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MEMBER OF THE ASSOCIATED PRESS
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California is making a bold bid for the presidency, but "Hi" Johnson does not seem to be impressive as a candidate.

The revised peace treaty is not expected to reveal any unusual quirks over the one now published in the United States.

Brig. Gen. J. B. Erwin is a new name to be reckoned with in American military matters. He seems to be a man who believes in preparedness.

The public is agitated with anticipation over the report from Washington that the price of ham and eggs may be lowered a cent or two. The report is one of the few small indications that the high cost of living is going to be dented at all during the next year or two.

We notice that the colors of the 101st ammunition train of the 26th division have been presented to the state of Massachusetts, when it had been generally supposed in Vermont that the colors of the train would come to Vermont by reason of the belief that the train contained Vermont men in the majority. Has this matter been thoroughly looked into?

The destruction by fire of the novelty wood-working factory at West Brainerd comes as a serious loss both to the community and to the owner of the property, as, on the one hand, the factory was the main industry of the place and, on the other, the owner carried no insurance on a property valued at more than \$15,000. So the loss falls with more than the usual numbing force. But the owner is understood to have been doing a thriving business, which condition of affairs ought to bring him credit for the re-establishment of the business if he sees fit so to do. It is to be hoped that the industry may be restored.

THE AFFAIR AT JUAREZ.

The swiftness with which Brigadier General J. B. Erwin marshaled his American forces across the border from El Paso, Tex., into Mexico and the vicinity of Juarez must have been rather disconcerting and, perhaps, discouraging to Villa, the commander of the Mexican rebel forces which were fighting the Mexican federal forces for possession of the town of Juarez, while the amount of "punch" which the American commander put into his efforts to stop the firing of bullets into El Paso during their battle has probably given the vainglorious Mexican rebels a new comprehension of the American military spirit. Heretofore it has been the boast of Mexicans, not wholly by rebels, that the United States was too afraid to fight the Mexicans; and other derogatory statements have been issued concerning the government at Washington. A good many Mexicans, particularly of the Villa stripe, had come to believe what they had been told by these propaganda agents; and, therefore, they were entirely unprepared for the sudden display of energy by General Erwin's troops in swarming across the international border at the rate of more than 3,000 in 10 minutes and in attacking immediately although the Villistas occupied the commanding positions. It is the sort of object lesson which is needed to keep the troublesome Mexicans within bounds; and it is a warning that the United States will no more be a long-suffering nation but will stand for its rights whether the offending nation be Mexico or Germany. Brigadier General Erwin is to be commended for the speed with which he carried out his first offensive on Mexican territory and he is to be commended, too, for his statement showing that by no means is it the purpose of the American forces to invade Mexico but that the determination is merely to protect the American towns and cities along the border, where Villa takes particular delight in attacking, well knowing that he is irritating and injuring Americans while at the same time he is harassing the Mexican federalists and the government at Mexico City.

THE ATLANTIC BRIDGE IN ONE FLIGHT.

The performance of Lieutenant Commander A. C. Read of the NC-4 in flying across the Atlantic ocean in a heavier-than-air machine was a remarkable performance inasmuch as it opened up some of the possibilities of air transit between the North American and the European continents. It was hailed just a few weeks ago as epoch-making in the realm of air flights; and, indeed, it was such. Now, however, comes a new epoch-making feat which surpasses the performance of Lieutenant Commander Read. It was the successful flight of the two British airmen, Captain John Alcock and Lieutenant Arthur W. Brown, across the Atlantic ocean without stop and in the remarkably fast time of 16 hours and 12 minutes. The time bears out the theory of Hawker and Grieve that the vast distance from Newfoundland to Ireland could be covered inside the limits permitted by the fuel capacity of a heavier-than-air machine; and Hawker and Grieve were robbed of the distinction of being the first to demonstrate the



"The fellow that is first gets first choice."
—The Silent Partner.

The birds are singing, the trees blooming, and the call of the summer suit is in the air.

Cool grays, thin blues, light mixtures.

Plaids and stripes, brown or green checks, extreme as well as conservative styles.

Waist-line, double-breasted or three-button plain models.



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Try a pair and have your feet comfortable.

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theory through the failure of their equipment to act properly. Hawker and Grieve really paved the way for the non-stop flight across the Atlantic ocean but it was left for Alcock and Brown to make a wonderful demonstration of the correctness of the theory. The Atlantic ocean has been compassed within the limits of a single day, whereas the quickest known transit heretofore has been five days by means of the wave-ploughing ships.

But airplane flight over the Atlantic has by no means been rendered within the bounds of practicability as a commercial performance and for some time the act of flying over the ocean without stop will remain as a bizarre feature calculated to make the people gasp with astonishment and consider new wonders. Nevertheless a marked advance has been made in really bridging the Atlantic and bringing the ends of the earth closer together. For their performance, Alcock and Brown are entitled to unstinted praise inasmuch as their flight contributes greatly to the solving of the inter-continental voyaging.

FIGHTERS PAUSE.

Sweating Heat Caused Willard and Dempsey to Wait.

Toledo, O., June 16.—Jack Dempsey will not do any serious training for his heavyweight championship contest with Jess Willard here July 4 until next Saturday or Sunday. This was definitely decided upon by Manager Jack Kearns to-day after physicians had advised him that any rough work with the gloves would likely result in reopening the wound upon Dempsey's eye.

