

Windham County Reformer

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BRATTLEBORO, VERMONT, FRIDAY, DECEMBER 28, 1906.

NUMBER 52

AMUSEMENTS, MEETINGS.

AUDITORIUM

BRATTLEBORO, VT.
DAVID BELASCO
PRESENTS

The Girl from the Golden West

ON
Tuesday, Jan. the 8th.

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Brattleboro, Vermont
December 28, 1906

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LEITSINGER & DUGAN

New Music Store Retting Block, High Street

CRUSHED BETWEEN CARS

FRANK E. CLOUGH FATALLY INJURED SATURDAY MORNING.

Was Uncoupling Engine From Freight Train When Caught Between Coupling Blocks—Hips and Pelvic Bones Crushed—Died in Hospital.

The local station was the scene of a fatality Saturday morning at 6:40 when Frank E. Clough, a brakeman on the Boston & Maine railroad, was crushed so badly that he died in the Brattleboro Memorial hospital about eight o'clock. Freight No. 77 had just been made up and the engine was about to be uncoupled to allow it to take water from the standpipe near the upper end of the station. Clough stepped in between the tender and the first box car to uncouple the two. He took out the coupling pin and the engine went ahead about two feet. Engineer Horace Meehan, who was at the throttle, thought there was too much strain on the coupling pin to allow the disconnection and he backed his engine. In the meantime Clough had stepped in between the coupling blocks to break the air hose and was caught between the blocks. The compression crushed the hips and pelvic bones and caused frightful internal injuries. As soon as the accident was discovered the engine was started forward and the man ran to the station and was carried to the hospital and placed upon a baggage truck to await the hospital ambulance which was summoned at once. He retained consciousness long enough to tell how the accident happened, but was unconscious before the arrival of the ambulance. Clough was under the impression that one leg had been crushed and asked if it would be necessary to have it amputated. He died soon after reaching the hospital.

Ray Clough, a brother of the injured man, was brakeman on the same train. He sent word to his father, George D. Clough of Windsor, who came to Brattleboro immediately. The body was taken in charge by Moran & company and was sent on the afternoon train to Windsor where a funeral was held Monday afternoon at three o'clock at the home of the young man's parents.

Frank E. Clough was born in Saxtons River, January 9, 1879, son of Mr. and Mrs. George D. Clough. When he was six years old his parents moved to Bellows Falls where he was educated in the public schools. His family later moved to Charlestown, N. H., where he was graduated from the high school in the class of '96. Soon after his graduation he entered the employ of the Boston & Maine railroad and was employed on the road until the time of his death. He leaves besides his parents seven brothers, George D. Clough, Jr., and Ray Clough of Windsor, Ralph and Tyler of Boston, Guy of West Windsor, Eric of Springfield, Mass., and Harold of Washington, D. C., and one sister, Miss Hazel Clough of Windsor. Young Clough was quiet, sober and industrious and had the respect and admiration of his employers and fellow workmen. He was a member of the American Brotherhood of Trainmen and of the Odd Fellows.

Steeple Jack Rescued Dog.

A small black and white dog belonging to Frank Hainant was rescued from the Shelburne brook gorge, just below the falls, Wednesday afternoon by "Steeple Jack" Cavanaugh. The dog had fallen over the bank several days previously and had managed to crawl out upon a rock where he attracted the attention of some newsboys by barking. The boys fed him on sand-wiches lowered on a string. The dog was constantly wet by the spray and chilled by the cold was not altogether a pleasant one. Cavanaugh, after fastening a rope to the railing, lowered himself to the rock where the dog was and fastened the rope around the dog which was pulled up by some boys. The rope was then lowered again and Cavanaugh, who is a steeple climber by occupation, himself climbed up. A cheer was constantly sent by the crowd which had gathered to watch the rescue as Cavanaugh appeared above the railing. No one knew at the time who was the owner of the dog and so he was given to a passerby who departed with the animal for parts unknown. The dog was a small animal of more or less doubtful pedigree and his owner, the small aged boy who had the boot-black stand just below Henry R. Brown's livery stable.

Rutland Railroad Accident.

The sleeper from the north on the Rutland railroad which left Burlington just before 11 o'clock Friday night, 40 minutes late, was derailed at Bird's crossing, a mile north of Shelburne about 11:25 o'clock causing a wreck notable from the fact that no one was killed and the only person injured, so far as known, was a woman who sustained a strained leg. The two sleepers at the end of the train left the rails, being dragged several rods and overturned, and one was ditched. Both were thrown on their sides, one of the cars lying across the rails, and they were badly damaged. There were seven men in the rear sleeper and three in the other. The cars were well filled with men.

Ahead of the Procession.

