

# MAY BE MISSING GOLIATH'S MEN

### Three Bodies of Supposed Crew Members Brought to Port

### FRENCH AUTHORITIES DENY THE REPORT

### Goliath, French Airplane, Has Been Missing for a Week

Paris, Aug. 23.—Reports are current at Casablanca, Morocco, that the patrol ship Diana has brought into that port three bodies supposed to be those of members of the crew on board the French airplane Goliath, according to a dispatch to The Journal. The Goliath has been missing for a week. Authorities here deny the reports, but in maritime circles it is nevertheless reported that if the bodies are not on board the Diana they were undoubtedly picked up by other patrol boats.

### THE NORWICH PILGRIMAGE.

### Plans Laid by University Centennial Committee for Oct. 13.

The Norwich university centennial committee met last week at Stratford and Norwich, the chief business being the formulation of plans for the pilgrimage to Norwich on Founders' day, Oct. 13. Various special committees to have charge of the events of the week were named at this meeting. During the session a visit was made to Old South barracks at Norwich, and to cemeteries at Norwich and South Stratford, where are buried the founder and many of the early supporters of the institution. A group of the interested citizens of Norwich met with the committee at the Newton inn to discuss plans, and assure the co-operation of the community. Among those present were Captain Henry V. Partridge, Rev. E. J. Buttery, Dr. Bowles and ladies representing various church and civic federations.

The general plan for the day is as follows: The party will leave Northfield in the morning, the cadets under arms and with full equipment. Transportation in charge of a special committee whose chairman is H. C. Fisher of Barre, and it is hoped that sufficient automobiles will be available to carry the entire party of cadets and guests, except those cadets who will form the mounted troops, which will start the afternoon before. The arrival at Norwich is planned for noon, and lunch will be eaten immediately, out of doors if weather permits. This will be followed by a parade and review at 1 o'clock, and it is hoped that many men of the old Norwich will be present in the reviewing stand. After the parade will come a prayer and an address of welcome, followed by an address on some subject to be announced. Then the tablet to Captain Partridge will be unveiled and an address on Captain Alden Partridge, educator, will be delivered.

A procession will then be formed and will proceed to the cemetery, where the graves of those connected with the early history of the institution will be dedicated, a brief tribute being spoken at each grave. This ceremony will be concluded with a volley and the sounding of taps. Returning from the cemetery the program at Norwich will end with evening parade and retreat on the old parade ground.

At sometime during the day, probably by detouring from the main line of travel, on either the down trip or the return trip, a detachment of cadets, officials and guests will visit the cemetery at South Stratford to decorate the grave of Curtis S. Barrett, '63, donor of the Barrett fund.

The tablet to Captain Partridge is to be of bronze, located, if possible, on the original parade, close to Main street. No decision has been reached as yet regarding the material for the base, but hammered granite, a native boulder, and a composite of materials from the ruins of the Old South barracks have been discussed.

The day will be of interest to the survivors of the old Norwich, and it is the aim of the committee to make it an inspiration to those of Northfield days, to whom the "brave days of yore" have been a rather vague tradition.



# Resinol heals itching skin troubles

Resinol Ointment usually stops itching at once. It quickly and easily heals most cases of eczema, rash or similar distressing skin eruption, not due to serious internal conditions. Physicians prescribe Resinol Ointment regularly so you need not hesitate to try it.



### DIFFICULT MOTOR TRIP.

### Two Ford Machines Went Completely Through Smugglers' Notch.

Two automobiles made the trip completely through Smugglers' notch from Stowe to Jeffersonville last week, and the fact is thus related in the Waterbury Record:

"One day last week an automobile party, including Mr. and Mrs. P. R. Linko and children of Springfield, Mass., Mr. and Mrs. Ira Knapp and two sons, Locke and Ward, Miss Mabel Kenyon, a niece of Mrs. Knapp, and grandson, Merle Marshall, all of Waterbury, took an automobile trip to Smugglers' Notch and instead of coming back the same road by which they went, kept on and started down the other side of the mountain, on an old disused road which leads to Jeffersonville, which no one has ever before attempted to travel in an automobile, even in its best condition.

