

MIDDLEBURY REGISTER

PUBLISHED BY

JOSEPH BATTALL,

VALLETTE BLOCK

MIDDLEBURY, - VERMONT.

Entered at the Middlebury Postoffice as Second Class Matter.

Terms Strictly in Advance.

ONE YEAR IN VERMONT \$1.00

SIX MONTHS IN VERMONT50

THREE MONTHS IN VERMONT40

ONE YEAR Outside of Vermont, .. \$1.25

ONE YEAR Outside of U. S. 1.50

The Register will be found on file at the Congressional Library reading room, Washington, D. C.

FRIDAY, SEPTEMBER 19, 1913.

VERMONT LEADS IN DAIRY BUSINESS.

The second of the more important publications of the publicity department of the secretary of State's office to be issued this year is "Vermont Farms" containing more than 125 pages which has just come from the press, the printing having been done by the Caledonian press, of St. Johnsbury. The greater part of the book is devoted to a setting forth in considerable detail of the resources and opportunities of Vermont agriculture. This is followed by a long list of free publications having a bearing directly or indirectly upon Vermont agriculture and by a list of 233 farms and residential properties offered for sale representing every one of the fourteen counties in the State.

The book endeavors to correct some of the prevailing misconceptions regarding Vermont farming. One of these is that Vermont farms are small, and the census figures are quoted to show that the size of the average Vermont farm is 142.6 acres while the size of the average farm in the United States is only 138.1 acres. Only two of the great farming States in the Central West surpass Vermont in the size of the average farm. A few census facts are quoted relating to area, population, value of property, crops, domestic animals, etc.

The subject of dairying is treated at considerable length and facts and figures are quoted from census reports and publications of the United States Department of Agriculture which show that taking into account area and population Vermont is the leading dairy State in the Union. This State stands at the head of the list in the number of cow testing associations being tied with New York for first place when the last report was made. While exact reports could not be obtained regarding the shipment of milk outside of the State, reports from two of the leading railroads and estimates for the third important railroad based on the reports for the two, indicate that the year 1912 practically 56,000,000 quarts of milk and 2,800,000 quarts of cream were shipped out of Vermont.

A series of tables is published, the first of which shows that Vermont leads the Union in the ratio of dairy cows per population, having one cow to 1.3 persons. The only States that approach this record are Iowa, Wisconsin and South Dakota with a ratio of one to 1.5. Vermont makes a notable record in pounds of butter per capita, with a record of 96.6 pounds. No other State approaches this record. Only three States produce half as much. Minnesota with 59.5 pounds, Iowa with 57.2 pounds, and Wisconsin with 56 pounds. Only six States produce a third as much and only eight States produce a fourth as much per capita as Vermont. Vermont's average production of pounds of butter per farm is 1,112.6. Only four States produce half as much, only seven States a third as much, and only fifteen States a fourth as much. Vermont leads the Union in average number of pounds of butter per cow with 132.3 pounds. In pounds of butter per square mile Vermont is far in the lead of any other State. In dairy cows per square mile, only one State leads Vermont, and in all cattle per square mile only two States lead Vermont.—Montpelier Journal.

THE NEW HAVEN'S DISASTER.

No Valid Excuse for Rear-End Collision, Commentators Say.

If accidents of this kind are to occur constantly as a result of fundamental defects in management, not only Mr. Mellen but the entire board of directors should go, because only in that way can real reform come. The density of traffic is one of the reasons that will be given by the New Haven for the disaster. If the traffic is too dense there should be more tracks. If it should be shown that the wooden cars are responsible for the deaths of the passengers crushed by the locomotive of the second train, then the wooden cars should instantly be discarded. It is time for action, not excuses.—New York Herald.

Only a railroad utterly demoralized in its operating department and hopelessly unequipped to handle its tremendous volume of traffic could achieve the record of manslaughter in which the New Haven is now without a rival.—New York World.

It is not likely that the in-rolling sea fog, to which this disaster is attributed, reached very far inland. But tardy service has become a habit of the New Haven road lately, and that is only one of the faults which will be arrayed against it in the forthcoming series of investigations. The once well-managed road is in a sorry plight.—New York Times.

