TUESDAY, MAY 23, 1911.

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Frank E. Langley, Publisher.

Miss May, we like you when less fervid than yesterday.

Loyalty to his chief is one of Timothy E. Byrnes' watchwords.

Mr. Byrnes' advice to kick intelligently will be kept in mind.

The autoists are beginning to start for summer resorts. Of course, you are ready for them.

When going to the aviation field prepare to duck for the cyclone cellar, lest your head be snipped off.

If things keep up, the Mexicans can have a safe and sane Fourth of July—if they care to celebrate with us.

Joseph A. DeBoer still possesses the faculty of saying a great many things in a few words. It is rather a pity that Mr. Rossiter wasn't present at the intercity banquet last evening.

The Winooski river has begun thus early to exact its toll of the swimmers. Fortunately, the canoe tragedies are not troublesome at present, else Vermont's population would surely become Rossiterized.

Northfield can be the coolest proposition on this side of the globe, and yesterday it demonstrated that it could be one of the hottest. If you want anything, even to weather, try it on Northfield-on-the-Dog.

Massachusetts is very liberal to the school of technology in Boston which bears its name, although a private institution. An appropriation of \$100,000 a year for a period of ten years is large; but from the standpoint of the excellence of the work done, it is comparatively small.

Fifteen years ought to be enough for Harvard and Princeton to smother any ill feeling which might have been engendered; but you never can tell about these touchy college boys. Still, Harvard and Princeton are natural rivals in practically all intercollegiate branches and they should have been brought together long before this.

The new superintendent of the Vermont Anti-Saloon league, Rev. Clifford H. Smith of Pittsford, is already receiving advice from the state press as to what he should and should not do. Lest he misunderstand the motive back of the suggestions, it should be stated that the press has the best of feeling toward him in his new work and wishes for him his due measure of success in the reasonable undertakings which come to his lot in office. Contrary to the opinions of some former occupants of the position of superintendent, the entire press of the state is not against the holder of the office. Indeed, we question if there is single paper in the state which holds prejudice against Supt. Smith at the outset of his work because of the work which he is to carry on.

RAILROAD DEVELOPMENT FIRST.

There is no doubt that the purpose back of the invitation to Vice President Byrnes of the Boston & Maine railroad to visit Barre and Montpelier was carried out; the purpose was to show him what Barre and Montpelier have to encourage his railroad system in developing its recently acquired properties in this section of Vermont. The natural resources in granite must have impressed him, judging by his expressed belief that with the proper co-operation between railroad and producer, the output of Barre granite might be doubled. In that, Barre and Montpelier agree with him; but they need railroad facilities, and that is perhaps included in the "co-operation" which Mr. Byrnes spoke of at the banquet last night. That doubled output can only come with the bettering of railroad facilities; so it seems that first in the order of procedure must come the bettering of railroad facilities, to be followed naturally by the increased output of granite. The business will respond to the encouragement which such railroad development will bring. If it shall be given to the Boston & Maine system to furnish those developments and share in those increased earnings is for the Boston & Maine railroad to say. After his inspection of the resources and his personal contact with the confident men, who are engaged in the business, Mr. Byrnes ought to be able to say whether his railroad system or some other system shall profit in due measure.

Current Comment

One Gain, Anyway. "Unlawful liquor selling in Putney must be rather unprofitable. Twenty-three hundred dollars in fines for three men to pay must knock quite a hole in the profits. These men are deserving of no sympathy, however, as they chose to take the risk, and were not ignorant of the liquor law."—Londonderry Sifter. The contemporary has presented the general sentiment of the state succinctly and well. And it illustrates what a chance for the better eight years of the local option liquor law have wrought. In former days, the prohibitory law was a dead letter and most communities winked at the illicit selling of liquor when it was done by



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so-called trustworthy men so long, as they used some discretion in conducting their contraband business. So when one of these violators of the law was occasionally prosecuted for outward show (and inward revenue), there was a very well defined popular feeling that the officers should not be too hard on him, should not turn prosecution into persecution, and all that kind of thing. Why? Because the greater part of the "best citizens" were, in a moral sense, at least, participants in the crime. They were and long had been conniving at this illicit sale and protecting this illicit seller. And it was rather against true sporting blood, or manly love of fair play, call it what you will, to ask a man to break the law for your convenience and indulgence, and then give him mover to the police.

