

EMBARGO ON FREIGHT ON NEW ENGLAND LINES CAUSED BY THE STRIKE

Statement from Headquarters Said Action Was Taken So That Arrangements May Be Made to Give Preference to the Handling of Foodstuff and Shipments of Immediate Necessity

FREIGHT PILING UP BECAUSE OF STRIKE

The Embargo Was Declared on the New Haven System and the Central New England Railroads — Men Have Been Ordered to Resume Work in Shops

New York, Aug. 8.—An embargo on all freight on the New York, New Haven & Hartford and the central New England railroads was announced this morning because of the strike of shopmen.

The embargo was declared in order to control the movement of freight, a statement from headquarters said, so that arrangements may be made to give preference to the handling of foodstuffs and shipments of immediate necessity.

Washington, D. C., Aug. 8.—Director General Hines to-day awaited word from the unions that all the striking shopmen had returned to work before undertaking to carry out President Wilson's instructions to settle the wage controversy on its merits.

Until the men have resumed work, railroad administration officials said they would not discuss the procedure to be employed in adjusting the wage demands. As the shopmen's reasons for wanting a 25 per cent increase have been considered thoroughly by the board of railroad wages and working conditions, which divided three to three, it was thought the evidence in that case would be put immediately before the director general for a decision.

WILL REPLY TO WILSON

Executive Board of Railway Shopmen Considering Proposal. Chicago, Aug. 8.—John D. Saunders, secretary of the Chicago council of the Federated railway shopmen's union, announced to-day that the executive board of the organization was considering President Wilson's demand that the 300,000 strikers return to work before their request for higher wages would be considered by the federal government.

ONLY FEW CARS RUNNING ON NEW YORK LINES

First Death as Result of Traction Strike Occurred To-day When Pedestrian Was Struck by Motor Truck Carrying Workers. New York, Aug. 8.—With only a few surface cars and an occasional elevated or subway train in operation, thousands of Brooklyn residents were compelled to-day to resort to the makeshift facilities of buses, motor cars and trucks.

Suspension of local Brooklyn bridge cars resulted in a rush for the bridge promenade and thousands walked to work. Competing surface car lines operating over the Manhattan bridge offered little relief, and for the hundreds they carried, thousands were forced to turn to the promenades.

Paris, Aug. 8.—An agreement for the sale of American army stocks in France for \$400,000,000 was signed yesterday, says Marcel Hutin in the Echo de Paris. He declares that arrangements were made for a long-time credit so that France will not have to bear the high rate of exchange, which prevails at present.

7:15 a. m., each being made up of two cars. Orders were issued by the Brooklyn Rapid Transit about 7 a. m. to resume selling tickets for the Sea Beach, West End and Culver lines, the two former being Coney Island lines. During the night the only subway service was on the Canarsie line, and here the trains were few and the schedule uncertain.

Elevated service was resumed as early as 4 a. m. on some lines over the Brooklyn bridge, but up to 7 o'clock only five two-car trains had reached the Manhattan terminal of the bridge. No disturbances were reported when the early rush began. The police, it was announced, were prepared for any emergency, and on the few surface cars, elevated and subway trains operated, patrolmen were on guard.

The third day of the strike began with no hope of an amicable settlement. Lindsey M. Garrison, receiver, was firm in his determination not to treat with delegates from the Amalgamated Association of Street and Electric Railway Employees.

The first death as a result of the strike occurred to-day on the Williamsburg bridge, when a pedestrian believed to be John Morena was struck by a motor truck laden with workers on their way to Manhattan. A number of women in the truck fainted. Traffic congestion all over Brooklyn was worse than on the previous two days and automobile mishaps were many.

It was announced at the offices of the Brooklyn Rapid Transit at 9 a. m. that from 20 to 22 per cent of the elevated and subway trains were running, about 7 per cent more than were in operation at this time yesterday. Two motormen and double guards were assigned to each train, all under the protection of the police. Union leaders said the company was employing strikebreakers and inexperienced men, offering them triple pay and a \$10 daily bonus to work.

Efforts were directed to restore service on the "L" lines, the traction officials declaring that surface car operation would be greatly curtailed or suspended if disorders continued. A Culver "L" train was attacked by a crowd of strikers at Gravesend and 18th avenues and the motormen and guards pulled off the train and roughly handled. Receiver Garrison announced that if surface cars were operated they would be manned with double sets of crews, two conductors and two motormen and protected by four policemen.

