

The Brattleboro Reformer

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BRATTLEBORO, FRIDAY, JULY 26, 1907

NEW HAMPSHIRE'S TROUBLES.

What's the Matter With New England? is the subject of a series of articles by Frank Putnam now appearing in the New England magazine. The first article, which dealt with the political, social and industrial conditions of Maine, called forth a storm of comment—averse and favorable—from the Pine Tree state. The second installment is calculated to stir up New Hampshire to an equal extent. Its title is New Hampshire: A Study in Industrial Vandalism, Political Medievalism, and the Aristocratic Ideal in Public Education. What Mr. Putnam thinks of conditions in the Granite state is summed up in his opening paragraph, which follows:

New Hampshire is burdened with an army of superfluous tax-eating politicians. She is ruled by alien corporations, which use a devour her natural resources, employ her inhabitants at low wages, and take the profits out of the state. Her educational system is now, as always in the past, shaped more to facilitate the progress of a few through college and university than to help the children of the rank and file to get a sound school preparation for useful careers and good citizenship. Like Maine, she has lost and is still losing, because of these conditions, thousands of the ablest of her sons and daughters of the old stock, and is replacing them with a poor grade of immigrants from other countries, who lower the average of political morality and general intelligence and who are rather a burden upon than a pillar of support for the state.

At the outset Mr. Putnam calls New Hampshire the vassal of Massachusetts because most of the mills in the former state are owned by Massachusetts men. He admits, however, that the New Hampshire mills are good mills, that their employes are paid wages as high as the industry offers anywhere and that the work-people are contented with their surroundings. He tacitly acknowledges, too, that the money paid the employes is spent in New Hampshire, that the mills themselves are taxed in New Hampshire and that the state is otherwise benefited by the industries even though the surplus in many cases goes to Massachusetts.

Regarding railroad control Mr. Putnam asserts that "the true capital of New Hampshire is the North Union railroad station in the city of Boston. No matter who sits in the governor's chair in Concord, the real governor of New Hampshire is the president of the Boston & Maine railroad." Nearly everyone is familiar with the fact that Boston & Maine interests play an important part in New Hampshire politics, but statements like the above, which backed up by no more actual proof than Mr. Putnam produces, are of little value. When he says also that "not the least important public officer can be elected in state, county, city or township without either whipping or surrendering to the political agents of the Boston & Maine railroad," Mr. Putnam is doubtless overstating the actual conditions. He is frank enough to admit, however, that railroad domination has prevented a "vast amount of wasteful expenditure of the people's money, proposed by the loudest army of nameless greedy legislators eager to make a showing at home."

Mr. Putnam criticizes the New Hampshire legislature on account of its unwieldy size and says that the people of the state should "reserve to themselves the power of direct legislation through the initiative and referendum and the recall." He praises the state agricultural school, the private schools and colleges but claims that a large proportion of the rural schools are the prey of petty politicians, "so that the teachers are more likely to be chosen for political pull than for proficiency." He also calls attention to the need of a public school fund in the state. In closing the writer says:

From the little lonely farms that nestle in northern valleys southward to the overcrowded "quarters" of the mill cities, evidences multiply that the state of New Hampshire, as a business institution, needs modernizing. It needs to overthrow the corrupt control of alien corporations. It needs to take an intelligent survey of its resources, with a view to getting the best and the most out of them for its people. It needs, perhaps most of all, to develop a complete and efficient public free-school system, from primary to university, so that every child born in the state may be fitted to render to the state a full account of its talents.

not convince his readers that the state is actually in as bad a condition as his prefatory remarks would lead them to believe. The subject of Mr. Putnam's next installment at muckraking is announced as Vermont, Thrifty and Incorruptible, a Model State. Considering the title we shall be interested to read what he has to say in regard to our "rotten borough system" of representation and other matters in which we have not considered our state sufficiently far advanced to serve as a model for the rest of the country.