"The party traveled in two autos, a Ford touring car and a Ford runabout. The first place reached going down Dead Horse hill was a lumber camp, where the men expressed great surprise at seeing a party come down over the mountain, and especially in automobiles. Proceeding still further down the mountain, on account of faulty brakes, it was necessary to use three pieces of timber to draw the front end of the machines and obstacles presented themselves at every turn. There were huge boulders and rocks in the way and the grass at times was as high as the machines. Bridges across the brooks had rotted away, and the trail presented the appearance of a washed out brook-bed. A ravine bordered on one side of the trail (for it was more a trail than a road) and many other difficulties hindered the party. It is certain that no machine could ever attempt to ascend the trail, inasmuch as it is almost impossible to go down the mountain, even with a Ford.

"The descent was made safely, however, and after having a few repairs made at Jeffersonville, the party returned to Waterbury. Mr. Linko recommends this trail to anyone considering climbing the Alps to the Rockies, and gives warning that brakes must be in best of condition before this feat is attempted. Numerous other trips were made last week in the cars and also several climbing expeditions, such as Mount Mansfield and Camel's Hump. Mr. and Mrs. Linko and children, who have been the guests of Mr. and Mrs. Ira Knapp during their week's stay here, left Monday on the return trip to their home in Springfield, which will be by the way of the White mountains, going later to the Maine coast and then to Boston, camping on the way. It is needless to say that they have enjoyed their vacation here."

### A Drawback.

"They say Maud's second husband has \$10,000 a year. How contented she must be."

"She isn't though, exactly. A man of that grade doesn't hand his wife his pay envelope, you know."—Boston Transcript.

### The Real Difficulty.

"Don't you have a lot of trouble keeping down expenses?"

"Not so much as I have keeping up the revenue."—Boston Transcript.

### Yes, Verily.

The parting that gives us pain frequently occurs while we are seated in the dentist's chair.—Boston Transcript.

# NO DISCUSSION WITH GERMANY

### Allies Clearly State That in a New Note On Treaty of Peace

### RESTITUTION ASKED FOR JUGO SLAVS

### For the Seizure and Exploitation of Constollatz Mines During War.

Paris, Aug. 23.—The supreme council has decided to send two more notes to the German delegation at Versailles. The first will ask that restitution be made to the Jugo-Slav government for the Constollatz mines seized by Germany during the war and exploited. The second will acknowledge a message expressing the intention of the German government to hand over to the allies documents relative to damages done invaded territories, especially those arising from requisitions.

The second note will make it clear there can be no discussion of the treaty of peace with Germany.

### WORKING PEOPLE OFFENDERS

### Because, Says a St. Louis Meat Dealer, They Pay Such Big Prices.

Washington, D. C., Aug. 23.—People ought to be satisfied with present food prices, there isn't any profiteering in the retail meat and grocery business, and consumers want to pay high prices, Thomas Dunn, a St. Louis meat dealer told the Senate agriculture committee yesterday at the hearing on legislation to control the packing industry.

"The working people are the worst offenders," he said. They absolutely won't have anything but the finest and best. The only good this investigation can do is to make these people think, can do is to make these people think, of their heads."

The five big packers are not montanizing anything, or "robbing anything, or "robbing anybody," and need no regulations, Dunn said.

### LABOR PROVISIONS OF TREATY INADEQUATE

### Fail to Cope with Threatening Labor Evils and Point Toward Program Which May Disturb Domestic Peace, Says Sen.

Washington, D. C., Aug. 23.—The labor provisions of the peace treaty fail to cope with threatening labor evils and point toward a program which may disturb the domestic peace of the United States, Senator Thomas, Democrat, Colorado, declared yesterday in the Senate.

He expressed grave doubt whether that section of the treaty could be accepted under the constitution. The international labor conference to be set up, he declared, would be an important integral part of the league of nations, though the provisions creating it are not included in the league covenant.

"Inasmuch as organized labor correctly speaks of itself as a class," he said, "it is entirely appropriate to say that by including this program in the treaty, distinct recognition and separate organization are given to that class. To embrace a class, whether by revolution or treaty is but another name for classism. It may be possible to reach the goal of uniformity in the conditions of labor, but I question whether it can be done otherwise than by making the standard the lowest, and leveling down to it. Strict uniformity in world labor conditions can be attained only at the expense of the American wage earner. I cannot avoid the conclusion that these articles designed for his physical and spiritual improvement may make him the equivalent of the continental worker.

