

**BARRE DAILY TIMES**

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**FRANK E. LANGLEY, Publisher**

A new president in Mexico! "Next gent!"

Angelo has a pacific sound—and that's all, probably.

Vermont garden products that have survived the frosts thus far in June probably will weather the remainder of the winter.

We are told that the Marshfield dramatic club presented "The Flowing Bowl" to a full house at Danville last Friday evening. For our part, we think that a natural sequence.

The Mississippi river wreck tragedy shows that the ocean has no monopoly of disasters. However, it is not easy to explain why the largest excursion steamer on the river should be driven against the cribbing of the St. Louis waterworks system, to be sent within 10 minutes to the bottom of the river. The court of inquiry into the cause of the recent disaster has some important work out for itself.

If Brattleboro and Keene were not so far removed from Barre by mileage, a brisk little baseball league might be in prospect, with perhaps another town to round out the list; but this year both Brattleboro and Keene are engaged in another league and, for financial reasons, such a combination with Barre and some other town in this section would probably be impracticable any year. Which is to be regretted because Brattleboro and Keene seem to have the proper baseball spirit.

One of the most sane considerations of the motor vehicle traffic is given in the following from the Springfield (Mass.) Republican and the article is worth bearing in mind: "The majority of automobile casualties happen on the city streets, and it is the pedestrian almost always who is the victim there. It would seem, therefore, that the chief effort should be directed at preventing accidents of that kind. There are mishaps that are unavoidable, that are due to the carelessness or confusion of the pedestrian, that are caused by some condition beyond the control either of the automobilist or the pedestrian, but the fact remains that the automobile is the new element, and the world is not yet wholly adjusted to the motor vehicle on the street. Therefore, in the interest of safety the automobile must be regulated. A motorcyclist should be made to suffer if he plunges through a city street at criminal speed. An automobilist should be called to account if he endangers lives at a street crossing or a trolley car white post. Far more danger lies in such performances than in a speed of over 25 miles an hour on a country road. These are practical facts that must be considered in any effort to secure more radical legislation. Something ought to be done, but any further regulation that is attempted ought to be wisely considered lest it defeat itself."

**AEROPLANE VS. BALLOON.**

The air disaster in Germany, in which a biplane rammed a dirigible balloon during "war manoeuvres," demonstrates that the aeroplane is still not within the class of playthings, even the playthings of the skillful manipulators. The engines which the aeroplanes have to carry are so high powered that they are capable of doing great damage to most objects with which they come in contact, and particularly so with the more fragile of the other air vehicles. Moreover, the engines carry the machines with such terrific speed that drivers are apt to be deceived as to distances and to come upon an object in the air before they are aware that it is possible to cover the distance. Hence, it is extremely dangerous to manoeuvre the aeroplanes in close proximity to other air vehicles. Incidentally, it was developed through the tragedy in German military circles last Saturday that the dirigible balloon has very small powers of resistance against the sweep of the motor-driven machines. Indeed, the balloons are so easily crippled and destroyed that they do not give promise of being valuable adjuncts in case of war except in case of long flight and under conditions in which aeroplanes would not be met. For short time service in case of war, the aeroplane would be far the more valuable because of its marked speed and greater response to control as to direction.

**COLLEGE ROWING RESULTS.**

Never between Harvard and Yale, according to the statements of old rowing experts, has there been such a stirring contest by the best brawn of the two universities as that of last Friday afternoon when the Blue triumphed over the Crimson merely by inches. Indeed, the finish was so close that even the judges were somewhat in doubt and it was only after considerable conferring that the victory was awarded Yale by a matter of four inches. For this narrow margin Yale is to be commended for a most remarkable recovery after six years of defeat and in a year when the chances of Harvard were generally conceded to be better. And while the honor of winning the race goes to Yale, there is no dis-

grace for Harvard in the defeat. As a matter of fact, impartial observers were willing to admit that Harvard's boat contained the great stamina and the better watermanship, only lacking the frenzied "punch" which shoved Yale over the line a few inches ahead. At the finish Harvard's men seemed considerably stronger than Yale's, man for man, while the exhibition they had given throughout the four-mile course was even and machine-like. Therefore, each university may well rest on the laurels won by each on the great day.