Various cities are instituting crusades against all sorts of needless noise, and it is surprising how many sounds that detone and jar on sensitive tympanums belong to this class. If one were to start out in the morning with music afirethought to count the useless noises, he would probably be surprised at the large proportion he would be compelled to put in this category. Some go so far as to speak of noise producers as fiends, corporate and individual; but this extreme language is not necessary.

The factory owner who blows a whistle with fog horn attachment at 6 o'clock in the morning to awaken his employes never stops to think that he is thus adopting means to wake up nearly everybody else of the population within his hoarse siren's zone of penetration. There is a nice question right here whether a tremendous noise of this character is not to be classed as a nuisance for the public, which is to be abated. There may be some excuse for a sleep-destroying noise of this character, but there are others which have such a disastrous effect on the sick in particular that they should be stopped.

If you have any doubts in this direction, bear the matter in mind today and note the number of needless noises that read the air and titillate the tympanum.—Burlington Free Press.

Needless noises could be made the title of an interesting sermon in almost every town. While Brattleboro may be considered on the whole a quiet community there are many sounds with which we could easily dispense. For instance, it seems to us, laboring as we do just above the railroad that the almost incessant whistling which goes on throughout the day is totally unnecessary. Railroad men would make answer no doubt that every train whistle is a signal which contributes its share toward the safety of travel, yet we fail to understand why a less dissonant system could not be invented for use in railroad yards and other places close to population centers. However important may be the function of a locomotive whistle the usefulness of its toots is forgotten by the man who is obliged to listen at close range to four or five prolonged blasts, and he breaks the monotony of his muttered curses by wondering if all brakemen are so deaf that they cannot be communicated with by means of some more restful device.

We respectfully call the attention of M. J. Haggood and Joseph Battell to the fact that an automobile tourist recently sent part of his party along by trolley in his machine for a farmer's hired man who had been severely cut by a moving machine, taking the injured laborer to a hospital and securing for him prompt treatment which probably saved the man a foot. Messrs. Haggood and Battell are also requested to take note that another automobilist, whose machine frightened a horse in spite of every precaution on the part of both autoist and driver, paid \$10 for a broken wheel for which he was not literally responsible. These illustrations serve to show that automobile drivers, like millionaires, are human now and then, and occasionally do some good in the world.

Mason S. Stone, superintendent of education, has a right to feel encouraged by the way the towns throughout the state have taken advantage of the new law providing expert school supervision. While some of the smaller communities of the state have been unable to benefit by the law for the reason that the number of schools required for a district is too large the towns that have combined will get better training for their children through skilled supervision and the educational standard of the state will be enhanced materially.

People who say that the Brattleboro board of trade is doing nothing know not whereof they speak. While the organization may not be accomplishing gigantic feats at present its work for the betterment of Brattleboro is steady and fruitful. Through its activity a new Saturday night train will leave Brattleboro at 10.30 for Vernon, beginning tomorrow. Local merchants will feel the benefit of this arrangement.

President Roosevelt would doubtless have been delighted to see Brattleboro's second annual "baby meet." It was a strong argument against the theory of race suicide.

Score One for Big Bill.

The Montpelier-Journal states that it sees no indication of Taft sentiment in Vermont. Not to be backward about coming forward, the Banner will say that, of all the men now before the country for the next republican nomination, it is in favor of Taft. He is a big, broadminded, clear-thinking American of the best type. We hope and expect to see him nominated and elected.

What Would Shock a C. V. Man.

The Central Vermont which has not been accumulating good repute very rapidly late years and is now trying to equal out of paying its men weekly as provided for by law, is very solicitously inquiring if it is to be compelled to pay wages weekly to some of its men who prefer to draw their pay monthly. We do not believe there are a dozen men in the employ of the Central Vermont who would not prefer to be paid weekly but

many of the older men on that road who are long with it do not like to appear to take an active part in opposition to the wishes of the company and so do not openly dispute the contention of their employers. However, we believe they will be able to bear up under the shock if they are "obliged" to receive their wages once a week. Come to think of it, about the only shock that could be expected to seriously upset a Central Vermont employe would be to see a train on time and getting over the road without any mishaps.