(Bellows Falls Times.)
Congressman Haskins believes that the salary of representatives is too low and therefore voted for the bill calling for an increase. The other members doubtless believe just as Mr. Haskins does, but the majority of them did not have the courage to stand up and say so.—Brattleboro Reformer.
That is the situation in a nutshell. Congressmen ought to receive more salary than they do. Col Haskins is a little ahead of the procession, that is all. The increased pay is sure to come sometime.

SERIOUS FIRE AVERTED.

Blaze in Peel's Fogl Company Storehouse Quelled by Prompt Work.

Prompt and effective work by the fire department Wednesday night checked what gave promise of being a bad fire in the plant of the Peel's Remedy company. The entire force of the company was working late at night to fill an especially large order and one of the men went into the store room to get out a barrel of tar which was to be used the following day. A few minutes later a smell of smoke was noticed and examination disclosed a blaze which was rapidly gaining headway. After some delay an alarm was sent in and the fire department with engine number 4 and the chemical responded in record breaking time. The store room is in the rear of the blacksmith shop of William Searles and the windows and doors of the shop were smashed to get a hose in position to play on the fire. The blaze was quickly under control and the recall sounded shortly after 11:15.

The loss of the Peel's company will be considerable. A large amount of stock was ruined by smoke and water and new stock will have to be secured before some of their orders can be filled. The building in which the fire was caused is owned by Henry R. Brown. The loss is covered by the Peel's company insurance. The Peel's company is also insured. It is thought that the fire was started from a snap-match head. The man who was in the room just before the fire was discovered afterwards stated that he thought he had stepped on the head of a match as he heard something sump under his foot as he was rolling out the barrel of tar but thought nothing of it at the time. The contents of the room were ideal for starting a fire, consisting of a barrel of crude petroleum, another of tar and a large amount of excelsior which was to be used in packing the wares of the company.

The delay in sending in the alarm was due to the fact that K. W. Sutherland, proprietor of the Peel's Remedy company, was unable to call the central telephone office to get the alarm rung from there. After several unsuccessful attempts to get central James Lill's was dispatched to ring box 32 at the engine house, but just as he reached there the alarm was rung from the telephone exchange on a message sent from Brown's livery stable.

CLAIMS PATENT INFRINGEMENT.

Coasting Device Invented by Former Resident Sold by Boston House.

Harry Gray of this town, representing the heirs of Peter T. Perrault who lived in Brattleboro for a short time previous to his death a year ago, was in Boston last week to investigate the manufacture of a coasting device called the Sno-Bike, which has been advertised and sold extensively by the Henry Seigel company. The Sno-Bike is built on the principle of the old fashioned jumper although the single runner has a steel shoe and the contrivance is otherwise strengthened and improved. Mr. Perrault secured a patent on a coasting device of this sort Aug. 30, 1904 and before his death put a considerable number of them on the market, although ill health prevented his pushing their manufacture to the extent he had intended.

Several weeks ago Mr. Gray noticed that the exclusive selling rights of a Sno-Bike similar in construction to that patented by his father-in-law and immediately wrote the inventor, inquiring in what way the device was manufactured and stating that he held the patent rights. Soon afterward he received a letter asking him to call at the office of a Boston attorney and he did so last week. At that time he learned that the device was being manufactured by a concern in Woonsocket, R. I., known as the Sno-Bike Manufacturing company and that a patent had been applied for and that a patent lawyer had been employed by Mr. Perrault's patent he was asked if he would be willing to sell his rights or to accept a royalty on every bike manufactured or sold. Mr. Gray accepted neither of the propositions, however, because he is anxious to have the bikes manufactured by a company of local men who are interested in the project. He has placed the matter in the hands of his lawyer, F. E. Barber, and it is not unlikely that legal steps will be taken to prevent what looks like an infringement on Mr. Perrault's patent.

The main features of the bike sold by the Seigel company and that patented by Mr. Perrault are identical. Mr. Gray showed a model to some Woonsocket manufacturers about a year ago and thinks they adopted the idea without knowing that it was patented. A number of the bikes have been sold by Mr. Gray in this town and are used by children whenever there is good coasting.

Rendering Company Deposits Fine.

The matter of securing the \$3000 fine imposed on the Consolidated Rendering company at the October term of Chittenden county court for contempt has been adjusted by the deposit with the Chittenden County Trust company of the \$3000, to be held pending the final disposition of the case. The deposit was made by R. E. Brown, attorney for the company.

The Consolidated Rendering company, which owns and operates the plant of the Burlington Rendering company, was adjudged in contempt October 31 for not having produced before the grand jury of Chittenden county all of the books, accounts, etc., called for in that body's investigation of the sale of diseased meat. The contempt case has since passed to the Supreme court on exceptions and it is likely that the litigation will be a prolonged one, the deposit of \$3000 is security for the fine, pending the final decision.

