

TORPEDO BOAT MISSING; TWO TRAWLERS SUNK

The Germans Say, However, That the British Seaplane Attack on Aviation Sheds in Northern Schleswig-Holstein "Failed Completely"

THREE BRITISH SEAPLANES LOST

German Fleet Was Sent Out to Meet the Raiders, but Only a Few Torpedo Boats Got in Contact with the British, Says the German Report

London, March 27.—A German torpedo boat is missing since the sea fighting which followed British air raids Saturday morning on German aviation sheds on northern Schleswig-Holstein, according to the official German statement received here by wireless, which says: The English naval aeroplane attack on the North Frisian coast failed completely. Two armed fishing steamers on outpost service fell victims to English vessels. Our naval aeroplanes attacked the English naval fighting forces and succeeded in scoring a number of hits and in seriously damaging one torpedo boat destroyer. Of the naval fighting forces which we sent immediately only a few torpedo boats came in touch with the returning enemy during the night of March 25. One of these torpedo boats has not yet returned.

The British official statement admits that three British seaplanes, which took part in the raid, are missing. The statement given out last night is as follows: An attack by British seaplanes was delivered yesterday morning upon German aviation sheds in Schleswig-Holstein, eastward of the Island of Sylt. The seaplanes were conveyed to their rendezvous close to the German coast by an escorting force of light cruisers and destroyers under Commodore Tyrwhitt. Three of the seaplanes which took part in the attack are missing. The destroyer Medusa was in collision with the destroyer Laverock and it is feared that in the stormy weather which prevailed last night the Medusa may have been lost, but no misgivings are felt as to the safety of the crew. Two German armed patrol vessels were sunk by our destroyers.

No detailed report has yet been received, but from Danish press messages it would appear that this operation, which was carried out within the enemy's waters, achieved its object.

GERMANS CLAIM NO DAMAGE

But They Tell of Success in Winging Three British Seaplanes.

Berlin, March 27, by wireless to Sayville, N. Y.—Not less than three British hydroaeroplanes, among them a fighting aeroplane, were brought down Saturday by German guns and about the Island of Sylt, during an air raid on northern Schleswig, according to a German official communication issued last night. Bombs dropped in the district of Hoyer water gate did no damage, says the statement.

"From two ships, which were accompanied by a cruiser squadron and a flotilla of destroyers, English hydroaeroplanes started yesterday morning for an attack against the German aeronautic establishment in north Schleswig. "Not less than three of them, among which was a fighting aeroplane, were forced down by the defensive service on and about the Island of Sylt. The inmates of the machines, who were made prisoners, are four English officers and one non-commissioned officer. "Bombs were only thrown in the district of the Hoyer water gate. No damage was done."

VERDUN FRONT HAD ANOTHER QUIET NIGHT

There Were No Infantry Actions and the Only Activity Was East of the Meuse Where Artillery Was at Work.

Paris, March 27.—There were no infantry actions in the Verdun region last night, this afternoon's official statement says. East of the Meuse artillery action was violent along the Douaumont-Naurs line. West of the Meuse the night was relatively calm.

GERMAN TRENCHES BLOWN UP BY BRITISH

German Official Statement Admits Destruction of 100 Yards of Earthworks—Claims Success Against the Russians.

Berlin, via London, March 27.—More than 100 yards of German trenches near Stelol were blown up by the British, according to the German official statement today. In the west Prussian region the Germans were successful in recapturing an artillery observation position lost by them on March 20, near Narocz lake on the Russian front, the statement says.

FRENCH TRANSPORT SUNK

Berlin Heats That 73 of Occupants Were Rescued.

Berlin, by wireless, March 27.—Reports have been received from Athens that a French transport with troops on board from Saloniki struck a mine and sank, says the Overseas agency. Seventy-three were rescued.

GERMANS WERE SURPRISED.

Russian: Have Profited by Quick Action on Dvinsk Front.

Petrograd, via London, March 27.—The sudden development of a Russian offensive on the Dvinsk front, which has taken the Germans by surprise, has during the past week resulted in a considerable advance by the Russians over two of the most important sectors—at Jacobstadt, which protected the northern flank, and in the Narocz lake region, which defends the southern positions.