Whether on the unfortunate New England lines or on any other railroad, a rear-end collision is inexplicable and indefensible on any theory of train operation that includes reasonable discipline and intelligent regulations. No assumed public demand for speed and no clerical record of train arrivals can excuse or condone a rear-end collision.—New York Sun.

If under the old management it had been run as a railroad and not as a job-stocking concern: if its chief attention had been devoted to safety and not to monopoly, it would have done long ago the things which it is now doing as a result of official exposure, and many lives would have been saved.—New York Tribune.

The New Haven railroad wakened up too late to the fact that it was doing things it ought never to have done and failing to do things it ought to have done—things which were beginning to score a heavy reckoning. But the New Haven railroad did waken up, as it was bound to do under the spur of public opinion, if not of its own accord; and the new management can only hasten on with such work as was started and introduce the other things which it knows are needed until he gets the New Haven system into the shape of other great railroads, as Mr. Elliott knows by experience how to do.—New York Press.

Trace every accident to its cause and they read "Carelessness," "misplaced or defective switches," "disobedience of orders," "antiquated signals," "confusion of orders," "faulty brakes," "wooden cars," every one of them the sign and symbol of that demoralization that comes from criminal greed consecrated to making money, and indifferent to human life.—New York American.

Every such accident as that of yesterday morning serves to crystallize the demand for "safety first" in the railroad service.—Philadelphia Press.

The statement stands out like a specter, to be supported or downed by the necessary and inevitable investigation, that the inadequate and unsatisfactory "banjo" signals, condemned by railroad men and banned some time since by the Interstate Commerce Commission, caused this collision.—New Haven Register.

Is there not some serious fundamental weakness in the operating arrangements? The chain of terrible accidents can hardly be accounted for on the ground of evil fortune and sinister coincidence. * * * Until its obvious inadequacies are remedied and its efficiency demonstrated the road must experience a lack of confidence even from those most loyal to its interests. Its recent record is too awful.—Hartford Times.

ISLANDS IN THE PACIFIC SINK.

San Francisco, Cal., Sept. 12.—The Falcon and Hope Islands of the Friendly Group in the South Pacific have disappeared from view and with them several hundred natives and a few white men.

News to this effect was brought here yesterday by Captain Trask of the steamer Sonoma, which arrived from Sydney, Australia, via Honolulu.

Guards are Acquitted.

Richmond, Texas., Sept. 12.—Sergeant Wheeler and M. Fain and R. H. Stewart, guards at the Harlem state convict farm were acquitted in a hearing before a justice of the peace here of charges of negligent homicide in connection with the death of eight negro convicts, who were suffocated in the "dark cell" at the farm.

Twelve negroes were confined in the cell, which afforded only a few small holes as a means of ventilation, for infraction of prison rules. In the morning it was found that eight had died during the night.

Held for Farmer's Death.

Red Bank, N. J., Sept. 9.—As the result of an investigation by Coroner Morris following the death of Charles Smith, a farmer of Middletown Township, at the Long Branch Hospital on Sunday, Joseph White of Keansburg was arrested this afternoon by direction of Prosecutor John S. Applegate, Jr. He was taken before Judge John E. Foster at Atlantic Highlands, who held him under \$500 bail on a charge of manslaughter. He furnished bail. The arrest was made by Constable George Van Winkle, who accompanied Coroner Morris.

White's automobile struck Smith on the Middletown Turnpike. The man was left unconscious on the road and later taken to the hospital, where he died of a fractured skull. Farmer Tilton, who lived near the scene of the accident, told Coroner Morris that he heard a woman crying and pleading with some one they called "Joe" to go back and see if the man was killed. They did not go back.

FATALLY INJURED.

Assistant Principal Meets Death in Auto Accident.

Miss Corella C. Eggleston, assistant principal of the Portsmouth Training School at the Farragut school, was probably fatally injured in an automobile accident on the Dover Point road shortly after eight o'clock Monday evening. Miss Margaret Goodwin of Broad street, this city, and Mr. Conrad Crocker of Fitzwilliams, N. H., who were with Miss Eggleston and Frank Harvey of this city who was driving the car, were not seriously injured.

