

# Saturday Specials at Russell's

**FREE**  
**A Quadruple Silver Individual Creamer**  
 or Sugarbowl

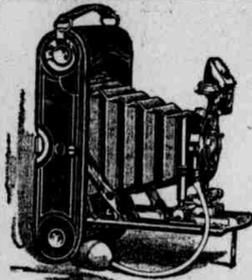
with a pound box of Chocolates purchased at the regular price.

## FREE TO THE LADIES

Every lady making a purchase of 50c or more of goods sold at regular price will be given one of these Silver Creamers or a Sugar Bowl.

**Cigar Specials**  
**for Saturday**  
 6 3-20-8 Cigars for .....25c  
 (Box of 50 for \$2.00)  
 4 7-20-4 Cigars for .....25c  
 4 Yankee Consuls for .....25c

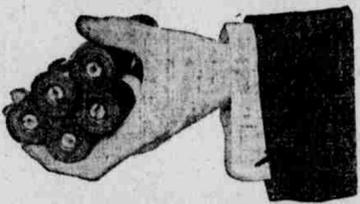
**Elkays**  
 Cedar Flakes will protect your winter clothes against moths. 15 CENTS.  
**Soda Specials**  
 Caramel and Vanilla Ice Cream. Try a Cherry Marshmallow Ice, 10c.



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# The Red Cross Pharmacy

### FAVOR EDUCATION TO HALT DIVORCE

Presbyterians Find Growth of Divorce Alarming—"Situation Is a Disgrace."

Chicago, May 22.—A country wide educational campaign to offset "the alarming growth of divorce" was recommended to the 126th general assembly of the Presbyterian church (U. S. A.), which convened here yesterday. The committee on Christian life devoted most of its

report to a discussion of the divorce problem.

"Marriages are entered into with levity and haste and the whole structure of the home is shaken," the report declared. "One out of 11 marriages ends in divorce. Japan has the highest divorce rate in the world; the United States is next. Such a situation is a disgrace to America."

The committee recommended education in the sacredness of marriage. Other committees reported favoring closing of the San Francisco exposition on Sunday. The committee appointed to settle the legal, ecclesiastical and doctrinal questions in connection with Union Theological seminary, New York, asked additional time.

### VESUVIUS THREATENS AGAIN.

Dense Columns of Smoke Pour from Top of Crater.

Naples, May 22.—Dense volumes of smoke, forming heavy clouds, are pouring from Mount Vesuvius and causing intense anxiety here.

Stromboli is also much more active than usual.

### \$25,000 Fire in Boston.

Boston, May 22.—Fire early yesterday caused damage of about \$25,000 to several firms in the block at the northeast corner of Franklin and Pearl streets. S. J. Parkhill & Co., printers, suffered the heaviest loss.

## MELLEN MADE PACT WITH T. R.

To Balk Morse, N. H. Was Not to Give Up the Water Lines

TELLS HOW HE JUST ESCAPED ANANIAS CLUB

Herbert Knox Smith Kept Memorandum Which Saved the Witness

Washington, May 22.—Colonel Theodore Roosevelt's name was brought into the interstate commerce commission's investigation of the financing of the New Haven again yesterday.

Charles S. Mellen, ex-president of the New Haven, told of interviews he had with Mr. Roosevelt when the latter was president.

These interviews showed plainly that the federal government would not disturb the New Haven ownership of water lines. Mr. Mellen testified that Mr. Roosevelt had told him the New Haven's acquisition of steamship lines would not be interfered with if the New Haven would refuse Charles W. Morse's offer of \$20,000,000 for the lines.

This was in 1907, before the panic, when Charles W. Morse charged that he was being pursued and persecuted by the Roosevelt administration.

Later President Roosevelt felt that Mellen had gone too far in acquiring additional steamship lines and accused him of "sharp practices."

Mr. Mellen was finally saved, however, from membership in the Ananias club and from the charge of having been "too fresh."

From this sad fact Mr. Mellen, in his own opinion, was saved only by "God's providence."

Mr. Mellen had an interview with the president, he said, concerning the sale by the New Haven of its steamship lines. It was at this meeting that Roosevelt told him that if the New Haven company did not sell its steamships to Charles W. Morse Mr. Mellen "would experience no trouble with his administration for the holding of steamships."

It happened, said Mr. Mellen, that Herbert Knox Smith, then commissioner of corporations, was present at the interview and returned to his office and made a written memorandum of the conversation that took place.

Mr. Mellen after the interview returned to New York, reported to the late J. P. Morgan and later acquired two more steamship lines. Then Mr. Mellen learned that Mr. Roosevelt was "hot."

"Where Mr. Roosevelt thought I had taken advantage of his confidence," said Mr. Mellen, "was in the acquisition of the Windsor line and the Merchants & Miners, and I was very much disturbed, as it seemed to come to a question of veracity between the president of the United States and myself."

"What did the president complain of?" asked Mr. Folk.

"He thought that I had gone further than I should, and outside of the discussion at the interview I had with him."

"At which interview?"

"The interview in which I had spoken of the Morse offer and which I had turned down. The president thought that I had gone too far and was too fresh."

It appeared that Mr. Mellen said he recalled that Herbert Knox Smith was present at the interview, and that the latter had a written memorandum. Mr. Mellen said that Mr. Smith was a methodical man, and just as soon as the interview ended he had gone to his office and prepared the memorandum.

"It was God's providence that he did," said Mr. Mellen, "and I was very much relieved when I learned that he had made a memorandum and kept it. It was because of that I urged Mr. Burckland to have Mr. Smith meet me at the president's office and state what he had written and clear the matter up."

"So the steamship companies did not go into the bill that was prepared and filed the latter part of 1907 by Attorney General Clegg for the dissolution of the New England transportation monopoly?" said Mr. Folk.