FRENCH CAMPAIGN BY SUBMARINES IS CONTINUED

Six Ships, All of Them Bearing Either British or French Have Been Sunk and Many Lives Were Lost.

London, March 27.—The French steamship Cerne and the British fish carrier Khartoum have been sunk. The crews of the Hebe and Cerne were landed. Two members of the crew of the Khartoum were served but it is feared that the remaining nine men were drowned.

Lloyds reports that the British steamship St. Cecilia is sinking. That ship was announced yesterday to have struck a mine. She had a general cargo from Portland, Me. In addition, the British ships Minneapolis and the Fenay Bridge have been sunk, presumably by German submarines. Eleven members of the Minneapolis crew were killed.

The Minneapolis Loss.

Marseilles, March 27.—The British liner Minneapolis was sunk in the Mediterranean last Wednesday by a submarine, according to Captain Bibby of the British steamer Lecestershire, which has arrived here from Rangoon.

Captain Bibby reports that while in the Mediterranean last Wednesday he received a wireless call for help from the Minneapolis, which said that the steamer had just been torpedoed and was sinking.

The Lecestershire went at full speed to the assistance of the Minneapolis, but arrived too late, the vessel having sunk. The fate of the crew was not known to Captain Bibby.

St. Cecilia's Crew Saved.

London, March 27.—The British steamer St. Cecilia from Portland, Me., March 11 for London, has been sunk, according to a dispatch to Lloyds from Dover. The crew was saved.

The steamer St. Cecilia was a comparatively new vessel, having been built at Greenock in 1913. She was owned by the Saint Bridges Steamship company of Glasgow.

Crew of Fenay Bridge Also Saved.

London, March 27.—Lloyds reports that the British steamship Fenay Bridge has been sunk. The crew was landed.

NO AMERICANS LOST LIVES ON SUSSEX

All Whose Names Were on the Passenger List Have Been Accounted for by American Embassy in Paris.

Paris, March 27.—Detailed information gathered by the American embassy indicates that no Americans lost their lives on the Sussex which was damaged by an explosion while crossing the English channel Friday afternoon.

All the Americans whose names were on the passenger list are now accounted for, the embassy says. It is possible, however, that there may have been other Americans, whose names were not on the list.

INSPECTION COMPLETED.

Vermont National Guard Is in Excellent Condition.

SEAL UP TRAILS AND PASSES IN MOUNTAINS

Flying Squadron of American Cavalry Operating in Mexico Is Endeavoring to Prevent Villa from Concealing Himself in the Dense Regions

WILL WHIP GROUND QUITE THOROUGHLY

Starting from Base Near Casas Grandes, Cavalry and Detachments of Infantry Will Try to Drive the Fugitives into Open Territory

El Paso, Texas, March 7.—The flying column of American cavalry today is seeking to entrap Villa and his band by sealing up all the trails and passes in the mountainous district south of El Valle. With the outlets barred, the squadrons of cavalry and detachments of infantry, operating from a base near Casas Grandes, will comb the country to drive the bandit out into the open.

B. & M. METHODS ARE DENOUNCED AS LAW-BREAKING

New Hampshire Public Service Commission Criticized Expenditure of Money in Efforts to Influence Legislation.

Concord, N. H., March 27.—Criticism of the methods employed by the officials of the Boston & Maine railroad and subsidiaries of this state in the expenditure of money to influence legislation were contained in a report of the state public service commission, which was issued today.

Political activities by railroad managers, says the report, are entirely foreign to the purpose for which railroad corporations were established. Their business is to serve the public and not to govern it. The report dealt particularly with the activities in connection with the plan of the Grand Trunk railroad to build a line through New Hampshire, which would have paralleled portions of the Boston & Maine leased line, which plan was afterwards abandoned. The commission found no evidence that any money appropriated by the Grand Trunk for this campaign had been spent illegally or improperly.

NEW HAVEN SHOPS BURN; LOSS \$700,000

Fire Swept Along with Great Rapidity as Firemen Were Handicapped by Low Water Pressure.