The accident was the result of a collision with a touring car, owned and driven by Arthur O'Mahoney of 87 Cross street, Lawrence, Mass., who was accompanied by a woman whose name was withheld. It took place at what is known at Tuttle Corner about two hundred yards this side of Varney's bridge, about two and a half miles out of Dover. Neither O'Mahoney or the woman were injured, but O'Mahoney is held at the Dover police station pending the result of Miss Eggleston's injuries on complaint of Mr. Crocker that he was running at an excess rate of speed. Later—Miss Eggleston died at the Wentworth Hospital at 2:30 without gaining consciousness.—Portsmouth Chronical.

Auto Victim Identified.

George W. Morris, proprietor of a garage at Fulton and Smith Streets, Jamaica, partially cleared up last night the mystery that surrounded the serious injury of his nineteen-year-old daughter Sadie, while riding through Jericho, L. I., in an automobile early yesterday morning. Miss Morris is now in hospital at Mineola suffering from a compound fracture of the right leg and contusions of the face and head.

A man and another girl with whom she was riding escaped injury. At first it was thought that the accident was the result of a joy ride, but this Mr. Morris hotly denied. He refused, however, to reveal the names of his daughter's companions.

"The two persons with my daughter were a girl friend and the foreman of my garage," said Morris. The foreman was driving the car as a chauffeur. He was simply taking Sadie and her girl friend for a ride. They were on the way home when the accident happened.

"As I understand it, a big motor truck collided with them, overturning their car. But the motor truck kept right on after the accident. I am doing my best to trace it. My daughter is in a serious condition and amputation may be necessary."

It was said at the hospital that the man who accompanied the injured girl there in an ambulance absolutely refused to give his name or address and cautioned the hospital attendants not to let a hint of the accident reach the newspapers.

Seriously Injured in Auto Mishap.

Charles H. Ballard is in an unconscious condition with concussion of the brain as a result of an automobile accident late Tuesday evening, when the greater part of his scalp was severed from his skull and an ear cut, probably by plunging his head through the windshield of the automobile of Dr. E. L. Tracy of Pittsfield, who with Gideon Hutt and Nelson Amaron of the same place, was driving his automobile, a new Ford runabout, up Main street in Bethel. Mr. Ballard was riding on the running board. When the front wheel struck a bank near the town hall, it is supposed he lost his balance, and plunged forward, later falling back upon the street, where he was picked up and carried to the office of Dr. O. D. and O. V. Greene, where it took more than an hour to care for the wounds.

The automobile, of which the driver had lost control, continued 75 or 80 feet till stopped by a hydrant, which was tipped considerably by the contact. The front tires were ruined and the front wheels twisted, and in all probably \$50 worth of damage done to the car.

Auto Crash is Fatal.

Providence, Sept. 14.—An automobile collision in East Providence today resulted in the death tonight of Mrs. May Georgy of Fall River, Mass.

Mrs. Mary Fuller and Miss May Crossen, a young girl, who were riding with Mrs. Georgy in a machine driven by Mrs. Fuller's son, Dr. Fuller of Fall River, were taken to a hospital, but were found to have sustained only severe bruises.

Mr. and Mrs. John H. Galligan of New Bedford, the occupants of the other car, escaped injury, though Mrs. Galligan was slightly cut in the face by the breaking of the windshield of their car. She was able to go to her home.

The collision occurred at Waterman and Pawtucket avenues, which has been the scene of two previous accidents of the same kind this summer.

Blind Girls in Crash.

Eight persons, including two blind girls, narrowly escaped injury Sunday afternoon in a crash between two automobiles at School and Washington streets, Dedham. Although both ma-

chines suffered severely, none of their occupants sustained more than a shaking up.

A heavy touring car, owned by Walter M. Briggs of Highland street, Dedham, was going down School street and made a short turn into Washington street. The other machine was owned and operated by Dr. Fred Spooner of 133 Emerson street, South Boston. Spooner did not see the other auto until too late to avoid a crash, and the front of his machine struck the side of the touring car. The hood of his machine was stove in, and the mud guard on the Briggs car was smashed.