The result of the race in so far as the condition of the men is concerned immediately afterwards is such as to raise the question again regarding the advisability of continuing such long contests. At least two of the men collapsed from utter exhaustion as they pulled the last stroke which sent their boat over the line first, while others in both boats had about reached the end of human endurance, being sustained in their seats only by great will power. Those were the immediate results of the gruelling contest. What the after-results may prove to be remains to be developed. There may be no bad after-results in this instance; but it has been shown, we believe, that a large percentage of college oarsmen have developed bodily defects early in life following the completion of their college courses that have sent them to their graves at an age much younger than that of men who engaged in other and less strenuous college athletic activities. A shorter course would do away with much of the tremendous strain which the men undergo in the annual contest.

**CURRENT COMMENT**

**Bond Issue Feared.**

The Washington correspondent of the New York Sun reports that unless conditions change for the better the administration will be obliged in less than a year to revise the tariff, or else to issue bonds to help meet the current expenses of government. The failure of the income tax to yield much more than half of the amount expected for it; the inability of the Democratic administration to effect any economies in federal expenditures are the reasons assigned for this prediction.

Our advice to the Wilson administration would be to avoid a bond issue at all costs. History, it is said, repeats itself, but there are some phases of the repetition that grate on the nerves of the thoughtful public. It is had enough to have business confidence undermined, so that the wheels of industry turn slowly, but it is worse to think that we must go into debt as a nation, in time of peace, and thereby burden the future for our enjoyment of these present conditions. They ought, at least to be had without great extra cost.—Boston Herald.

**Butler Studied Vermont a Week.**

The commission to investigate the educational system in Vermont and to report recommendations, has held another meeting with a portion of its membership present, as usual. So far as we recall seeing the items about the commission printed in the papers, there has not been a single meeting attended by all the members of the commission, nor has there been a single meeting that was attended by a well known educator who resides out of the state, who has no interest in Vermont and whose time is so well taken up by pressing duties at home that it is practically impossible for him to attend such a minor consideration as that in relation to the educational system of Vermont. It may have been good judgment to place such a man on the investigating commission, but we doubted it at the time and we still doubt it. Whether the results bear out that doubt is something not yet settled beyond question, of course, and will not be settled unless we should get the candid opinion of the other and the active members of the commission. But to our way of thinking, figureheads, even though commanding personages in the world's education circles, do not add greatly to the working ability, nor to the prestige, of a body of investigators dealing with practical, everyday facts peculiar to a little state somewhat removed from influences dominating a great city like New York.—Barre Times.

To begin with, the contemporary's premises are wrong. There was no meeting of the educational commission, the occasion referred to being merely an informal gathering of the resident commissioners to greet Mr. Vall, their colleague, who happened to visit Montpelier. The misstatement, however, becomes the basis of an insidious attack upon the work of the commission through one of its members.

The "certain well known educator who resides out of the state" can mean no one except Dr. Nicholas Murray Butler, president of the Columbia university, for no other member of the commission resides out of the state. Vermont is extremely fortunate in securing the services of Dr. Butler upon its educational commission, and no one who has the least information regarding the man and his work on the commission would class him with "figureheads" or say he "has no interest in Vermont."

President Butler has attended to the duties of his office as a member of the commission as faithfully as the resident commissioners. He spent a week last June in traversing the state with the other commissioners and securing first hand knowledge of Vermont's educational institutions and conditions. The interest with which educators of note throughout the country are watching Vermont in this large work would indicate that the personnel of the commis-

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**CLIMBING THE LADDER**

It may be a long climb—starting at the bottom of the ladder of success and going to the top, but the person starting with a **Savings Account** is soon looking down on those without one.