Legislature Cost \$75,000.

John H. Senter was the last representative to draw his pay from the state treasurer. Mr. Senter drew his mileage and debentures on Saturday, and Treasurer DeWitt can now balance his books. The total cost of the recent session was a little less than \$75,000.

MAJORITY OF STOCK SECURED.

Wilmington Trolley Road Project Will Probably Go Through.

Options on 400 of the 500 shares of the stock of the Shelburne Falls and Colrain street railway have been secured by the Wilmington, Vt., interests, represented by Martin Brown, says the Greenfield Recorder, and the new company is in position to take possession of the property and build the extension from Colrain, the present terminus of the road, over the Vermont hills to Wilmington.

The hesitation of some of the leading people in the present company, whose interest was less in their own holdings than in the good the road does to the towns it connects, as to the granting of options on their holding, was largely overcome by the assurance of the buyers that if the road was taken over the Deerfield river at Shelburne Falls and connections thus made with the Boston & Maine railroad at the Shelburne Falls station.

The utility of the road to its patrons, particularly the manufacturers in Colrain village, has always been limited by the lack of this link, making the unloading and the carting of the freight from the end of the railroad in Shelburne Falls across the river and its reloading a serious inconvenience and expense. There has been a demand for the extension across the river and various projects have been considered, but there was good reason for objection to the building of a street railway of the bridge that connects the two parts of the village and the company has not been in position to build an independent bridge. If the change of ownership is consummated and the bridge built the objections to the conversion of the railroad to a lumber-carrying one will be submerged in the satisfaction that the desired extension is brought about.

The legislation, by which the company secures a franchise for the extension in Vermont, clothes it with all the desired power to fulfill the scheme. It is fully expected that the plan will be carried out the coming season. Aside from the value the road will have as furnishing a way for the lumber that is to be cut in great quantities near Wilmington, the extended road will have attractions for passenger business opening a beautiful mountain section and giving thriving towns in southern Vermont a direct connection with the western part of the county and with the Boston & Maine railroad at a point several miles east of the Hoosac Tunnel and Wilmington narrow gauge railroad.

D. T. Perry Highway Supervisor.

With the passage of the new highway bill the Windham County Good Roads association sent a petition to State Highway Commissioner Charles W. Gates asking that he appoint as State Highway Supervisor for Windham County David T. Perry of West Brattleboro. Mr. Gates and Governor Proctor looked into Mr. Perry's record as a road expert and he has this week received his commission as county supervisor. According to the provisions of the new law all the permanent highway work in the county has to be done under Mr. Perry's oversight and he is responsible for its thoroughness. There ought to be general satisfaction over Mr. Perry's appointment for it is doubtful if any man in the state has a better knowledge of permanent highway construction than he, having been employed in that work for nine years in Massachusetts, two years in New York and a year in New Hampshire.

Alaskan Fox Shot in Shaftsbury.

David Galusha, a Shaftsbury fox-hunter, has two fox skins which have attracted much attention. One of the skins is that of a "cross-fox", the progeny of a common red fox and a black or silver gray. Specimens of this hybrid are not uncommon in northern New England, but the skin possessed by Mr. Galusha is an unusually fine one, the entire back being dark gray with no brown markings. The other skin is that of an Alaska blue fox such as are raised for their fur on the Aleutian islands in Bering sea. The animal ever found its way into Vermont is a mystery and can be accounted for only in one way. Several years ago several of these foxes were brought from Alaska to Randolph, and presented to a farmer who put a high wire fence about a tract of wild land with the intention of raising the animals for their fur. One or more of the birds, which may have escaped and wandered to Shaftsbury to fall a victim to Mr. Galusha's gun. The fur is about the color and texture of plucked beaver but is longer and not so firm.

Mason—Moore Wedding.

A pretty wedding took place in the apartments of Mr. and Mrs. C. W. Berry on Main street Christmas day at noon when Arthur Warren Mason of Greenfield and Miss Alice Bell Moore of this town were united in marriage by Rev. George B. Lawson. The house was prettily decorated, the ceremony taking place before a bank of ferns and evergreens, begonias, potted plants, palms and holly. Miss Hazel Moore, a sister of the bride, acted as bridesmaid and J. Irving Bryant of Sanford, Me., was best man. The bride wore a pretty dark brown traveling dress and carried bride roses. The bridesmaid wore a dark traveling dress. Immediately after the ceremony a wedding dinner was served by Mrs. Berry.