To-day? Well, do you hear of public sentiment inclining to be lenient toward lawbreakers under local option, that is of course, as a general thing? To be sure, there are men and there are communities that rather tend to be hypocritical under this law as they were under the old law, and that vote "no" with smug pretense of lily-white morality and still wink at some "safe" man or men as they quietly come to the relief of thirsty souls on occasions equally safe. But, taking the state by and large, does not the Sifter express the sentiment of pretty much all the communities in regard to illicit selling? Do we hear of anybody trying to arouse much sympathy for the prosecuted law violator to-day? Not much.

Discuss the liquor problem as we may, argue for this or that law as the most practical agency for practical temperance reform, we must admit that under local option we have made at least one gain over prohibition—we are more honest in the enforcement of the statute, more honest with the government, our neighbors, and ourselves.—St. Albans Messenger.

Jingles and Jest

Not Up to Him.

Teacher—Tell me. How do you prove that the earth is round? Dull but Smart Pupil—I never said it was!—Puck.

Hard on the Jury.

Counsel (to the jury)—The principal fault of the prisoner has been his unfortunate characteristic of putting faith in thieves and scoundrels of the basest description. I have no more to say. The unhappy man in the dock, gentlemen of the jury, puts implicit faith in you!—Tit-Bits.

Reminiscence.

No more nature fakers Prowling through the wood; No more call for whipping posts When husbands won't be good. No more indignation 'O'er muckrakes plied in stealth; No more malefactors Distinguished by their wealth.

"Corking times" have vanished. Naught seems "bully" now, Above the same old spelling book The schoolboy bends his brow 'Tis wonderful what changes A few short years may view. The world seems much more placid, But a little lonely, too.—Washington Star.

Distracting.

"What drove the lady exchange editor crazy?" "Reading of bargains in cities a thousand miles away."

UNITED STATES BONDS

INVITING PROPOSALS FOR PANAMA CANAL BONDS

TREASURY DEPARTMENT.

Office of the Secretary, Washington, May 16, 1911.

The Secretary of the Treasury offers to the public \$50,000,000 of the bonds of the Panama Canal Loan authorized by section 39 of the act approved August 5, 1909, as supplemented by the acts of February 4, 1910, and March 2, 1911.

DESCRIPTION OF BONDS.—These bonds will bear interest at the rate of three per cent per annum; will be dated June 1, 1911; will be payable in United States gold coin fifty years from the date of their issue, and the interest thereon will be payable, in United States gold coin, quarterly on the first days of September, December, March and June. They will be issued in denominations of \$100, \$500, and \$1000 of coupon and registered bonds. They will be exempt from all taxes or duties of the United States, as well as from taxation in any form by or under State, municipal, or local authority. They will not be available to national banks as security for circulating notes, but they will be receivable, like all other United States bonds, as security for public deposits in national banks. The law forbids their sale at less than par, and provides that all citizens of the United States shall have equal opportunity to subscribe therefor.

ALLOTMENT OF BONDS.—In considering bids, the bidders offering the highest prices will receive the first allotment. Of two or more bidders offering the same price, those asking for the smaller amounts of bonds will receive priority in allotment. The Department, however, reserves the right to reject any or all bids, if deemed to be in the interest of the United States so to do. Upon receipt and classification of the bids hereby invited, the successful bidders will be advised of the acceptance of their bids.

FURTHER INFORMATION.—The bonds will be ready for delivery on or about July 1, 1911.

Subscription blanks and further details may be obtained at the

National Bank of Barre, OR Barre Savings Bank and Trust Co.

CAN DOUBLE THE OUTPUT OF GRANITE

(Continued from first page.)

stated that he wished to speak, first, on the side of sentiment and then of business.