New Haven, Conn., March 27.—Three large shops and several smaller buildings at the yards of the New York, New Haven & Hartford railroad in Spring street were destroyed by fire late last night, causing an estimated loss of \$700,000.

The shops were close to the railroad tracks, and all trains were held up several hours. Explosions of track torpedoes stored in one of the shops made the work of fighting the blaze perilous. Nearly all the fire fighting apparatus in the city was called out.

The fire started in a building where iron was stored, spread to the paint-house, where hundreds of barrels of varnish and paints caught fire, then jumped to the signal equipment storehouse, the boiler shop, the tank shop and the storehouse office.

The firemen were handicapped by low water pressure, and it was not until midnight that the fire was controlled. For nearly an hour there was a steady series of explosions of track torpedoes, which were stored in one of the buildings. Many Yale students, attracted by the blaze, which lighted the entire city, assisted the firemen in their work.

A number of freight cars were partly burned. All trains on the main line were held up several hours, but after midnight traffic was again resumed.

DIED AT AGE OF 90.

William W. Moore, Prominent Farmer in Addison County.

Shoreham, March 27.—William Walker Moore, a life-long resident of this place, and a prosperous and prominent farmer of Addison county, died yesterday, aged 90 years. He was a well known sheep raiser and horseman. Besides his wife, he leaves five sons, P. H. Moore of Montpelier, N. Y., J. C. Moore and E. H. Moore of Shoreham, S. C. Moore of Westfield, Mass., C. F. Moore, manager of the Brandon Inn, and one daughter, Mrs. L. E. Munford of Springfield, Mass. The funeral will be held at the house Tuesday morning at 9 o'clock. Burial will be at Crown Point, N. Y.

SPLENDID WORK DONE BY Y. M. C. A. IN WAR

C. V. Hibbard, Who Has Been Engaged in That Work, Told of His Experiences to Three Barre Audiences Sunday.

C. V. Hibbard, secretary of the foreign commission of the Y. M. C. A., spoke at three churches in the city yesterday and gave the people of the various congregations some very interesting first-hand information in regard to the work which the Young Men's Christian association is doing in the foreign countries and more especially among the soldiers in the war zone and the prisoners of war in the different countries. At the Congregational church in the morning Mr. Hibbard dealt more especially with the work among the prisoners, explaining the difficulty of the work at first, which was due to the fact that the permission of the war offices of the countries interested had to be obtained and a system of reciprocal concessions established.

France, for instance, would not permit the association to work among the German prisoners in her territory unless Germany would allow them the same privileges among the French prisoners of war there. Finally, however, the matter was fixed up so that at present the association is welcomed in every country involved in the war except Turkey. The first work was started among the civilian prisoners who are interned in England and the work is merely directed by the association and carried on by capable men among the prisoners themselves. Social service committees look after the donations that are sent in and deal them out where they are most needed; educational committees arrange classes where languages may be studied and even such studies as higher mathematics and engineering taken up under capable instructors; and other bands of men teach religion and moral uplift. The speaker stated that the moral atmosphere of the camps had been completely changed since the founding of the branches of the Y. M. C. A. in them.

At the Universalist church in the afternoon a union service was held and the speaker was introduced by Rev. John R. Reardon of the Universalist church. At this service the speaker took up the work among the soldiers in a more general way. The remoteness of the war from here, said the speaker, makes it impossible for us to understand conditions, but he went on to explain some of them, how the prisoners were confined in large cages, an allotted certain small square, etc. The Y. M. C. A. in London was once comparatively weak, but since the starting of the war London has become an important station for the conducting of the work. At present in Britain there are more than 1,000 stations for work among the soldiers. These Christian association stations are in all sorts of buildings, unimproved factories, empty stores, dance halls and even parts of private houses. They are known as "huts" and here the soldier can secure lodging and something to eat at any time. Many soldiers prefer them to a hotel, even if they have the money to stay at the latter place. The work is done strictly on a non-denominational basis, according to a rule made at the beginning of the work.