"They did not."

"Why were they left out?"

"Because Mr. Roosevelt kept faith with me. He had said that if I did not sell to Mr. Morse I should experience no trouble with his administration for any holding of steamships."

This statement by Mr. Mellen explains something that has puzzled Washington for several years.

Nobody here could understand why the steamship lines were left out of the Sherman anti-trust law suit, begun by Mr. Roosevelt's attorney general against the New Haven. This suit later was practically called off by Roosevelt and was discontinued altogether by the Taft administration.

It was on account of threats to resume such action that Attorney General McReynolds has brought about an agreement for a voluntary dissolution, including the steamship lines.

Mr. Mellen said he had three interviews with Mr. Roosevelt in 1907; the first with reference to steamships; the second was in reference to the Boston & Maine merger, and the third was in October.

It was at the third that the president rebuked him for sharp practices and for being "too fresh." Mr. Mellen held this interview, he said, at the direction of J. Pierpont Morgan. It was not long after this that the dissolution suit was filed, but the steamship lines were left out.

Outside of the Roosevelt topic the chief incident in Mr. Mellen's story to the interstate commerce commission yesterday was his bold declaration that government ownership of railroads in this country is certain to come.

The story of the Roosevelt episode came as a complete surprise even to Councillor Folk. He was examining Mr. Mellen on interlocking and monopolistic railway subjects and came upon a letter written October 5, 1907, by Mr. Mellen in which he referred to a trip to Washington to see former Commissioner of Corporations Herbert Knox Smith.

Mr. Folk was about to pass it over, but decided to ask Mr. Mellen if he could explain it.

Solicitor Folk failed in an attempt to show that Mr. Mellen had paid out

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California Fruit Growers Exchange  
 139 N. Clark St., Chicago (21)

money in bribes to retain dock monopolies in New York City. A payment of \$23,875 to John H. McKay was questioned, but Mr. Mellen explained that just at that time the New Haven was having all kinds of trouble about dock rentals and was under fire from Patrick H. McGowan and other city officials and that this money, like several similar sums, went to pay rentals made in the names of individuals and not of the New Haven corporation or its subsidiaries.

Mr. Mellen, in declaring for government control of railway systems, said that it could only be avoided by giving greater latitude to the railroad men of the country. And even then he insisted such ownership was certain.

"I have always believed that steam and trolley railroads should not be open competitors," he said, explaining for the first time the New Haven's policy in acquiring such roads. "Trolley lines were paying properties and I wanted to concentrate control of all the vehicles of transportation in New England under our management. I thought it would be better for the public in the end, meaning cheaper rates and better service. It

is all a tremendous fallacy to say that monopoly of this character meant discrimination against the public. The suggestion that the public in some indelible way was to be endangered by the New Haven consolidation was foolish. It would have cost less to operate under the consolidation and it would have all benefited the public."

"Well, why has it not worked out that way?" demanded Folk.

"Mr. Morgan died. This hurt the entire plan. I firmly believe that if J. P. Morgan had lived the New Haven system would now be paying dividends."

"Mr. Morgan was, then, the great force in the New Haven?" persisted Mr. Folk.

"The great force in this world is brains," shouted Mr. Mellen, half rising in his seat. "Mr. Morgan had brains. That was why Mr. Morgan succeeded."

Mellen was stirred. He continued:

"The control of great transportation systems of the United States has got to be either in far larger units in the future or the inevitable result will be government control. I believe that government control of railroads has got to come. We are working toward it, very fast. Meanwhile the railroads of

the country will operate in large units."

"But when you get these large units do you not get so you make and unmake state officials, legislatures and the like?"

"If the citizens of New England were all Hessians that might be so, but they are not. They vote exactly as they think."

She Knew.

There is an old lady living in a small town in southern Pennsylvania who makes great efforts to keep abreast of the times. Her opportunities, however, are circumscribed to resort to her imagination. She went to a church social lately, and as she entered the room one of the attendants said:

"Good evening, auntie. I am glad you came. We are going to have tableaux this evening."

"Yes, I know," replied the old lady; "I smelt 'em when I first came in."—New York Globe.

Old Sam Crawford's friends say that he is hitting in hard luck. One would not suspect that by looking up his record for the season.

## The Montpelier Choral Society

Fourth Annual

# Musical Festival

At City Hall, Montpelier, Wednesday and Thursday Evenings, May 27 and 28

Matinee Thursday Afternoon, May 28

Evenings at 8 o'clock sharp to allow patrons of the M. & W. R. R. to return home after the concert, leaving Montpelier at 10 P. M.

Thursday Afternoon Matinee at 2:30 P. M.

**Mr. Nelson P. Coffin**  
 Conducting a Chorus of 250 excellently trained singers in choice selections of such variety as to satisfy every taste. This will be Vermont's greatest musical event.

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All are most prominent concert and church artists and far surpass any ever heard in this city. A specially selected orchestra of 12 pieces; Mr. Roland Huxley of "Boston Festival Orchestra," Concert Master; Mrs. L. H. Badord and Mrs. K. L. Cleaves, Pianists; rendering varied programs of the world's best music.

Exchange tickets now for sale by members of the chorus.

General Admission ..... 50 and 75 Cents  
 Single Tickets ..... 75 Cents, \$1.00 and \$1.50  
 Season Tickets, Admitting to Two Concerts and Matinee... \$2.50

Season Tickets exchanged at Buswell's Book Store and Drown's Drug Store, May 22, 9 A. M.; Single Tickets, May 23, 9 A. M.; General Sale, Monday, May 25, 9 A. M. Box Office open before each Concert at 6:45 P. M.

Address all orders for tickets to L. H. Baine, Montpelier, Vt.

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