The two blind girls, patients of Dr. Spooner, became hysterical, but were soon calmed. Mrs. Spooner was on the seat with her husband. The Briggs aut. was driven by Arthur Fleeteau and contained four persons.

Crushed by Loft's Auto.

Victor Johns, chauffeur for George W. Loft, the candy manufacturer of Baldwin, L. I., was arrested last night for failing to stop the auto he was driving after it had run on the sidewalk in First Avenue, between Thirty-second and Thirty-third streets, and struck Miss Elizabeth Menna of 307 West 124th street. In the car with two other men and Johns, who was arrested after a seven-block chase, was George L. Loft, who said he was the candy man's son, and gave his address as Baldwin. The chauffeur was later bailed out by Loft.

Miss Menna, with Miss Catherine Roder of 409 West Forty-eighth street was walking on the east side of First Avenue when she was struck. Johns is said to have swung his machine to avoid a collision and, skidding on the wet asphalt, it ran upon the sidewalk. Miss Menna was crushed against a wooden fence.

Johns is then said to have backed his car and continued on his way at once.

Police Sergeant Coogan pressed a passing motor truck into service and started after the touring car, which was kept in sight up to Thirty-ninth street where it turned west. At Second Avenue the touring car stopped, something happened to the engine, and Coogan, arriving in the motor truck, arrested Johns, who is to have an examination in the Yorkville Court this morning. He told the police that he had not been aware that he had struck any one when the car went upon the sidewalk.

Miss Menna was taken to Bellevue Hospital and treated for bruises and contusions. She was allowed to leave for her home later.—New York Times.

Auto Runs Over Two.

One boy was killed and another badly hurt in the South end, Friday afternoon, when a runabout, the property of the city of Boston, driven by Joseph A. O'Brien, a foreman of the sanitary division, of 264 Geneva avenue, Dorchester, struck the boys as they swung from behind a wagon.

The dead boy was John Savage, Jr., age 12, of 3 Orchard Park, Roxbury. The other was James O'Neil, aged 9, of the same address.

Savage and O'Neil and others of their own ages were riding on a wagon on Harrison avenue, near Concord street, when the driver swung a whip. Dropping off the wagon tail-board, the lads failed to notice the machine bearing down on them.

O'Brien stopped his car immediately and rushed both boys to the City hospital. Savage died about an hour later. O'Neil is expected to recover.

Several witnesses were held at station 5, East Dedham street, until their testimony was taken by a stenographer. O'Brien, accompanied by Joseph Norton of South Boston, head of the street cleaning department, surrendered to the police at 4:05. He was booked on a charge of manslaughter. He will appear in the municipal court this morning.

Savage was the son of John Savage. His mother died about five months ago. He attended the Dearborn school. O'Neil attends the Yeoman school.

Auto Run Over Two Boys.

Edward S. Tracy, 5 years old, son of patrolman William J. Straney of the West Seventeenth Street Station, was run over and perhaps fatally injured on West Nineteenth street, a few doors from his home, early last night by an automobile which did not stop after the accident. The child was playing in the street with a number of other little boys about his own age when the automobile bore down on them. Before Edward could get out of the way he was struck and run over.

Policeman Straney was just leaving his home to report for duty at the station when the companions of his son arrived at the door with the injured boy.

The ambulance surgeon found that the little fellow had received serious internal injuries and took him to the hospital. Straney made inquiries among the children, but could not get only a vague description of the machine. He could not find any older persons who had witnessed the accident.—New York Times.

Jolted Out of Moving Auto.

Passaic, N. J., Sept. 4.—Adolph Kroll of 152 Passaic street, a pioneer druggist of the city, started out early to-day for Verona Lake in an automobile with ex-Mayor John Karl of Garfield and three friends. Nearing the Lackawanna Rail-

road tracks Kroll stood up to see if the train was coming, when he was pitched out into the roadway by the jolting of the car. He was picked up unconscious and hurried to St. Mary's hospital, where it was found that he was suffering from concussion of the brain.

SALISBURY.