Referring to the provision that the credentials of delegates to the international conference may be passed on by the conference itself, he continued:

"Personally, I do not like a covenant which subjects the selection of high officials by the government of the United States for the discharge of important international functions to review and possible rejection by an external authority. The treaty thus makes the conference a substitute for or a supplement to the president and the Senate.

"For some time I entertained a doubt whether article 405 did not invest this conference with a species of legislative or treaty making power. And proposals for the extension of this power will probably soon follow the establishment of the permanent organization, if I correctly apprehend the purport of the official introduction.

"I do not look for the early advent of the stupendous upheaval which must come to the structure of the American government before it can constitutionally assent to such a delegation of power, but I can well imagine how efforts to secure it would profoundly disturb our domestic peace; for the labor program points that way.

He also said he could not avoid the conclusion that certain judicial rights vested by the constitution in American courts would be delegated to the tribunals set up by the labor section.

Painting a gloomy picture of labor conditions in this country and declaring that organized labor was employing methods which threaten the nation's political and social existence, he declared these were the real matters that should concern legislators.

"Yet there are conditions," he continued, "which the labor section of the treaty neither provides against nor catologues among those requiring correction by international covenant."

Helicon's Inspiring Waters.

The British M. P.'s idea of supplying the laureate with Canary wine to give him poetic inspiration is all wrong. Obviously the proper dose for that purpose would be a draught of what Keats longed for when he wrote:

"O for a beaker full of the warm South, Full of the true, the blushing Hippocrene."—Boston Transcript.



# We INSIST that JERSEY ICE CREAM be BETTER than the law requires

There are Federal and State laws which govern the manufacture of ice cream. These standards vary, according to the state in which they are put in force. And they are all very strict requirements. But we go further than that.

### Jersey Ice Cream EXCEEDS ALL STATE AND FEDERAL STANDARDS OF PURITY

That is merely one of many good reasons why you should insist upon having Jersey Ice Cream. Try it today, in bulk or Trip-Seal Bricks.

for sale by Cummings & Lewis, Druggists Barre, Vermont



# ITALIAN HOUSEWIVES HARD TIMES SHOPPING

### To Get a Piece of Meat Generally Takes Two Hours, to Obtain a Loaf of Bread One Hour, and Other Products in Proportion.

Rome, Aug. 20 (Correspondence of the Associated Press).—Seven hours of each day of the Italian housekeeper must be devoted to buying food. The problems of the ordinary American housekeeper pale into insignificance even with their troublesome servants, when compared to the Italian. Domestic servants' strikes in Italy are chronic.

The recent upheaval in Italian economics when the government ordered prices of foodstuffs and clothing reduced 50 per cent has begun its reaction, and the factor affected most is the housekeeper. She must start to market at 7 o'clock in the morning, and is forced to hurry from one store to another. To obtain a piece of meat usually takes two hours, to obtain bread about an hour, eggs two hours, vegetables one hour and a half, and canned goods about an hour.

The housekeeper's day starts by placing herself at the back of a long line of waiting customers. The line sometimes extends for a half block, guarded by armed carabinieri. When the buyer is permitted to enter the store, she finds inside a scramble for all sorts of commodities. Guards are stationed there to prevent any mischief. If she obtains what she wants, she is lucky.

She treads over the streets a whole morning searching for the things for lunch, and then, in the afternoon, must start on the hunt again for food. If she is looking for butter, she is usually disappointed, for there is little to be had. She may obtain meat, but is usually thankful to go away with a can of American "bully-beef."

It often happens that her family must miss a meal, but that is usually overlooked. It is too evident on every hand. Housekeepers sometimes watch a car of produce unloaded at the railroad station and follow the motor trucks to the store where the produce will be sold. When a cartload of eggs arrived the other day women clung to the trucks carrying the eggs to stores while others ran alongside. At the stores the clerks stood in doorways and handed out the eggs, three only to a customer. Some customers reached over others' heads with their hats, while others pushed aside the weaker ones.