Many society women have become interested in the work and are a great help to the association. The sacrifices they endure as well as the sacrifices which the men have to make will necessarily have some effect on their after life and will no doubt in many cases prevent their going back to their previous manners of living. Conditions in France and the other countries are much the same as in England, though before the war the association was even weaker there than in the place first taken up. The soldier considering the uncertainty of his life is apt to be very religious and the speaker stated that the men often come to the Y. M. C. A. official and take the communion before going into battle. In Egypt the work of the association is making wonderful progress and is badly needed there. The Indian soldiers at first were inclined to show their dislike for the association but this dislike has in a large measure been overcome and the feeling at present of the soldier of India toward the association is much better. The introduction of works of various Indians in England has done much to bring out this bettered condition.

Mr. Hibbard also stated that the feeling of bitterness toward the enemy was shown more in the attitude of the people at home than in that of the men on the field. The men on the firing line are coming, partly through the influence of the association, to regard a prisoner from the opposing camp as worthy of as much care as their own men. Many doctors in the army are sent to help injured prisoners when perhaps they expected to serve men of their own nationality.

Mr. Hibbard spoke in the Presbyterian church at the regular evening meeting on much the same lines as in his previous lectures.

DEATH OF SCHOOL GIRL.

Miss Frances Emma Young Had Been Ill Two Months.

Miss Frances Emma Young, youngest daughter of the late Alexander Young and Mrs. Emily Young, passed away at her home on the East street extension this morning at 1 o'clock, the end following an illness of two months. Miss Young was born in Barre about 12 years ago. She is survived by her mother, a sister, Mrs. James McDonald, and five brothers, George Young, William Young, Lyle Young, Pearl Young, and Harry Young. The deceased was a student in the sixth grade at the Mathewson school and was held in high esteem by her school mates. She also attended the Church of the Good Shepherd and belonged to the Junior auxiliary of that church.

Death of Montpelier Girl.

Word was received in Montpelier today of the death of Miss Irene Mitchell, daughter of Mr. and Mrs. F. W. Mitchell, at the home of her aunt in Bradford, Mass., where the young lady had been staying for the past four months. Miss Mitchell had been ill for a year with tubercular trouble. She is 18 years of age and leaves behind her parents, one sister, Lucille Mitchell, and Mrs. Jennie Stevens of Bradford, Mass., and Mrs. Mitchell and Lucille went to that place last Saturday. He is manager for the McCuen store. The funeral is to be held at Bradford.

LIVESTOCK SAVED.

But All the Farm Buildings at Frank Severy Place in Goshen Were Burned.

Middlebury, March 27.—The house, barn and all the farm buildings on the Frank Severy place in Goshen were destroyed by fire between 8 and 9 o'clock Saturday evening. The loss amounts into the thousands and is partly covered by insurance. The livestock was saved.

RIBS PUNCTURED LUNGS.

Causing Death of William Standish Who Was Struck by Engine.

\$20,000 LOSS IN FARM FIRE

E. G. Milham's Buildings at East Montpelier Destroyed

100 HEAD OF CATTLE WERE RESCUED

Buildings Were Formerly Owned by Horace M. Farnham

Fire, which started about 8 o'clock this forenoon in the south end of the barn, destroyed the buildings on the farm of E. G. Milham in East Montpelier, causing a loss estimated at about \$20,000. The farm, one of the finest in Washington county, better known as the Stevens farm and owned and occupied until five years ago by Horace M. Farnham of Montpelier, was purchased a year ago by Mr. Milham, then of Hinesburg, from J. H. Butler of Burlington, who purchased of Mr. Farnham for investment. The sale price, it is understood, was around \$20,000.

All of the cattle in the barn, about 100 head, and other livestock, together with the house furnishings, were saved by the occupants of the farm and willing neighbors, but the buildings will be a total loss. The Vermont Mutual Fire Insurance company had \$7,500 insurance, partly reinsured. The fire started from a cause not determined, while those who carry on the farm were in the sugar orchard, some distance from the main buildings; and for this reason considerable time elapsed before the blaze was discovered, enabling the flames to gain much headway. Aside from a few hand chemical extinguishers, the buildings were without fire protection, the water supply, while adequate for general purposes, being almost useless in fighting fire. It was quickly seen that the buildings were doomed and neighbors assisted Mr. Milham and his employees to save the furniture and stock. There were about 25 tons of hay in the loft, which was destroyed.