Almon D. Johnson, an old resident of the town passed away at his home Monday morning, September 8th, at the advanced age of 89 years and 11 months. Mr. Johnson was born in Leicester, Vt., October 4, 1823, and was one of 12 children, one brother Darwin Johnson of Leicester survives him. Mr. Johnson was for 40 years station agent at West Salisbury and was respected by all who knew him as an honest and upright man in all his dealings. The funeral was held at the M. E. church, Wednesday morning at 10 o'clock, burial in West Salisbury cemetery. The bearers were J. E. Dyer, F. A. Atwood, H. M. Graves, J. H. Little, I. E. Little and H. Marcellie. Mr. Johnson leaves an aged widow, one daughter, Mrs. William Bailey, two grandchildren, Mabel and Almon Leland. Those from out of town to attend the funeral were Mrs. Julia Brown of Goshen, Frank and Austin Johnson, Mrs. Horton, Mrs. Gambol and Miss Nettie Johnson of Leicester, nephews and nieces of the deceased, Mr. and Mrs. C. F. Church, C. O. Church, Mr. and Mrs. Frank Wooster of Whiting, Mr. and Mrs. William Church of Cornwall, Mr. and Mrs. Harvey Church of Shoreham.

CARD OF THANKS.

We wish to sincerely thank our neighbors and friends for their assistance and sympathy at the death and funeral of Mr. Johnson, also for the beautiful flowers from our friends, from the Railroad Agents and from the Ladies' Social Union and we wish to express our sincere appreciation to all.

THE FAMILY.

SHOREHAM.

The "Contest" picnic was held in the grove Saturday with nearly one hundred in attendance.

Miss Elizabeth Clark North and Dr. I. P. Sharon were married at the home of the bride by Rev. G. W. French Wednesday, September 10.

Teachers in the Shoreham schools: Graded school, the Misses Mary Archibald, Carrie Willmarth, Florence Fisk, Edith Ranney; Cream Hill district, Elizabeth Morris; Worcester Hill, Olive Gage; Larrabee's Point, Harriet Prindle; Shoreham Center, M. A. Radigan; Buttolph district, Beatrice Droleite; East Shoreham, Beth Delano; Barnum Hill, Eva Baldwin.

Henry Nuevill, who has been ill with typhoid fever several weeks, passed away last week at the age of 16 years. The funeral was held Monday at St. Genevieve's church.

Ernest Larrabee returned to the Northfield school last week, accompanied by his sister, Mabel, who entered at the opening of the fall term.

MISS ERMA SANDERS.

Miss Erma Sanders died at her home on Prospect street in Brandon, Saturday evening, August 23, in the thirty-sixth year of her age. Miss Sanders, daughter of H. T. and Miranda Sanders, was born in Shoreham, but had been a resident of Brandon nearly ten years, following vocation of a dressmaker. The last two years she has been a sufferer from tuberculosis, bearing burdens to the end with Christian fortitude and an uncomplaining spirit. Miss Sanders was popular in social and society circles and will be mourned by a large circle of friends. She was a member of O. E. S., D. A. R., Kings Daughters, Rebekahs and of Veterans Auxiliary. The funeral was largely attended from St. Thomas' church Tuesday afternoon at 2 o'clock, Rev. F. Barnby Leach officiating.

The bearers were Amos, Leon, and Edward Chandler of this town, and N.

FACT

Local Evidence.

Evidence that can be verified. Fact is what we want. Opinion is not enough. Opinions differ. Here's a Middlebury fact. You can test it. James M. Tracy, S. Pleasant St., Merchants Row, Middlebury, Vt., says: "No one can realize how much Doan's Kidney Pills did for me. I feel that they saved my life. I suffered from kidney complaint for nearly twenty years. The first symptom was rheumatic pains across my loins, and at times sharp twinges darted through my kidneys. My kidneys became disordered and the kidney secretions were irregular and painful in passage. Inflammation of the bladder also existed, and nearly drove me frantic. I had dizzy and fainting spells, and my whole system seemed to be affected. Getting no relief from the treatment of local doctors, I went to Burlington to see what they could do for me there, but was not helped. I returned home in despair. I could not leave the house, in fact, was so helpless I could hardly walk. Finally a comrade urged me to try Doan's Kidney Pills, and I went to Sheldon's Drug Store and got a supply. I admit, I had little confidence in their ability to reach such a bad case as mine. I immediately began taking them and I noticed an improvement in a week. I slept better at night and the pains in my back were much relieved. My kidneys became more normal. In about a month I was back to my work, and my health was restored, all due to Doan's Kidney Pills. I will recommend Doan's Kidney Pills as long as I live." For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other. adv.