In referring to the former, Mr. Byrnes stated that to the Byrnes family "back home" meant back in Vermont. Here it was that his father and mother had spent the greater part of their lives, and his father had helped to build the railroads of the state and had given many of the best years of his life to running them. "So," the speaker asserted, "I am glad to come back and take up my father's work."

Then the speaker went on to tell of the changes which Vermont had felt. In the first part of the last century, Vermont supported itself; it raised everything it needed. Then the railroads came and carried the boys westward to the prairies, where it was found that the East could be fed easier than the East could feed itself. Realizing this, the East turned to manufacturing, finding its market in the West. Now the West has turned from agriculture to manufacturing, and we no longer have this exclusive market.

What Vermont needs to do with its agricultural side to-day is to drive out the present sluggish spirit among Vermont farmers. Bring in a new spirit of progressiveness, he said; and he pointed out the work which F. N. Vail is doing at Lyndon Center. He thought Vermont ought to encourage the coming of such men as Vail, the New York and Boston men with millions.

Turning then to what Vermont specifically needs, Mr. Byrnes said he had asked a dozen people that question during the day and hadn't got an answer. He volunteered the information that Vermont needs transportation, and by that he did not mean merely railroad transportation, but wagon transportation. Vermont needs better wagon roads, he said. It costs more to transport products from the farms to the stations than the railroads charge.

In the matter of railroad transportation, Vermont needs good management of railroads. He said that not a railroad in Vermont had yielded any particular power in the railroad world and, outside of the Passumpsic division and the Barre railroad, they do not pay dividends. He characterized Vermont railroads as "dead ones." Why, it is sometimes said, that a Montpelier & Wells River car going west has to have a letter of introduction.

Mr. Byrnes said that the trouble was not so much with themselves as with the men in charge; the latter have not been enterprising. The Boston & Maine itself was quiescent, he declared, letting things run along as they pleased. Now, however, the Boston & Maine is going ahead and is developing its business. The speaker then told of the work of President Charles S. Mellen, who took charge of the New Haven system eight years ago, and during the remarks Mr. Byrnes paid a most glowing tribute to his chief, saying that it was a pleasure and an inspiration to work with a man of the Mellen stamp.

Returning, then, to Vermont railroads, the speaker said that both the Central Vermont and the Rutland railroads had had checkered careers; they started off with plenty of ambition, but they never have done anything of which any of them are proud. At this point he made specific mention of the Mellen plan, recently unfolded, which was to get traffic arrangements with the Central Vermont from Montpelier Junction to Burlington. He said that some people objected because the Central Vermont and the Rutland interests should not be antagonistic; they are dependent on each other. No properly governed railroad intends to take from the shipper more than a fair rate on the investment. To take more hurts the railroad, it cripples the business interests.

Switching to local railroads, Vice President Byrnes (president of the M. & W. R. line) said he thought it a good thing for the Montpelier & Wells River railroad to be taken over by the Boston & Maine, because the latter has money and is able to do things. But right there the speaker drew the veil of secrecy, declaring that he did not know just what would be done with the Montpelier & Wells River railroad. Nor was he prepared to make any statement regarding a proposed railroad down through the "Gulf." It's too early, he vouchsafed; we've got to plan and think it over.

"I have been asked," the speaker said, "what we propose to do about developing transportation here. Let me say that we can't spend money unless you do business which will make a fair interest on the investment. With the

proper co-operation we can double your output. We are interested, for when you make money we make money, and when you don't make money we don't make money.

Discussing to the figure of Mr. Mellen, who seemed to stand out prominently before the speaker at all times, Mr. Byrnes said that he thought that Vermont railroads need enterprise, and Mr. Mellen measures up to the standard; he is aiming to build up the New Haven properties and your material welfare.

Leaving Mr. Mellen and resuming the subject of rates, Mr. Byrnes said he had been told that Barre had been forced to unfair competition with southern granites; that southern granites could be shipped to points in New England at rates less than granite could be shipped from Barre to points in the south equally distant. "That must stop," shouted the speaker, and the way his firm jaws set when he said it appealed mightily to his audience, most of whom are interested in one way or another with the Barre granite business.