**Peoples National Bank**  
 U. S. Depository

Open Monday Evenings from 7 to 8

"Blessed is he who has something to say and says it."—Lowell.

We have something to say and we're paying for this newspaper space to say it in, and it will pay YOU to take it in.

The new Tartan plaids that New York fashion has pronounced leading style for men's suits, are here. "Quiet elegance" about describes these fabrics, \$15 and \$20.

We're waiting to show you.

We Clean, Press and Repair Clothing

**F. H. Rogers & Co.**

sion, including as it does, one of the "commanding personages in the world's education circles," brings to it and to the state great prestige, and to intimate that a man of such attainments is weak in "working ability" is pure contradiction.

Vermont is in fact a little state and, like any state, it has conditions peculiar to itself; but The Journal trusts they are not so "everyday" and "peculiar" that a man of President Butler's experience and training in every field of educational work cannot grasp them and assist greatly in the solution of the problems they present.—Montpelier Journal.

**A Modern Hunter.**

Edna Ferber, writing a new Jock McChesney advertising story in the June American Magazine, precedes her story

by the following comment on the differences between the old-time hunt and the modern hunt for business.

"They used to do it much more picturesquely. They rode in coats of scarlet, in the crisp, clear morning, to the winding of horns and the baying of hounds—to the thud-thud of hoofs, and the crackle of underbrush. Across fresh-plowed fields they went, crashing through forest paths, leaping ditches, taking fences, scrambling up the inclines, pelting down the hillside, helter-skelter, until, panting, wide-eyed, eager, blood-hungry, the hunt closed in at the death."

"The scarlet coat has sobered down to the somber gray and the snuff brown of that uronomic garment known as the business suit. The winding horn is become a goblet, and its notes are the tinkle of ice against glass. The baying of hounds has hardened to the squawk of the motor siren. The fresh-plowed field is a blue print, the forest a maze of plans and specifications. Each fence is a business barrier. Every ditch is of a competitor's making, dug craftily so that the clumsy-footed may come a cropper. All the romance is out of it, all the colors, all the joy. But two