William Siebert, superintendent of transportation, said the company would not make "any great attempt to operate surface cars to-day because of the violence to which the crews were subjected yesterday. The police," he said, "in some instances did not afford proper protection to our men. We are concentrating our efforts to-day and to-morrow in bringing the services on the elevated and subway lines up to 100 per cent."

Superintendent Siebert said that 50 men have been engaged since the strike to operate busy subway and L trains. He said they were not being hired as strikebreakers but as regular employees. MAIL CARRIED BY AUTOMOBILE. Because of Suspension of Many Trains Near Boston.

Boston, Aug. 8.—Annulment of suburban passenger service on the Boston & Maine and New York, New Haven & Hartford lines on account of the shopmen's strike, interrupted rapid transit between 50 cities and towns and this city to-day. Upwards of 10,000 mechanics employed in shops, roundhouses and terminals in Massachusetts, New Hampshire, Rhode Island and Connecticut, who struck yesterday, expect to be joined by several thousand others to-day. They demand an increase of wages from 68 cents an hour to 85 cents an hour, with an increase for helpers from 48 cents to 60.

Thousands of commuters who customarily use the trains, were compelled to travel by trolley to-day, resulting in confusion, congestion and general traffic delays. Mail distribution to suburban points was carried on by automobiles. Besides the cancellation of suburban trains, scheduled stops of all through trains on the New York, New Haven & Hartford and the Boston & Maine railroads were suspended in the effected zones and several through trains were taken from their runs. Parlor cars and dining car service of the New Haven system was discontinued on all trains except the Colonial express for Washington. Ten of the day trains between New York and this city were discontinued, and limited sleeping car service was annulled.

Railroad officials said that service curtailment was necessary in the interests of safety. They explained that among the strikers were car couplers, airbrake inspectors, roundhouse mechanics, coal handlers and other terminal and yard workers. The Boston & Albany railroad announced that several hundred shopmen in this city and practically the entire force of operators both here and at Worcester had joined the strike and some curtailment of service would be necessary. The first trains to be eliminated, the management said, would be to suburbs served by the company, which are also accessible by trolley. No statement was made regarding through service.

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PACKING PLANTS HIT BY STRIKE

About 33,000 Employees in Chicago Plants Object to Negroes

THEY ALSO DISLIKE PRESENCE OF TROOPS

It Is Said That the Negroes Refuse to Join the Union

Chicago, Aug. 8.—A general strike of 33,000 employees at the packing plants in the stock yards began at 9 o'clock this morning, the action following the decision of the stock yards' labor council last night to call a general strike unless the state troops and police guards were immediately withdrawn from the plants. The strike was precipitated by the return of 5,000 negroes to work yesterday.

The dispute, according to labor leaders, is over the employment of non-union negroes rather than race hatred. Many of the negroes, it is said, have refused to join the unions. When the white employees reported for work early in the day they demanded that the state troops and police guards which had been stationed at every plant when the negroes returned yesterday, be immediately withdrawn. Both the city authorities and the packers declined to accede to this demand. The men walked out quietly. It is said that several thousand of the negro non-union workmen remained at their work.

TRYING TO SPEED UP GERMANY'S COAL MINES

Hard Work Is the Best Solution Offered for a Threatened Famine Situation

Desperate as Germans Are Not Disposed to Go to Work

Berlin, Thursday, Aug. 7. (By the Associated Press).—A commission of employers and workers was appointed at yesterday's coal conference of experts from all parts of Germany to devise means of increasing the production of coal so that Germany will not freeze to starve during the coming winter. Its first session was held to-day at the ministry of labor.

The only result of yesterday's conference seemed to be the pointing out that the situation is desperate. No concrete steps were decided upon but the conference was unanimous in its view that the situation must be improved at any price. Although experts made a large number of suggestions it was recognized that hard work would be one of the best solutions of the problem.