The newly married couple left the following morning on the 7:25 train for a short wedding trip through Massachusetts after which they will make their residence at 15 Chapman street in Greenfield. The couple received a large number of pretty wedding gifts. The groom is a meat cutter employed in Webster's market on Main street in Greenfield and the bride has been employed in the family of G. E. Crowell for the past few months. She is a cousin of Mrs. Berry at whose home the wedding took place.

BRATTLEBORO'S CHRISTMAS.

The Occasion Was an Unusually Merry One Because of General Prosperity.

Christmas day in Brattleboro brought to its height a holiday season of unusual prosperity. Not for years has the festive day found the town so well prepared to enjoy the festival. The healthy business conditions that have existed during the past year manifested themselves in an unprecedented Christmas trade throughout the local stores and there is hardly a merchant on the street who will not say that his holiday business was the largest ever. The American Express company did the largest business in its history in Brattleboro, a conservative estimate placing the number of packages handled at between 7,000 and 8,000. With thoughtfulfulness for the company's employes many people followed the advice of the local papers and shipped their gifts early, and on this account the local force was able to deliver the bulk of its consignments before Christmas day. Holiday traffic through the local post-office was 50 per cent. heavier this year than last and the business of 1905 was the heaviest in the history of the office. The regular force was kept on the jump and teams were pressed into service Friday, Saturday and Monday to assist the carriers in delivering their more burdensome bundles.

Tuesday was a quiet day here, the large majority of people spending the time in their home circles. Bright and early in the morning a large sleigh carrying Santa Claus (impersonated by R. C. Bacon) and an abundance of gifts visited the homes of the different children of the Episcopal parish and made the youngsters happy. This method of celebration was adopted by the Episcopal church on account of the prevalence of disease among the parish children. A chorus of children from the Baptist Sunday school, under the direction of L. W. Hawley, brought gladness to the inmates of the Brattleboro Memorial hospital, the Home for Aged and Disabled and the town farm by entertaining them with Christmas carols in the morning. At noon Heausant commander, Knights Templar, convened in the asylum and conformed to its time-honored custom of exchanging toasts with the Most Eminent grand master.

Throughout the afternoon the streets bore a deserted look, but in the evening a good sized crowd gathered to see the Christmas basketball game in Festival hall. There were also other attractions which brought out numerous pleasure-seekers.

The various churches held Christmas services in accordance with the program published last week. The young people of the Unitarian church were given their Christmas entertainment in Wells hall last Saturday evening when a tree filled with gifts was despoiled of its fruit and a supper served. There was no tree for the children of the Baptist Sunday school but the junior and intermediate departments enjoyed their annual Christmas supper Monday evening. At that time trees and entertainments were furnished for the young people of the Universalist and Methodist churches. The children of the Congregational church were given their annual entertainment in the chapel Wednesday evening. Rev. E. T. Mathison gave an illustrated lecture on Palestine and this was followed by a tree on which were remembrances for the younger children of the Sunday school.

More Montpelier Raids.

Armed with warrants signed by the city grand juror, Montpelier officers visited three dwelling houses Christmas eve and found intoxicating liquor in each place. At the home of Michael Sullivan on Barre street a quantity of whiskey and gin was secured. At the dwelling house of James McDonald on Charles street a quantity of gin was found and at the home of John Macool at 90 Barre street the officers seized a lot of brandy and bottled beer. Sullivan was brought before City Judge Harvey on a charge of keeping intoxicating liquor with intent to sell. He furnished bail in the sum of \$300. McDonald and Macool will have their day in court later.

BRIEF NEWS ITEMS.

The Burlington Trust company announces that after February 1 next it will increase its rate of interest on deposits in the savings department to 4 per cent. per annum payable semi-annually.

Emerson Hill died in Soldiers' home in Bennington Tuesday morning after a long illness. He was 68 years old and was admitted from Sunderland, Nov. 24, 1896. He leaves no relatives save a brother in Sunderland where he has put about 300 men out of work until after New Year's and possibly longer.

Deputy United States Marshall Frank H. Chapman of Rutland Friday attacked the real estate of the Rutland railroad in a damage suit for \$12,000 brought against the railroad by Charles D. Phelps of New Jersey, who was injured Oct. 7 at Burlington by tripping over a switch in the railroad yard at that place while endeavoring to locate a sleeping car in which he had engaged a berth.

Gov. Fletcher D. Proctor has appointed as Vermont commissioners to the Jamestown Ter-centennial Exposition, J. F. Manning of Rutland, F. L. Davis of Pomfret, Edgar O. Silver of Derby, Edward M. Goddard of Montpelier, and Col. Charles S. Forbes of St. Albans. The governor is president of a commission which will meet at an early day for organization and to make plans for the proper representation of the state at the exposition. The act of the legislature appropriates the sum of \$10,000 to be expended under the direction of the governor and the commission.