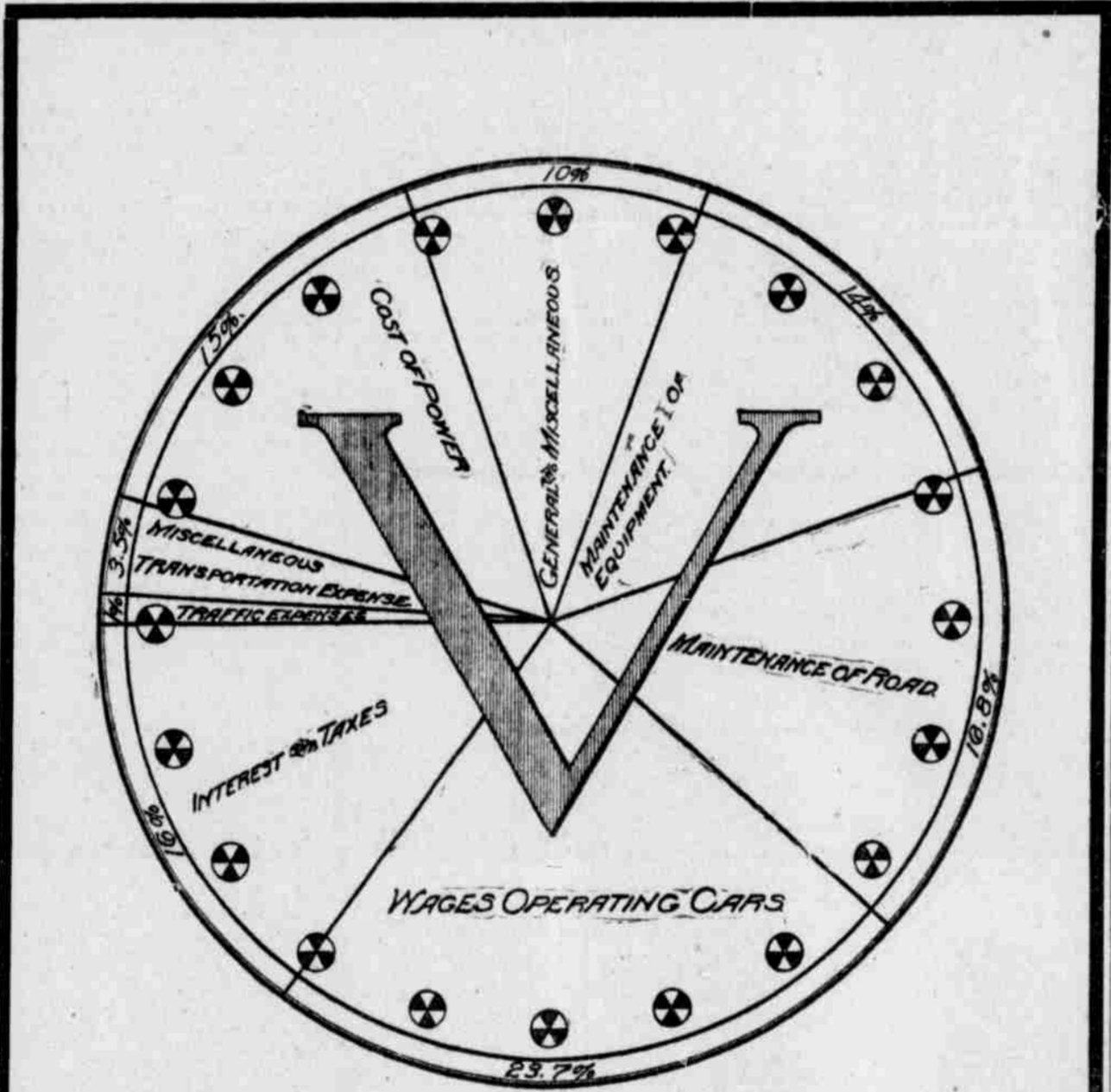
things remain the same: The look in the face of the hunter as he closed in on the fox is the look in the face of him who sees the coveted contract lying ready for the finishing stroke of his pen. And his words are those of the hunter of long ago as, eyes a-gleam, teeth bared, muscles still taut with the tenseness of the chase, he waves the paper high in air and cries, 'I've made a killing!'

**MADE A RECORD RUN.**

Overland Truck Ascends Mt. Mansfield With Load of Grain.

G. A. Knapp, with an Overland truck from the Stuart garage, made a demonstration run to the top of Mt. Mansfield Thursday. It was the first truck to make the run to the top of the mountain. Mr. Knapp carried four passengers and a load of grain, the combined weight being 1,750 pounds. He was two and one-half hours going up and made the descent in 33 minutes.—St. Johnsbury Republican.

You can have a demonstration of this truck at the H. F. Cutler Garage, 310 North Main street. Tel. 402-3.—Advt.



**The Inadequate Nickel**

The illustration shows how the receipts of this company are expended. It does not show the fact that after utilizing all the receipts there remains this year \$2,124.96 for the stockholders to pay out of their own pockets. The people whose money furnished traction service for this city are losing an average of seven-tenths one-hundredths (17-100) of a cent on every passenger.

We believe that the people of Barre and Montpelier are willing to pay a fare which will enable the traction company to pay all its necessary expenses, make proper provision for depreciation and pay a just return to the people whose money is invested in it. In this belief, and only after the most earnest and careful study, we have decided that the only course open is to advance the rates of fare which have proven inadequate. Realizing that only with the co-operation and good will of our patrons can we hope to furnish the efficient service to which they are entitled, we have in this and preceding advertisements, given the fullest publicity to the facts which make this increase necessary, and we feel confident that in thus showing our confidence in the fair-mindedness of our patrons we have not been ill-advised.