The house, which was two stories in height, had 18 rooms, all finished in hard wood. It was erected in 1885 by Thomas B. Stevens, father of Mrs. Farnham, at a cost of between \$6,000 and \$8,000, and the barn, which had dimensions of 50 by 104 feet and which had accommodations for about 125 head of cattle, was built seven years later at a cost of about the same. Building material at that period was much cheaper than at the present time and the cost to replace the buildings would aggregate nearer \$20,000 at the present time. Both house and barn were roofed with slate and equipped with all modern conveniences.

The property was owned by Mr. Farnham until about a year ago, although he removed to Montpelier five years ago and located on the Northfield road. Mr. and Mrs. Milham moved to the farm from Hinesburg, where they carried on a large farm for a number of years.

AGED MAN BURNED TO DEATH IN HOME NEAR MONTPELIER

Joseph Cadman, 78, Lived Alone and Was Considered Somewhat Eccentric—His Neighbors Discovered Fire and Located Body in the Ruins of Cellar.

Joseph Cadman, aged 78 years, who resided on a small farm in Shady Hill, seven miles from Montpelier on the W. & N. branch road, was burned to death Saturday morning when his house, built from some unknown date, lived alone and it was nearly half an hour, neighbors believe, before the flames were discovered by adjoining farmers. The man's body was found, with the arms and legs nearly burned off, in the cellar of the building, and from the position of the body it is thought that he was awakened by the crackling of the flames, tried to reach a window, but was suffocated before he reached the open air. Neighbors succeeded in saving the small barn adjacent to the house, the latter being burned to the ground.

The fire broke out about 2 o'clock, persons who discovered it are of the opinion, but it was nearly half an hour before it was discovered.

Mr. Cadman was 78 years old and was born in Canada, although he came to Shady Hill 25 years ago from Cambridge. He was an old character and associated but little with his neighbors. It was his custom to walk to Montpelier and back when in need of provisions, always refusing to ride in a team. He is survived by a wife and three children, who reside in Montpelier, and by two brothers and a sister, whereabouts unknown. The body was brought to the Hall undertaking rooms in Montpelier and the funeral was held from the Shady Hill church at 1 o'clock this afternoon, with burial in Lewis cemetery, Middlesex Center.

FUNERAL AT HEDDING CHURCH.

Services for Mrs. Rhoda Cave Were Held Sunday.

Funeral services for Mrs. Rhoda Cave, wife of the late James B. Cave, who passed away at her home, 50 Elm street, Friday morning, were held in the Hedding Methodist church Sunday afternoon at 2:30 o'clock, the pastor, Rev. E. F. Nevell, officiating. There was a very large gathering of neighbors, relatives and older friends of the deceased. The bearers were: C. S. Andrews, C. H. Keeney, Lyman Tait and A. J. Baldwin. The body was placed in the receiving vault at Elmwood, there to repose until later in the spring, when interment is to be made in Hope cemetery.

CELEBRATED QUOTING SEASON.

Granite City Club Held Jollification Saturday Evening.

Nineteen hundred and fifteen in local quoting circles was recalled in reminiscence and anecdote at Clan Gordon hall Saturday evening when many members of the Granite City Quoting club, with their guests, came together for the club's annual jollification. Dancing was the main feature of the affair and music for the merry-making was furnished by Mr. Cooper and Miss Stevens. Toward 10 o'clock there was an intermission, at which time a substantial luncheon was served, a luncheon which supplemented the abundance of refreshments provided through the evening. Not until the hour of midnight approached did the dancers cease, members of "Auld Lang Syne" being the merry-making was about to end.

FAITHFUL WORKER IN MANY POSITIONS

Werner E. Beck, Granite Manufacturer, Prominent in Fraternities and City Official, Passed Away Saturday Evening.