What in Brattleboro?

(Waterbury Record.) The water question is up again at Brattleboro. The way in which this topic has been handled is enough to drive the voters to drinking something besides water.

That Heroic Brattleborian.

(Fair Haven Era.) The presence of that heroic Brattleborian, Midshipman Lucian F. Kimball, on the battleship Georgia in the terrible casualty that has focused that ship in the public eye, serves also to remind us that that town is still on the map.

Excusable Bragging.

(Montpelier Journal.) While Brattleboro is doing a good deal of excusable bragging about the "big dam" which is yet to be built, the great structure in the Lamoille valley will be completed within a week or ten days and will be a tangible asset of that beautiful and prosperous valley.

Marriage a Help.

(Northfield News.) When a supervisor of schools takes for a wife a "school-marm" from his own jurisdiction, may he be said to be laboring in the cause of education? Witness the marriage of Wesley E. Nims and E. Clark of Brattleboro, Vt.—Hampover Gazette.

A Brattleboro Boy.

(St. Albans Messenger.) The Messenger is very happy to doff his cap to Misses Brattleboro, who when it was in excellent health by entering many a merry jest about her adopted children, and to congratulate her upon mothering such a brave and level-headed lad as Midshipman Lucian Kimball showed himself to be in the right accident in the turret of the battleship Georgia.

Happy Haggood of Peru.

(Montpelier Journal.) Similia similibus curantur. Happy Haggood of Peru has made up his mind that Joseph Battell is absolutely correct when he declares that the automobile has no common law rights on the highway. Now these two excellent enthusiasts may get together, condemn the old oil coupe, condemn the Sunday fisherman and shooter man, condemn the law that makes an open season for deer and amuse themselves by discussing Morgan horses to the queen's taste, such being their inalienable right under the constitution.

A Timely Warning.

(St. Albans Messenger.) Look out for an organized attempt at the next session of the legislature to restore the bounties on noxious animals. The press agent is getting his work here and there about the increasing destructiveness of various kinds of beasts that used to be profitable hunting under the old law. Strange, however, that nothing is said about the natural common sense of a man like Mr. Morgan, who has owned property for the protection of his own property, whether the state offers him a "bounty" to take care of his own or not.

Senator Proctor's Quid.

(Montpelier Journal.) If the veracious interviewer tells the true Chief Justice, David J. Brewer of the U. S. supreme court, is not a disciple of the strenuous life. He admits indulging in walking as an exercise, but says he neither hunts nor fishes. He also puts into the mouth of former Secretary of the navy, Mr. M. M. Shaw the story that Senator Proctor will go off in a canoe at daylight and return in the evening without a fish. And the scholarly chief justice does not hesitate to allege that the senator is a "fish" because if Proctor should change the tobacco from one side of his mouth to the other he would upset the canoe and drown.

New England and the Cotton Industry.

(Burlington News.) New England is not going out of cotton manufacturing immediately. "The new mills are not so many as when southern competition looked formidable," says the Lowell Courier-Citizen, "but predictions were made that the end of the industry hereabouts was at hand. It does not look so now. On the contrary, the way the business is booming in Fall River is indicative of its prosperity everywhere in this section. Mill stocks in that city have advanced so rapidly in the last few months that the holders are anxious enough to hold them have made considerable fortunes. Even those who bought as late as the first of the present year have made handsome profits through the steadily rising price. Naturally, there is now comparatively little trading in the shares. Investors who hold them know that they have a good thing and they hang on. The prospects are that the stocks will hold their present high level for a long time to come, if indeed, they do not go higher."

As Go the Proctors.