The situation seems to be critical. Germany has succeeded in inducing France to admit that her demand for forty million tons of coal annually was a physical impossibility, but it appears that Germany cannot even hope to have enough coal to meet the country's most urgent needs. The people have been warned already to prepare for the coming winter, and laymen are rapidly being converted to the opinion that the government should sacrifice some of the national forests, arguing that it would be better to encroach on part of Germany's potential capital than to allow freezing and starvation. The idea, however, does not appear to attract much attention in government circles. According to present plans, the first call for coal will come from the railroads. This will assure the transportation of food. Industry will come next so that credit can be created abroad by the production of articles of commerce. The people will next be given coal for heating and cooking purposes. The prospects for the last class are seemingly slim.

The imperial coal commissioner reports that the production of coal in the Ruhr region has not been improved and is not sufficient enough for current needs. The president of the Chamber of Commerce declares that only a few industries now are being supplied with coal, and that the remainder are attempting to use wood as fuel. Working men are laboring shorter hours and the working capacity of the country's industries is greatly decreased.

CRIMINAL ANARCHY

Charged Against Four Men Arrested After New York Raid.

New York, Aug. 8.—Charged with criminal anarchy under an old section of the penal code, four men were arrested here to-day by detectives of the bomb squad after a raid on their apartments in the Bronx. Much anarchistic literature and a loaded revolver were found in the flat.

VERMONT'S FINANCIAL SCHEDULES COMPLETED

State's Accounting System Has Been Remodeled So That Daily Balances Are Struck in the Departments—State Payrolls Ac: Certified by Officers in Charge of Departments.

With the exception of two or three schedules, on which salary adjustments and other details of office expense are pending, the Vermont state board of control has passed upon all schedules necessary to the conduct of the state's business, for the current fiscal year.

In addition, the accounting system of the state has been entirely remodeled, so that to-day, by consulting the books of the state treasurer, the exact financial status of every department can be seen at a glance. Daily balances are struck and after charging up the total amount of the appropriation, the disbursements are entered up by machine on loose-leaf ledgers.

The state payrolls are certified by the officer in charge of each department, and an auditor's warrant is issued therefor, bearing the name of each employee, the amount due and the number of the appropriation under which the payment is made. From this warrant a voucher check is written on a special equipped typewriter, enclosed in transparent envelopes and the transaction is completed.

Official notices of the following schedules were sent to the several departments July 11, 1919.

Table with 2 columns: Department Name and Amount. Includes Commissioner of agriculture, Forestry department, Livestock department, etc.

Schedule for state library not yet approved—\$-5-19. Schedule of board of charities and probational special—\$7-30-19. \$3,294.32. E. White—\$1 per day for office work; \$4 per day for field work; deputy state probation officers, \$4 per day.

EARLY RISE ON MARKET WAS SOON OVERCOME

New Selling Movement Developed After First Offerings Had Been Absorbed—Nothing in Monetary Situation to Cause Alarm.

New York, Aug. 8.—After the slump in the final hour of trading yesterday, the stock market opened to-day with gains of from one to three points in those issues which were weakest at the close of previous session. Leaders in the recovery included U. S. Steel, which opened at an advance of two and one-quarter, Crucible Steel, Baldwin Locomotive, U. S. Rubber, Central Leather and Mexican Petroleum.

Among the reactionary issues were General Motors and International Paper with declines of from two to three points. Action of the directors of the U. S. Rubber company in recommending a dividend rate of 8 per cent on the common stock, subject to the shareholders' approval, was one of the helpful developments of the early session. Rubber jumped five points at the outset, soon increasing its gain to six and one-half.

Among the other strong and active issues were the various food shares which were advanced yesterday in connection with the proposed prosecution of the packers. The recovery proved to be of short duration, however, and a new selling movement developed after the market had absorbed first offerings. U. S. Rubber lost its early gain and an additional two points, while Baldwin Locomotive fell under yesterday's price.

Pressure against U. S. Steel was renewed and it lost a two and one-half point rise, falling a fraction under yesterday's minimum. Elsewhere in the active list reactions continued from one to two points. There was nothing in the monetary situation to cause apprehension. Call loans opened at 5 to 5 1/2 per cent.

BELGIAN KING WILL TOUR THE COUNTRY

Will Start for the United States in September and Will Not Return Home Until Called by Belgian Election.

Brussels, Thursday, Aug. 7.—Details of King Albert's trip to America have not yet been fully arranged, but he probably will start about the middle of September and will not return until his presence here is necessary because of the Belgian elections. According to present plans, he will make a complete swing of the country and will be accompanied by his son, Prince Leopold.