Werner E. Beck, a native of Germany, second assistant engineer of the department and a member of Beck Brothers, granite manufacturers, passed away at his home, 21 Branch street, Saturday evening at 7:15 o'clock. Mr. Beck had been in failing health since Dec. 1, 1915, although death was probably due indirectly to a severe illness which he suffered in the spring of 1915. Near relatives surviving are his wife, who was Miss Arabella Laurie, to whom he was married in St. Johnsbury June 27, 1900, and three brothers, August Beck, John A. Beck and Walter J. Beck, all of St. Johnsbury. A sister, Mrs. Ellis Lawrence, also lives in St. Johnsbury. Lottar C. Beck of Branch street, with whom the deceased was long associated in business, is a cousin.

Mr. Beck was born in Storzheim, Homburg, Germany, May 25, 1873. As a boy of 11 years he came to America and made his home in St. Johnsbury, where his elementary education in Germany was supplemented by attendance at the public schools. While a young man he was employed in the Fairbanks shops, moving to Barre in 1892, when he began to serve his apprenticeship in the granite shop of C. H. Kemerison on Granite street. There he embarked in the granite business and in the same shop where he learned his trade, he continued with his brother and cousin. The plant now owned by Beck & Beck is the oldest in Barre and it is interesting to note that Mr. Beck was always employed or engaged in business in the shop where he served his time.

Over a period of more than 20 years Mr. Beck's connection with the Barre granite department extended. In the days before the fire he boasted a paid department, he was foreman of Company 3. Later he assisted materially in the reorganization and for some years he had served efficiently as second assistant engineer. In Odd Fellowship the deceased had been a prominent figure for many years. He was a past noble grand of Hiawatha lodge, No. 20, I. O. O. F., a past chief patriarch of Minutemen encampment and a past captain of Canton Vinton, No. 9, P. M. Bright Star Rebekah lodge, No. 18, numbered him a member and he also belonged to Green Mountain council, Royal Arcanum, and Barre lodge, N. E. O. P.

At the time of his death he was a member of the Republican city committee and a justice of the peace. Whenever his services were in demand he gave freely of his time and energy. In several offices of trust which he held from time to time he exhibited rare faithfulness to duty. Various circles are mourning in his departure a reliable counselor and a warm friend.

The funeral is to be held in the Universalist church Tuesday afternoon at 2:30 o'clock. The pastor, Rev. J. B. Reardon, will be the officiating clergyman and interment is to be made in Hope cemetery. Previously there will be a brief prayer service at the house. The fire department is to be represented in the bearers by Chief C. B. Gladding and the remaining five who are to act as employees of Beck Brothers, Thomas Bailey, Frank Adams, John Howell, John Gregware and Thomas Davidson. It is requested that flowers be omitted.

BODY TAKEN TO ST. JOHNSBURY.

Following the Funeral of M. W. Nelson in Barre To-day.

High mass of requiem over the remains of Michael W. Nelson, a prominent Barre granite manufacturer, whose death occurred at his home, 81 Merchant street, early Saturday morning, was celebrated at St. Monica's church this morning at 8 o'clock. Relatives and many friends of the deceased attended the services. Members of Barre council, K. of C., St. John's court, C. O. F. and Granite City camp, M. W. of A., to which Mr. Nelson belonged, were also present. The bearers were: E. J. Owens, A. H. Burke, E. N. Normandeau, Charles J. Leclair, Patrick Brown, A. J. Loranger, J. Edward Murphy and Timothy J. Denning.

The body was taken over the M. & W. R. railroad at 7:20 o'clock to St. Johnsbury, where interment was made in the Catholic cemetery beside the remains of Mr. Nelson's first wife, who died when he was of years ago. An extra coach was attached to the passenger train to accommodate a large number of people who accompanied the remains.

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The committee in charge of the affair consisted of Messrs. Walker, Morgan, Milne, Jones, Porter, Thomas, McQuatt, Gray and Fraser. Ambitious plans are in the making for the club's 1916 quoting season.