(Rutland Herald.) The Springfield Republican has been looking over the New England field in an attempt to sound the depths of the Taft boom in this section and comes to the conclusion that there is nothing doing in this respect. "The Taft boom is no evidence that the Taft sentiment is enthusiastic, uproarious, hysterical and all that sort of thing." "New England as a whole seems to be calmly looking on, quietly awaiting the final disclosure, to right presidential candidates only in presidential years." So far the Republican is probably nearer right than the newspapers which prematurely seek to stammered commonwealths in favor of Taft or some one of those who have been "mentioned." After concluding that there is "some sentiment here for another man, and no over-whelming sentiment in favor of any man," the esteemed contemporary goes on to size up the situation by states, it says:— "Maine, New Hampshire and Vermont are not easily placid. A certain terror affects them in the matter of preferences, which may exist, yet are slow in coming out. In these later days, not a little independence, or party selfishness, is exhibited in Maine and goes unrebuked; the mere mention of Senator Hale's anti-imperialism and Congressman Littlefield's emphatic vote against the railroad rate bill indicates the torn and distracted condition of Maine's political sympathies. New Hampshire has the Taft sentiment, but it is quite enough to say, Vermont will not become interested in presidential questions until the Proctors begin to be concerned and, in this matter, the entire Proctor family seems to be of one mind. The Vermont is a pretty severe indictment of Vermont. The people in the Green Mountain state are not supposed to have any ideas of their own, or any preferences as to presidential candidates. We are to placidly wait until the Proctors have a resurrection, decide on whom Vermont will support in the coming cam-

aign, and announce it through the proper channel, after which we shall ratify their decision without a murmur. In other words, as the Republican puts it: "Rhode Island is pretty and the senator will not be guilty of premature announcements." For Rhode Island read Vermont, and for Senator Aldrich read Proctor, and you have the Republican's estimate of the situation here. The voters of this state according to this proposition are not freemen; we are cattle. We are owned, body and soul, and will be delivered to a new master whenever our lord makes up his mind to do so. He is brains for us, we have no right to weigh the claims of this or that man. When he sleeps, we all slumber. When he is dead to the world, we are dead to the world. When he is resurrected, we shall also rise with him. When he takes snuff, we sneeze. When he bows the knee to the foreordained and predestinated presidential candidate, we fall on our faces and do obeisance.

To our shame be it said that in the past there has been too much truth in the contemporary's indictment. But there has been of late a shaking among the dry bones, that augurs ill for a continuance of these conditions in Vermont. The voters are waking up, and the people are beginning to choose, but Vermont will not do so. When the time comes she will utter her voice, and when that voice is heard it will be recognized as the voice of the people, and not the boss, as the voice of thinkers and not automatons.

John Barleycorn's Ghost.

(St. Albans Messenger.) What a comment on the survival of the fittest of the blue laws when a man's chances for the presidency may be imperiled by such a thing as a Martini cocktail! It could not happen more aptly than on the Fairbanks of the Passumpsic.—Montpelier Journal.

Meaning, of course, St. Johnsbury, the Sacred City of the East Siders. And yet, like many a smirking, prolix, chorist and, even the capital of the Lily-Whites has its past, its bitter memories of days before the scales had fallen from its eyes and it had been led to see the better side of late, and when that voice daily call the voters together on the village green for voting prayer, and even the customary tinkle of the cowbells in the streets is lushed in solemn expectancy, some patriots, struck by the contents of the war-crooked voice, to sob out the one great confession that wrenches the very soul of St. Johnsbury even in these days of conscious recititude. A man in St. Johnsbury once took a drink of liquor. And it was considered a good joke and laughed at by the people that saw him do it.

It is written that when the frame structure of the first house of public worship in the city of St. Johnsbury was raised in 1804 after the good old-fashioned manner of the fathers, one Zibe Tute, a village character, ascended to one of the rafters, stood on his head at the end of the ridge pole, there, with his feet against the rafters, he descended with head downward to the ground.

Weep, O daughters of Caledonia! Mourn, ye that dwell within the gates of the City of Just Judges! For ill tidings, which are immutable, has told the sad secret of unholy thirst to the mocking centuries. A house of worship christened with rum!

"The fathers have eaten sour grapes, and the children's teeth are set on edge."

WEEK IN THE WORLD.

Great Events and Movements Which Are Making History.