PASSENGER SHIP IS IN BAD FIX

Steamship North Star is Aground Off Yarmouth With 285 Passengers

FIRES DRAWN WHEN WATER Poured IN

All Available Boats Have Been Sent to Steamer's Assistance

Boston, Aug. 8.—The steamship North Star, which left this port for Yarmouth, N. S., yesterday, with 285 passengers, went aground to-day on Green island, six miles off Yarmouth, according to word received by officials of the Eastern Steamship lines here.

In a later message Captain Strout of the North Star reported that water was entering the fire room, and that it had been necessary to draw the fires. The Canadian government steamer Stanley, at first said to be standing by, was detained at Yarmouth and unable to go to the North Star's assistance. Two boats, several motor schooners and all of her available vessels were ordered out, however.

The North Star struck on the rocks at 6:40 a. m. in a thick fog. Officials of the company here feared that she would be badly damaged. The work of transferring passengers to two of the tow boats was begun at 10:40, according to a message from the vessel received by the naval communication office. The message said: "Two tow boats have arrived. Am transferring passengers to them. Have 280."

RECEIVED 12 BUCKSHOT BENDING OVER WELL

John Romaine of Castleton Injured Yesterday, But No Trace of Shooter Has Been Found by Officers.

Castleton, Aug. 8.—John Romaine of this village received 12 buckshot in his hands and chest at 10 o'clock yesterday morning while he was taking water from a well in the rear of the house owned by Joe Turna on the north road, south of the John Jones quarry.

Romaine, formerly of Proctor, has been at Turna's home for a week and yesterday morning went to fetch some water. While stooping over the spring, he shot his hand, knocking him over. The person with the gun was not found. Dr. Stealey attended to the wounds. The state's attorney's theory is that some person was hunting in the woods back of the house and seeing something moved, fired at the object, which proved to be Romaine.

GIVES \$25,000 FOR LIBRARY

Thus Matching the Sum Which Her Husband, Silas A. Isley, Bequeathed.

Middlebury, Aug. 8.—The fact was announced yesterday that Mrs. Mary E. Isley, widow of Col. Silas A. Isley, had given the sum of \$25,000 to be added to a like sum bequeathed to the town in the will of her late husband for the purpose of erecting a public library building in the town. Col. Isley was a benefactor of the community during the years he lived in Middlebury, having bought the land and buildings occupied by the Addison County Fair association, expending over \$60,000 for the land and new buildings.

ADMIRAL RODMAN SPEECH WAS NOT DELIVERED

Because It Had Been Censored by Secretary Daniels, Head of the Navy Department—Rodman Gave an Informal Speech at San Diego.

San Diego, Cal., Aug. 8.—A speech prepared and handed to the press in advance by Admiral Hugh Rodman, commander of the new Pacific fleet, remained in his pocket undelivered to-day, for Secretary of Navy Daniels last night, for the admiral was to speak at a banquet given in honor of the fleet.

SEVEN MILK INDICTMENTS WERE BROUGHT AT CLEVELAND FOR ALLEGED VIOLATION OF ANTI-TRUST LAW.

Cleveland, O., Aug. 8.—Indictments against seven members of the Ohio Farmers' Co-operative Milk association, formerly the Northern Ohio Milk Producers' association, were returned this morning by the special county grand jury investigating the milk situation in Cleveland. All are charged with violating the Valentine anti-trust law. Captives were issued for the seven men.

CITY OF BARRE SUED BY LUDGER CAMIRE

Plaintiff in General Assumpsit Action in County Court Seeks \$2,500 on Sale of Wood.

The suit of Ludger Camire of Barre Town vs. the city of Barre has been filed in Washington county court. It is general assumpsit and is brought for \$2,500. No specifications were filed, but the suit is undoubtedly brought to force payment on a large quantity of wood furnished to the city charity department by Mr. Camire. The city council refused full payment on the ground that some of the wood was not good.

BIDS ON TWO JOBS REJECTED BECAUSE THEY RAN TOO HIGH ON STATE ROAD CONSTRUCTION.

After a conference between the state engineer and Gov. P. W. Clement, who has to approve the bids relative to the four projects for federal aid in road construction, it was decided to reject the bids on the Williston and Irasburg-Coverly jobs, because they were too high, and to call for bids again to be opened next Thursday on these two jobs. It was further decided to recommend to the representative of the federal government the acceptance of the lowest bidder's figures on the Colchester-Essex job and the Fairlee project.