The terrific heat of the last few days, however, was as much responsible for the decision to continue Dempsey's lay-off as the unhealed wound. For three days Toledo has sweltered, and even Willard has temporarily abolished his road work, for fear of losing weight too rapidly. The champion tipped the scales at only 248 pounds yesterday, a drop of four pounds within two days, and he does not intend to bring his weight below 245 pounds.

GOOD TROOPS PLACED

By Germans Opposite the Coblenz Bridgehead Occupied by Americans.

Coblenz, Saturday, June 14 (By the Associated Press).—A detachment of the best troops of Gustav Noske, the German minister of defense, will be placed in the area immediately opposite the Coblenz bridgehead, according to information reaching American army officers here.

It is believed, however, the transfer is simply a part of the general policy of moving troops from the Ruhr industrial district.

The detachment consists of 1800 men and is part of the Luettwitz group, which participated in the suppression of the Spartans in the Dusseldorf area.

TRIAL FLIGHT POSTPONED.

British Dirigible R-34 Sent Back to Quarters by Weather Change.

London, June 15.—The trial flight of the British dirigible R-34, which will soon attempt to cross the Atlantic, had to be abandoned at 2 o'clock this morning owing to a change in the weather. She was ordered to return to the air-drome at Haddington and landed successfully at 4 o'clock. During her flight, which was over the Haddingtonshire coast and the Firth of Forth, she tried out her wireless apparatus and established communication with the Azores.

The Home of Barre Granite

We are all proud of the distinction which we enjoy as the "Home of Barre Granite."

We are not only proud of the quality of our product, but we are also proud of the men who, through all the history of the industry, have held steadfast in their confidence and aspirations that some day Barre would occupy the position of leadership in the monumental industry, a position which she unquestionably enjoys to-day.

In the development of this basic industry, Barre has built many splendid examples of civic progress; she has schools, churches, hospital, banks, hotel, library and fire department that would be a source of pride to any first-class New England city.

Occupying as she does the industrial leadership of the state, she is known as a city of workers and she glories in the same.

No individual or community of individuals can gain the fullest success unless they do something. People and communities are like streams of water: they get stagnant unless they move.

However, Barre is not content to live on her reputation; she knows that she must "carry on," seeking new industries and other means of growth and development in order to make secure the prestige which she now holds. She is always glad to consider new opportunities which may be presented for her people to gain an honest living under decent conditions. Her people work and save, and she welcomes others to come and work and save. The fact that she is a city of working people is her most valuable asset.

This bank stands for the support of any honest effort in Barre that will increase the happiness and prosperity of her people.

One For All—All For One: That's Barre

The Peoples National Bank of Barre

4 per cent.—National Bank Protection for Your Savings—4 per cent

DR. GEORGE C. WASHBURN.

Was Well Known Figure in Waterbury —A Native of Montpelier.

Waterbury, June 16.—News of the death of Dr. Washburn came not as a surprise to people yesterday, as many knew of his serious condition following a shock a few days previous. By his death another of the older and well-known figures has gone from our town and village life.

George C. Washburn, son of Gamaliel and Caroline C. (Stevens) Washburn, was born in Montpelier Nov. 21, 1846. He attended the public schools of that place, afterward attended the Quincy school in Boston and later entered a drug store in Philadelphia with the intention of mastering that trade and making it his business.

Then came the Civil war and he responded to his country's call and entered the army in Co. A, 184th regiment, Penn. volunteers, and served until Lee's surrender. His service was in hospitals and after his discharge from the army he entered the University of Pennsylvania, graduating from the medical department. He settled in Hardwick, where he practiced until 1870, when he came to Waterbury and for many years had a large and successful practice here.

He was a member of the Episcopal church in Montpelier, although for many years he attended the Congregational church here.

He had been twice married, his first wife being Mrs. Charlotte L. DeJano and his second, Miss Hattie Godfrey, who survives him. By his first wife three children survive—Gamaliel Washburn of Boston, Caroline, wife of Frank Lord of Burlington, and Mrs. Katherine Dwyer, formerly of Germany, now of Sweden. There are three grandchildren.

Dr. Washburn was a former town superintendent of schools. Funeral services will probably be held Tuesday afternoon.

CAR STRIKE AT LOWELL.

Forced Thousands of People to Walk To-day.

Lowell, Mass., June 16.—Thousands of cotton mill operatives and store employees found themselves forced to walk to work to-day on account of a strike of the 350 carmen of the Lowell division of the Bay State Street Railway company. All lines of the company in the city, including those running to Boston, Lawrence and Nashua, N. H., were tied up. The strike is declared by carmen's union officials to be a protest against the action of the company in putting carmen into service for the summer in connection with the use of a hand register from fares.

The men claim that the use of the register on open cars endangers their lives, as they are compelled to carry the register in one hand when they should have both hands free in moving along the running board. Company officials insist that the conductors overstate the danger and say that the register has been used for years in other parts of the company's system, notably in New Bedford and Providence, R. I., without any special increase in the number of accidents.

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--pass a dollar or more through to the teller and say, "Savings."

You will be given a signature card to sign, then a pass book with the amount of your deposit duly recorded. And that's all there is to it.

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