Reduction of the price of gas to 80 cents a 1,000 feet by the Boston Consolidated Gas Company, making the corporation in the last two years, is the natural result of the unique law under which it is operating. By this reduction the gas company under the terms of the sliding scale act may increase its dividends to 9 per cent, a year on its 151,100 shares, beginning July 1, 1908. For the fiscal year to close this month the company has paid 7 per cent on its stock, while during the next fiscal year 8 per cent will be paid by virtue of the reduction made in gas prices a year ago to 85 cents. The sliding scale act provides that with every full year's increase in the price of gas the company may increase its dividend rate by 1 per cent. In the subsequent year should earnings warrant. The increase in the dividend rate of the Boston Consolidated Gas Company stock from 7 to 9 per cent, represents a difference of about \$300,000 which the Massachusetts Gas company will receive in dividends through its ownership of the shares of the Boston Consolidated company.

Mrs. Russell Sage has sent her check for \$100,000 to Chancellor J. B. Day as a gift to the Teachers' college of Syracuse university. This college occupies 14 acres of land and a large cube of New York style of granite, adjoining the campus, which was the home of Mrs. Sage in her childhood. She has expressed a desire, for this reason and because of her great interests in the property, that it shall be the permanent home of the Teachers' college, and that women shall always be admitted to its privileges. Mrs. Sage is not making gifts to educational institutions at present, but makes Syracuse an exception because of the reason given.

In one of the worst marine disasters in the history of the California coast, between 40 and 50 lives were lost by a collision between the steamer Columbia and the lumber-laden steam schooner San Pedro, which sank about 170 miles north of San Francisco, early Sunday morning. The Columbia, a 300-foot steel vessel of the San Francisco & Portland steamship company, while bound from San Francisco to Portland, was struck by the San Pedro, a 170-foot wooden steam schooner, southbound for San Francisco. The sea was smooth, but the weather was foggy.

Thirty-nine men are dead and more than 70 injured, many of them seriously, as the result of a head-on collision which occurred Saturday when a Pere Marquette excursion train bound from Ionia, Mich., to Detroit crashed into a west-bound freight near Salem, Mich. The trains came together on a cut located at a sharp curve of the Pere Marquette railroad about a mile east of Salet.

Lying on the railroad track, apparently asleep, Daniel Case, 55, an employe of the Rutland Street Railway company, was struck and instantly killed by a west-bound Delaware and Hudson train near Hayes crossing, east of Castleton Tuesday afternoon, within a short distance of the place where his father met death by a train some years ago. It is believed Case must have been unconscious, as there appears to be no other explanation of his being on the track.

War Against Consumption.

All nations are endeavoring to check the progress of consumption, the "white plague" that claims so many victims each year. Foley's Honey and Tar cures coughs and colds perfectly and you are in no danger of consumption. Do not risk your health by using any unknown preparation when Foley's Honey and Tar is safe and certain in results. The genuine is in a yellow package. Sold by all Druggists.

The Meddler

"If the coat fits you, put it on."

There seems to be a general impression that the village got the undesirable end of the bargain when it bought a new pair of horses for use in the engine house. The work of the new equines at last week's fire was not satisfactory. They were very slow in getting away with the chemical engine and apparently "pumped out" long before they reached the scene of the conflagration. A former village official was heard to remark the other day that one of the new horses had such a bad case of the nerves that he could blow out an ordinary blaze. This statement however, is probably slightly exaggerated. If it be true that the new horses do not fulfill the requirements the balliffs can probably make arrangements to "swap them off"; at least they ought to.

A woman driving from Brattleboro to Williamsville recently met an automobile a short distance above the dam at West Dunsterston. Fearing to turn to the right on account of the embankment she reigned her horse to the left side of the road and waited for the machine to pass. "Don't you know," said the automobile driver before going by, "that you should turn to the right." "Yes," replied the woman, "but if my horse were frightened he would have probably jumped over the bank in case I had turned that side whereas your machine is not subject to fear." "Well, I've met a fool—" began the automobilist testily, but the woman interrupted him. "So have I, good day, sir," she replied, and drove on without waiting to continue the argument.