W. Chandler of Hubbardton, four brothers, cousins of the deceased.

The floral offerings were many and very beautiful. Beside her father and mother she is survived by a brother, Amos Sanders, of this town and one sister, Mrs. Eugenie Burnham of North Ferrisburgh. The burial was at Pine Hill cemetery.

SOUTH STARKSBORO.

Miss Mary Birdsall of Hahnemann hospital, New York, and friend, Dr. Reid, are guests of Mr. and Mrs. L. F. Birdsall.

Adna Birdsall of New York State made his parents a flying visit September 11.

Harold and Stella Hanmer, accompanied by Miss Emma Williams, are visiting in Rockville, Conn.

Miss Mabel Mott teaches in Jerusalem and Miss Orvis in the West district.

Mr. Coleman is ill at James Alger's.

Dr. Smith of Lincoln attends him.

Mrs. Elizabeth Underhill and Ethel Chapin, who have been here for the summer, have returned home to Richmond Hill, L. I.

Drew Varney and Emily Birdsall are attending school at Bristol. Ralph Elliott is in Randolph attending Agricultural school.

WEST BRIDPORT.

Perry W. Wilkinson was a week end visitor at Shoreham.

Ice formed to the thickness of window glass in a skiff lying on the shores of Lake Champlain Sunday night.

Mrs. L. E. Wilkinson and son, Earl, were guests for several days of Mrs. Wilkinson's sister, Mrs. Amorette Wright of Ticonderoga.

R. H. Holcomb of Addison was in town recently and also went to Crown Point on business.

Charles Huestis was a Mineville visitor Monday.

John Blacklock of Addison was in town Monday, also was an overlake business visitor.

MORGAN STALLIONS

SCOTLAND

SCOTLAND 5251. A rich chestnut; two white stockings behind; 1200 pounds; foaled June 25, 1906. Bred by Joseph Battell, got by General Gates, 066, son of Denning Allen, 73, by Honest Allen, 73, son of Ethan Allen, 50; dam Highland Mary (Registered Vol. 1), bred by E. Hasbrook, Benson, Vt., foaled the property of Joseph Battell, got by Lambert Chief, 1289, son of Daniel Lambert, 62, by Ethan Allen, 50; 2d dam Jessie Benson, (Registered Vol. 1), (dam of Mattie C. 2623 3/4) bred by M. Cullen, Wells, Vt., got by Highland Gray, 94, (2:28), son of Darkey, 93, by the Rounds Horse, 92 son of Black Hawk, 30.

BEN LOMOND

Full Brother to Scotland.

BEN LOMOND, 3000. A beautiful, rich dark bay with star and white hind ankles. Five years old this spring.

Motion 2d, 5665

Chestnut, strip in face, three white ankles, 15 1/2 hands, 1020 pounds, foaled 1909; bred at the Broad Leaf Lock Farm; got by Victor 5500, son of Genera Gates, 696; dam Marguerite, chestnut, got by White River Morgan, 482, son of Neshobe, 481, by Rutland Morgan, 479; 2d dam by Crocker Horse, 1877, son of Plato, 167, by Black Hawk 20; 3d dam by Churchill Horse, 1081 son of Black Hawk, 20 Motion 2d is a very elegant young horse with most remarkable trotting gait.

Vermont, 5650

Got by Gen. Gates; dam Maid of Orleans, got by Norris M 5225, son of Molock 4800, by Stranger 100, son of Gen. Washington 76, by Gen. Knox 65.

Will be kept this season at the Bread Loaf Stock Farm Middlebury, Vt.

TERMS

Scotland, \$25. Ben Lomond, \$15. Motion 2d, \$15. Vermont \$15.

With Privilege of Return if Mare Does Not Prove in Foal Middlebury, Vt., April 4, 1913