BETHEL BILL TORONTO 1920

Agreement Signed Saturday Night Expires a Month After Barre Bill

LUMPERS HAVE NOT SETTLED AS YET

Cutters' Bill Conditional on Acceptance by the G. C. I. Executive

Bethel, March 27.—A four-year agreement to expire March 31, 1920, was signed Saturday night by Supt. W. C. Clifford of the Woodbury Granite company and the members of the committee of the granite cutters' union representing the local branch. The members of the committee which has conducted negotiations throughout the period of the controversy now happily ended are John Cahill, Mark Savage, Hale Richards, George Sturk and Joseph Rossi. The bill as signed is practically the old Bethel bill except for the change in price to 50 cents per hour minimum for stonecutters.

The delay in reaching an agreement is understood to have been due to the wish of the men for a five-year period, bringing the expiration a year later than that of the Barre granite bill, Hardwick and other places. As it is, the men are congratulating themselves that their bill, if not a year later, will expire a month later than others in Vermont and a month nearer the time previously contested for by the workers, May 1, and farther from the time suggested by the manufacturers, which was Jan. 1. The agreement, as signed, is subject to the approval of the international officers of the granite cutters' organization but is not expected to be rejected by them, as all important clauses of the agreement had met with their approval previously except the duration, which, in view of the conditions named above, it is not believed will prove a stumbling-block.

Everybody here regards the incident as closed and the courteous manner in which all the negotiations have been carried on has been remarked many times by the onlookers. The members of the strike committee praise Mr. Clifford for his patience and friendliness, while he has only warm words of regard for the committee.

Mr. Clifford left yesterday for a few days' absence in Hardwick and New York without having concluded an agreement with the lumpers' union, but there is a feeling that their agreement will not be delayed long. Until the lumpers' strike is settled, however, there can, of course, be no general resumption of work by the cutters, although preparations to resume work will be under way soon.

Superintendent Clifford seemed pleased that the cutters' new agreement will expire on the same day as the one with the Bethel quarry workers.

DISSENSION IN QUINCY.

Some Manufacturers and Some Cutters Said to Be Against Assurances.

Quincy, Mass., March 27.—For several days there have been rumors about town of dissension among both the granite manufacturers and the granite cutters over the proposed bill to take the place of the agreement which expired March 1. Some of the manufacturers are reported to be willing to sign a five-year bill, although the association as a whole stands ready to sign a four-year bill contrary to the wishes of the branch, which is holding almost daily meetings and voting unofficially to stand out for five years.

SLEIGH POLE PIERCED HORSE.

Runaway Span Struck Single Rig Containing Three Men.

Three travel parties converged at Williamstown Saturday night in an accident fraught with hazards for at least five persons and with fatal results for a fine horse owned by Clarence Wilfore, a Williamstown liveryman. A young woman named Sprague, who lives on the west hill in Chelsea, was driving through the village with a companion, when the sleigh broke as the outfit crossed the south railroad crossing. Neither occupant was injured, but the horses, fleeing themselves from the sleigh and with only the pole between them, started to run. As they rounded the corner near the Seaver feed store, they collided with a single team, driven by Floyd Wilfore, who had as his passengers, Charles Riddell and O. D. Randall of this city.

Mr. Wilfore reined his steed sharply to the side of the road, but the move came a moment late. Hissing headlong toward the single rig, the frightened pair from Chelsea drove the pole into the Wilfore horse. None of the occupants were injured and the runaways were headed a short distance up the road. A veterinarian who was summoned, said the livery horse would have to be killed. One of the matched pair of horses was badly injured and will probably have to be killed. Mr. Wilfore valued his horse at \$200.

The passengers, Randall and Riddell, allowed that they were encountering their share of trouble, inasmuch as they were compelled to turn back at East Brookfield in the afternoon after they had started for White River Junction on a motorcycle equipped with runners. When the drive wheel failed to make the expected impression on the melting snow, the young men decided to abandon their trip.

Notice.

The members of Hiawatha lodge, No. 20, I. O. O. F., are specially requested to meet at the L. O. O. F. hall at 1:30 p. m. Tuesday, March 28, for the purpose of attending the funeral services of our late brother, W. E. Beck. Every brother is particularly requested to be present. Per N. G.