Philosophy is a great help toward contentment. Illustrating this point can be told the story of the hod-carrier who became incouated with the gambling spirit and raked and scraped all the money he could to invest in a lottery ticket. On the day of the drawing the man's mortar-carrying in a small slip of paper sent his friend out to ascertain whether his was the lucky number. The friend returned and reported that someone else had carried off the prize. "Oo well," mused the hod-carrier, "easy come, easy go."

If anyone is inclined to doubt the vastness of the Connecticut river dam project he needs only to take a trip to the site of the work to have his fears allayed. He will immediately be impressed with the enormity of the undertaking and as he visits the various portions of the work he will note with surprise the everywhere apparent system. Machinery which at first appears to be aimlessly scattered about will be found upon inspection to be distributed with careful regard for its ultimate use. Lumber piled here and there without evident method is in reality located most advantageously for those who are obliged to handle it. Everything about the undertaking shows the result of careful planning. The several steam boilers which will furnish power for the pumps, crushers, mixers and other appliances are supplied with water from a concrete reservoir which acts as the distributing center of a regular water system. Along the southern slope of the promontory which will be removed to make room for the dam itself work is now going on preparatory to laying a narrow gauge railroad which will gradually be shortened as the earth is carted away. In the river just above the point where the dam is to be located is the beginning of the crib-work for the coffer dam. Concrete foundations are being laid for the various buildings which will house the different machines.

These portions of the work are being carried on independent of each other as it were, and yet under the watchful eye of one chief engineer who is responsible for the rightness of everything. A trip to the dam site is actually well worth taking. Aside from the satisfaction to be gained from simply looking upon the beginnings of the project which is to mean so much to Brattleboro one will carry away a thorough appreciation of the value of system and organization.

Residents of Linden street have had their sense of beauty and the fitness of things offended by the heterogeneous collection of debris which has been piled in the gutter on the east side of the street for the past few days. A casual observer saw in the pile the following different things: Pieces of brick, coiled steel springs, paper, stones, dirt, sand, twigs, sticks, pieces of boards, a broken jug, bottles, a length of rusted-out hot air pipe, stray bits of galvanized iron, and a cigarette box. This list was compiled simply from a superficial survey of the rubbish heap. What a careful investigation might have revealed is wholly a matter of conjecture, but it is a safe guess that nothing of any beauty to the surroundings would have come to light.

Massachusetts Game Laws.

The Massachusetts Fish and Game Protective association has issued a circular calling attention to important changes in the state laws relating to hunting and fishing. Notice of trout fishermen is called to the fact that the season now closes Aug. 1, instead of Sept. 1 as heretofore. The season for killing gray squirrels is now from Oct. 1 to Dec. 1, instead of from Oct. 1 to March 1. The killing of gulls and eagles and of loons on fresh water is prohibited. Birds classed as "birds of prey," the killing of which is permitted, include only sharp-shinned hawks, Cooper's hawks, goshawks, duck-tailed hawks, red-shouldered hawks, red-tailed hawks, barred owls, great horned owls and snowy owls. The killing of deer is only permissible by the owner or occupant on cultivated land when the deer are destroying crops or fruit trees, and then only with a shotgun. Non-resident hunters, unless assessed on real estate in Massachusetts valued at \$500 or more, must procure from the fish and game commissioners a license to hunt, costing \$10.

The Knox automobile company of Springfield, Mass. Monday made a voluntary assignment for the benefit of creditors to Alfred N. Mayo, trustee, following rumors that its finances were in a tangled condition. Mr. Mayo and officers of the company stated that the trouble was due entirely to lack of sufficient working capital, that arrangements were being made to secure funds with which to tide the company over, and that work at the big plant on Wilbraham road and Waltham avenue will go on though nothing had happened. That the company was in financial straits has been widely known for a week or more past. It is only a few days ago however that the situation was made public. The company's total nearly half a million dollars, but the assets are reckoned at twice that sum.

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