The figures on these latter jobs are not materially changed from what the contractors figured them, the changes being due to the copying as they were read when opened. On the Fairlee project B. Perini & Co. was \$3,000 lower than others, while they estimated they would be about \$1,000 lower. These figures were changed a little, namely: \$34,550.10—Coleman Brothers, \$37,727.90; Greigore & Co., \$4,755.56. The other three were figured by the contractors had them? Lane Construction Co., \$44,025.80; J. W. Duff, \$51,560.60; P. E. Halderson, \$52,025.85.

On the Colchester-Essex job, J. W. Duff, \$43,612.55; Coleman Brothers, \$49,729.30; while Winslow & Cummings at \$46,615.30 and Greigore & Co. at \$50,023.30, were the same as the contractors figured them. In the Irasburg job C. J. Gillilan was \$40,806.01, Coleman Brothers, \$51,291.40; and the Williston job, Pascal Ricci, \$23,064.22; Perini & Co., \$24,277.69. These last four were rejected.

PROMINENT ST. JOHNSBURY MAN, HAD OPERATION FOR APPENDICITIS.

St. Johnsbury, Aug. 8.—Henry G. Ely, aged 77, died at Brightlight hospital last night, never having recovered from an operation for appendicitis one week ago. He was born in Littleton, N. H., and left Dartmouth after one year to enlist in the 15th Vermont regiment, serving 11 months during the Civil war. He was married Oct. 31, 1867, to Adelaide Newhall of St. Johnsbury and their golden wedding was celebrated with all their children and grandchildren present except one, who was overseas.

For a short time he lived at Northfield, but came to St. Johnsbury in 1874, where Mr. Ely entered the hoe and fork factory established by his father in 1848. Later Mr. Ely became president of the corporation, until it was merged in 1907 into the American Fork & Hoe company. Since that time he had been manager of the St. Johnsbury branch. He was a trustee of the Passumpsic Savings bank and active in the South Congregational church.

Besides his wife, he leaves four daughters, Ellen, wife of George W. Kyburg of Springfield, Mass., Miss Caroline D. Ely, Margaret E. wife of Lindol M. Scott, and Miss Mary R. of St. Johnsbury. IN MONTEPELLIER NEXT WEEK. Vermont Branch American Federation of Labor Convention.

The Vermont branch of the American Federation of Labor will hold its convention in Montpelier Aug. 12, 13 and 14. Most of the sessions will be devoted to the routine business of the organization, but one evening of Wednesday, the 13th, a mass meeting will be held in the Montpelier city hall, to which everybody is invited.

The speakers at the mass meeting will include Frank M. McCarthy, general organizer of the American Federation of Labor in New England; William Standcumb, president of the New England Cigar-makers' league; Charles Cullen, general organizer of the painters' and decorators; Fred W. Saitor, president of the Vermont branch of the federation. The arrangements for the convention are in charge of Louis N. Jerne and Guy Walbridge, so far as the Montpelier end of the matter is concerned.

MONTEPELLIER STORE CHANGES.

Frank A. Hayden Buys 100 Shares in the Capital Hardware Co. Frank A. Hayden of Montpelier has bought the interests of Dan R. Campbell and Mrs. Inez E. Campbell in the Capital Hardware Co. of Montpelier, consisting of 100 shares out of 180. The last invoice of the concern showed an appraisal of \$45,000. Mr. Hayden, who retired a year and a half ago from the firm of C. H. Cross & Son of Montpelier, and who has been in the South recently, will take immediate possession of his purchase. Other members remaining in the corporation are E. H. Prouty, Dr. E. R. Campbell, Fred and Kate Prouty.

THREE CASES THROWN OUT. Because of Lack of Action on Them in Bankruptcy Court.

Referee in Bankruptcy, W. N. Theriault this morning notified Alex Morgan, Frank Stacey and Guido Rossi of Barre that their cases have been dismissed for lack of diligence in the prosecution of their cases. Notices that the discharge meeting will be held in the case of Weston Walker of Barre Sept. 8 and final meeting of the case of Henry E. Powers Aug. 18, were also mailed to creditors.