Servants take their rest days by telling the housekeeper they are going for a day or two. They come back when it suits them. The days of those "perfect Italian servants," as Americans used to call them, have passed away, and a housekeeper is lucky to have a servant at all.

# FAMOUS WHISTLER PAINTING.

### The "Little White Girl" Is Now Being Exhibited in London.

London, Aug. 22 (Correspondence of the Associated Press).—One of Whistler's most famous paintings, the "Little White Girl," is now on view in the National gallery to which it was presented together with two other Whistler paintings, "Cremorne Lights" and the "Fire Wheel."

The "Little White Girl" was painted in 1864 and exhibited at the Royal academy in 1865, where it created a sensation and aroused much hostile criticism. One critic regretted that Whistler should make the "most bizarre of bipeds" out

## PREPARATION

Thousands of the prominent business men of this country give the credit for their success to the training received at

# BRYANT & STRATTON

## COMMERCIAL SCHOOL

### BOSTON

PRACTICAL COURSES TO MEET PRESENT DAY CONDITIONS

Accounting, Bookkeeping, Salesmanship and Advertising, Stenography, Secretarial Duties, Commercial Teaching, Civil Service

Individual instruction given by competent, experienced teachers

55th Year begins Sept. 2. Evening Session begins Sept. 22

Write, phone or call for new Bulletin giving complete information

J. W. Blaisdell, Principal - 334 Boylston St.

No canvassers or solicitors employed

# PLAN TO DEVELOP TRADE IN SOUTH AMERICA

### Mississippi Valley Concerns Are Planning to Send Representatives There to Ascertain Business Conditions and Possibilities.

Memphis, Tenn., Aug. 23.—A visit to Latin-American countries by Mississippi valley concerns interested in taking advantage of new trade conditions since the ending of the war and to include representatives of Chicago, St. Louis, Memphis, Cincinnati, New Orleans and many inland cities, is planned for this fall and winter. Not less than 300 commercial, financial and business establishments are to be represented.

It is proposed to make an extensive trip to ascertain by personal observation the business conditions and possibilities in South America and how the Mississippi valley can best develop its trading interests with the Latin states.

The movement was started by the New Orleans Association of Commerce, which already has delegated a committee to interest other similar organizations and which also has taken up with the United States shipping board the question of obtaining a vessel for the trip.

It is the intent to start about Nov. 1, on a tentative itinerary that will take the delegation to Cuba, Jamaica, Santa Domingo, Haiti, cities in Venezuela, Colombia, Panama, Ecuador, Peru, Chile and back through the Panama canal. It is quite certain from local information, that Memphis and St. Louis will be well represented and assurance has been obtained that Chicago and Cincinnati will likewise send a number of representatives. The proposal is of special interest in the lower Mississippi valley because of recent announcement and assurance that river transportation is to be much improved as far north as Memphis and St. Louis and likewise because of rapid development of livestock and agricultural progress in the lower valley country.

### RAILROAD PROBLEM NOT NEW.

### C. F. Adams' Argument for Public Ownership 46 Years Ago.

Forty-six years ago Charles Francis Adams appeared before the Massachusetts legislature and made an argument for the public ownership of the chief railway system of that state. As the distinguished author of the celebrated investigation of the scandals of the Erie, entitled "A Chapter of Erie," and as the leading member and founder of the railway commission of Massachusetts, the first in the country, Commissioner Adams was heard with great respect and attention. He was then the foremost authority on railways in the nation and appeared on the invitation of the legislature.

In introducing his thesis for state ownership, Commissioner Adams quoted favorably from The Nation of Feb. 6, 1873, "a paper well known for its ability and for its free-trade proclivities—a determined opponent of the whole theory and system of paternal meddling and government interference. From an argument against government interference with industrial undertakings generally, the Nation is further quoted as follows:

"There is but one case which warrants such interference, and that is essentially the same for all departments of industry. That case arises for a republican government when any one branch of the business of the community is so monopolized that citizens can no longer share in or control it, and so mismanaged that they can no longer endure it. When that day comes, government is warranted, all other remedies having failed, in prostrating private enterprise by the crushing hand of power, and supplanting private industry as best it may."

Mr. Adams accepted this statement and at once went on to show that the railroad business is different from other business, such as the shoe trade, a cotton factory and the like, by being practically free from the ordinary influence of competition and the laws of supply and demand.