In Wednesday's advertisement, which will be the last of this series, we will summarize the different facts so far brought out, showing conclusively the necessity of increasing the rates of fare charged by this road.

**Barre and Montpelier Traction and Power Company**

**June Specials!**

Lot 25c Wash Goods 15c Yd.  
 These Are Displayed on Separate Counters

50c Fancy Wash Silks at 29c Yd.

These are values that you don't often find. We were fortunate to procure these from wholesaler that was overstocked. Ask to see them.

**White Wash Skirts**

Sale of the new White Outing Skirts, the finest Tailored Skirts in the trade; made of New Cloth, Ratine, Stripe Crepe, Corduroy and Rep. Prices, only \$1.00, \$1.25, \$1.50, \$1.75, \$1.98, \$2.25, \$2.75 up.

New White Dresses, \$2.25, \$2.98

New Summer Silk Dresses, \$5.00 Value.....\$3.98  
 New Summer Wash Neckwear.....25c, 50c  
 Big Sale Silk Waists, White, Colors, \$1.25, \$1.50, \$1.98  
 Big Sale Colored Wash Dresses..\$1.25, \$1.98, \$2.98 up

**New Waists**

Misses' Balkan Blouses ..... 75c, 98c  
 All our \$1.25 and \$1.50 White and Colored Waists, special on two tables at 98c and \$1.19 each.

**Silk Waist Special**

White and Colored Silk Waists at ... \$1.25 and \$1.39  
 Special White Silk Waists at ..... \$1.98  
 Light Blue, Pink, Peach Silk Blouses at ..... \$1.98  
 Special Crepe de Chine Waists at ..... \$3.50

**Silk Hose, Gloves, Neckwear**

Colored Silk Hose at, per pair ..... 25c and 50c  
 Long Silk Gloves, best make, pair..... 49c, 75c, \$1.00  
 Rainbow Neckwear, latest at ..... 25c  
 Embroidered Organdie Collars at ..... 25c  
 The new Ribbon Belts at, each ..... 50c and 98c

Always Visit Vaughan's for Summer Underwear and Corsets

**The Vaughan Store**

**Vacation Shoes**  
 Now's the Time to Buy Them

Do not start on your vacation without comfortable footwear. Here are a few suggestions for men:

- Tan Rubber-Soled Oxfords.
- Tennis Shoes, high and low cut.

For women:

- Tan Rubber-Soled Oxfords
- Tennis Shoes.
- White Canvas Rubber-Soled Oxfords

And for the children:

- Tennis Shoes, Barefoot Sandals, Play Shoes, Mary Jane and Two-Strap Slippers in Tan, Gun Metal and Patent.

If it's Dress Shoes, we surely have just what you want. Let us show you before you buy.

**Rogers' Walk-Over Boot**

Barre, Vermont Shop 170 N. Main St.

**Automobiles at a Price You Can Afford to Own One At**

Let us show you our used cars. Every one guaranteed to be as represented.

**DROWN MOTOR CAR CO**

JEFFERSON STREET COMPLETE VULCANIZING PLANT; GIVE US A TRIAL

**We Are Prepared to Show You**

THE MOST COMPLETE LINE OF BED-ROOM FURNITURE TO BE FOUND OUTSIDE OF THE LARGE CITIES

We have Circassian Walnut and Solid Mahogany Dressers and Chiffoniers, with the "New Style" Wood Beds to match.

Also Bird's-Eye Maple, Oak and Mahogany Birch Dressers and Chiffoniers, from \$6.00 to \$40.00 each.

As fine a line of Brass Beds as you could ask to see. Let Us Show You

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 THE BEST OF AMBULANCE SERVICE  
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