500 FARMERS "TALK SHOP"

Washington and Orange County People Assembled at Intercity Park

HEAD OF NATIONAL GRANGE A SPEAKER

Appeal Made to Induce Wilson to Sign Daylight Saving Bill

The farm bureau and the granges in this section held a day's talk at Intercity park Thursday afternoon that was attended by about 500 persons, during which three speakers of national reputation discussed subjects interesting to those who are in the agricultural business. The audience for the most part was made up of persons who came to the affair in their automobiles.

The speakers were Oliver Wilson of Peoria, Ill., master of the national grange; W. A. Lloyd of the farm bureau department of the department of agriculture at Washington, D. C., and Andrew Elliott of Galt, Ont., of the Canadian department of agriculture, the last of whom also gave a demonstration of cow judging, there being three specimens upon which he worked, defining the qualities of a cow that should be looked to if the farmer wants to secure the best results from his investment. While his demonstration was for the most part from the point of dairying, yet he told some things about selecting a cow for beef purposes.

The meeting was called to order by George M. Jones of Waitsfield, president of the Washington County Farm bureau, who introduced Master of the State Grange O. L. Martin of Plainfield as the presiding officer of the afternoon and Mr. Martin then introduced as the first speaker Oliver Wilson of the national grange. The latter entertained his audience with a history of the work that has been done, ending with a request that 1,000,000 telegrams or letters be sent to President Wilson, asking him to sign the bill now before him repealing the daylight saving plan.

Mr. Wilson is a member of one of the oldest granges in the country. He referred to the fact that seven men employed at Washington, D. C., by the federal government started the national organization from which the subordinate organizations have arisen. He claimed that it is the only organization in which the farmers can protect their interests, that it is a necessary and that if the grange is properly conducted with a good program it will be a better place for the young people than joy riding. He said it pleased him to note the new idea of scientific agriculture and domestic economy. These, he said, were born when the first grange was organized and are a part of its program. He said that in the schools children are being taught four-fifths material of no use to improve the child who wants to follow farming. The granges should work together, he said, and the wheat of the West can be sold to each other without the middleman's profit.

The work of the grange is now felt in Washington. Twice has the repeal of the daylight saving plan been carried through Congress by its effort and now the grange will use its effort on President Wilson. He said there are too many lawyers in the legislatures; that 80 per cent of the laws are made by lawyers and are not fit for anybody else to use. He was warmly applauded when he said lawyers are unfit to be legislators. He advised his audience to look out when the change in the high cost of living comes and not to get caught in the whirl. He said the grange has played no small part in the recent prohibition legislation.

Mr. Lloyd, who discussed the work of the farm bureau and the reasons why they should be supported, divided his question in three parts. "Why there is a farm bureau; what a farm bureau is; and how it should be conducted." The organization has sprung from the grange, he said. Its work had been neglected until 1890, when something was done by courses in state colleges and the formation of experiment stations. The department was organized by taking a little from different departments in Washington and then farmer's institutes were used but failed. The agricultural press did a good work, but the farm bureau, which was originated eight years ago, has been the real thing. It would not have developed so fast had it not been for the war and there are now 2,400 of them in the country.

In addition to the big appropriation made during the war, there is the Smith-Lever law, from which Vermont and every other state receives help. He urged the farmers to pool their knowledge in the farm bureau and place their shoulder behind it for the good it does and not for what they can actually get out of it. It is the meeting of the members to discuss and decide what are the best crops to grow in different sections that makes the bureau worth while and accomplish something. He said the farmers leave too much for the county agent to do and do not carry a part of the load themselves because of lack of co-operation.

Women should belong to the farm bureau, said Mr. Lloyd, but the girls, as well as the boys, must be educated to the fact that there is money in farming or they will not remain at home or on farms. Woman is not needed in banking or mercantile business but she is a partner in farming to the fullest extent of the word.

There were three cows present for the judging demonstration conducted by Andrew Elliott, who has been coming to Vermont for nine years and has cut out all other outside work excepting Vermont. These cows were a Guernsey, owned by Redfield Phillips; a Holstein, owned by E. B. House, and a Jersey, owned by Mr. Benjamin. As to which is the best kind of a cow, Mr. Elliott said no man can tell which is the best; it all depended upon the conditions which surround the cow and the man owning

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