"Transportation by rail," he says, "is a pure, absolute monopoly, affected only by law and considerations of self-interest, and in no degree subject to the influence of either competition or supply and demand." He showed that the only points where a semblance of competition entered in was where railways crossed at junctions or came together at common terminals, and that even here, "where combination was possible, competition was impossible," as old George Stephenson had pointed out in the infancy of railways.

"The only competition which exists," Mr. Adams asserted, "is between land transportation and water transportation. When water enters into the struggle, when navigation opens, when the freight agents meet, and rates are reduced, however, the change always is the result of combination."

What Mr. Adams said at that rather remote time is to-day largely applicable to the solution of our national railway problem now before Congress. The distinguished railway genius went on in this remarkable address, delivered Feb. 14, 1873, to show the folly and fallacy of attempted government regulation of these public highways of steel. He called the attempt at government regulation "unlimited meddling" with the business farmed out by the government to another for private profit, a system that could ultimately end only in failure. He proceeded thus with his argument:

"It is indeed the opponents of state ownership who are the firm consistent friends of government meddling in industrial enterprises. They insist that the government shall do the work of the railroad managers, and they call it 'regulation.' They insist that government shall reduce meddling to a system, and they call it 'supervision.' They middle our railroad legislation into a mass of absurdities, and they call that leaving the railroads alone. We have, I insist, as regards our railroad system, been on a wholly wrong track. We have been trying to regulate it, and all the while say we were not regulating it; we have been trying to meddle, and say we were not meddling; we have been trying to manage and control, and supervise, and all the while we have chattered and canted about competition and the law of supply and demand. It is high time that we began to see things as they are, and to call them by their right names. There is nothing which renders legislation more difficult or more subtly pernicious than this getting hold of a correct principle, and, in a dull, monotonous, parrot-like manner, making a false application of it. As regards railroads we have been doing that for 46 years."

The application to the present emergency is that if they had been doing it for 40 years before this hearing of the Massachusetts legislature, we have now perpetuated this folly for a period of 86 years, and it is time to pause.—Louis W. Raper in The Nation.



# You Are Treading On Eggs

Just as long as the tubes in your casings are not the best you can get. A chain is no more at the mercy of its weakest link than a tire is at the mercy of the tube in it.

The best beginning is to start with Goodrich casings. For Goodrich gives you the standard by which you can gauge the true value of any tire.

Square its price and adjustment mileage up with Goodrich List Prices, and the Goodrich More Mileage Adjustment—6,000 miles for Fabrics; 8,000 for Silvertown Cords—and you see why the wise tire user buys Goodrich casings for the greatest outer strength.

You are not 100 per cent secure till you're Goodrich through and through.

Put Goodrich Tubes in Goodrich casings—Red Tubes for utmost strength—or Grey Tubes for long-lived dependability at less cost.

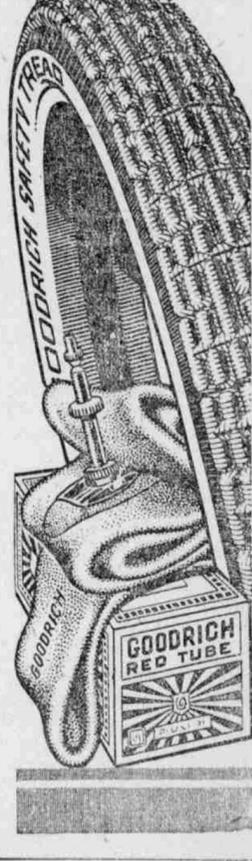
Yes, put Goodrich Tubes in Goodrich Casings, and forget tire worries.

Buy Goodrich Tires from a Dealer

ADJUSTMENT  
Fabrics - 6,000 miles  
Cords - 8,000 miles

# GOODRICH TIRES

"BEST IN THE LONG RUN"



## Food is the Best Medicine

Most of the ills of life are due to wrong living. For a building food, try

# Grape-Nuts

-a cereal devised to rebuild tired, overworked tissues.

Full of flavor, quick to digest, it supplies real food for mind and muscle, bone and brawn.

"There's a Reason"

AT GROCERS