Particular stress was laid by Mr. Byrnes all through his speech on the folly of senseless legislation, restriction of capital in unreasonable ways. He referred specifically to the inheritance tax of New York, which, he said, had driven hundreds of millions out of that state, some of which Vermont might get because of its geographical location. He thought some states would be better off if their legislatures met only once in a hundred years. He said: "If I were czar of Vermont and with control over legislation for five years, I would double your valuation."

In concluding his address, Mr. Byrnes reiterated that the Boston & Maine had come here for business and that it sought the co-operation of the business interests. Let's put Vermont on the map, he volunteered. Don't sit down and wait for the railroads; the railroads only move things.

Throughout his entire address of an hour or more, Mr. Byrnes was given very close attention, and at the close was given a remarkable demonstration. As the next speaker remarked, he had a faculty for enthusing people. The next speaker was Seward W. Jones of Boston, president of the National Retail Monument Dealers' association and head of the firm of Jones Bros. company of Barre. Mr. Jones spoke briefly, giving some personal reminiscences and then referring to the question of rates. He asked Mr. Byrnes if he knew why the late Senator Proctor was able to ship marble cheaper than granite could be shipped. Mr. Byrnes gave it up. Mr. Jones said he was pleased that the Boston and Maine had got control of the Montpelier & Wells River.

Dr. F. M. Lynde then gave one of his popular French dialect stories, and next State Senator John W. Gordon was introduced. Senator Gordon's subject was "Wheels," and he told of the development of wheels in the railroad business, and called to Mr. Byrnes' attention the possibilities for development of the wheels of industry in this section of Vermont. The speaker also referred to that "state calamity" when the Central Vermont railroad was shunted from the project to build a main line through Williamstown gulf.

President Joseph A. DeBoer of the National Life Insurance company of Montpelier was the last speaker of the evening, and he improved the opportunity to refute the Rossiter story of "deceitful Vermont," as published in the Statistical Review. The story of decadence was asserted by the speaker to be "absolutely false and easy to be denied" and he proceeded to do so, putting forward proof after proof to challenge the Rossiter statement that Vermont shows no progress. As a fitting word to close, Mr. DeBoer spoke of the benefits for Barre and Montpelier to get together in affairs of the sort just held. "The get-together spirit should be extended. Let us walk unitedly," he urged. The banquet came to an end with the rendering of a solo by William Robertson.

Would Make Them Boom.

The Montpelier Morning Journal is quite confident that President Mellen intends to put both Barre and Montpelier on the main line to New York and Boston. This will mean, it thinks, the construction of the cross state line between Montpelier and Rutland. There is no question but that the ultimate settlement of the railroad controversy between the Grand Trunk and the New Haven interests is going to mean a good deal to Vermont. It now looks as if the settlement would be made with out great friction and with no useless waste of money in building new lines. It will be a great thing for Barre and Montpelier to be on "the main line" and their industries and commercial importance fully warrant it.—Burlington Clipper.

It Is Worth Your While

to examine into our new monthly income policy because it embodies every advanced principle of life underwriting work. The income participates in surplus distributions. National Life Ins. Co. of Vt. S. S. Ballard, general agent, Lawrence building, Montpelier, Vt. (Mutual.)

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These values don't happen on Fine Linen Goods, so take advantage of this sale.

The Vaughan Store

Native Stone and the Utah Capitol.

The late legislature in Utah enacted a statute for the erection of a state capitol. Mr. R. R. Tanner, a prominent business man of Beaver, Utah, during a recent visit to Salt Lake City, said: "It is understood, if not expressed, that the material that will enter into the construction of the new capitol will be Utah production. I had an interview with the governor along this line to-day, and impressed upon him the fact that in Beaver county we have unlimited quantities of what is known as green granite. This quality of stone differs from anything of like nature with which I am acquainted. I question if this green granite can be found in any other section of the country. It is imitable in color, and is susceptible of taking a beautiful polish. This stone can be quarried and shipped to Salt Lake more cheaply than any other class of desirable stone."

Barre granite quarries with about 150 acres quarry land for sale. Worth investigating.

Barre should have a plant to manufacture building granite and not let our neighbors obtain the new industry.

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