THE RAILWAY COMMISSION'S REPORT.

The Commission explains, after an introductory paragraph, that at the date of the report but twenty months had passed since the board entered upon its duties, and for this reason the members "determine cautiously upon conclusions and radical suggestions of innovations in railroad legislation and methods." It shows how intimately every cit zen of Vermont is concerned in the railways of the State. They are almost the only means of carrying surplus products to market and bringing in the necessaries or luxuries from other sections or countries. The railroad has become a necessity to the convenience, comfort and prosperity of the whole. The relations of people and railways are absolutely inter-dependent, in view of the close reciprocal interest of railroad and patron, it seems almost amazing that acts of injustice and oppression should ever have found place between them, but the last forty years are replete with controversies and litigation between corporation and patron, and omission of duties and trespasses upon rights have been found as frequent in these lines of business as in many others; and the faults have not been all on one side. The old principles of justice have had to be applied to the new order of things in the railway world by the enactment of a railway code. The equitable features which the law, by reason of its universality, does not always reach, are still open, as they will always be, for the determination in each particular case of differences, honest or otherwise, that will arise in the carrying trade of the land.

COMPLAINTS.

The board has considered and determined sixteen cases upon complaints of persons aggrieved. No complaint where the board had jurisdiction has been unheard. Some complaints have revealed grievances which come to railway officials' knowledge for the first time. These have been corrected. The larger number of complaints have been adjusted through the board to the satisfaction of complainant and respondent and without the necessity for a formal trial.

NOT PRIVATE ENTERPRISES.

In the more primitive days of railroading it was not so fully realized as now that railroad companies are not private enterprises, holding their great privileges and franchises only for the purpose of corporate gain. It is now recognized that their privileges have been conferred largely in consideration of the duty which they owe to the body politic. The legislature has parted with these rights of eminent domain only *sub modo*, or in trust, and expects the trust to be exercised by the corporations in such a manner as to inure to the benefit of the people of the State, as well as to the reasonable and limited profit of the corporation. The people have a right to demand this. It is the only basis on which the Legislature could lawfully confer a charter. By its acceptance the railroad company has agreed to provide the public with all such suitable and reasonable accommodations as can consist with its continued existence.

ANNUAL RETURNS.

The law requires that the biennial report contain a statement of receipts and expenditures of railroads for the two preceding years, the source of receipts and for what expended. A special value attaches to a report having comparative statements and tabulated results, summarized from annual returns of railways, showing cost, capital stock, debts, expenses, earnings, dividends, amount of business, fares, freight, traffic, etc. Much of this has been withheld from the board for both years, some for only the first year and but few have fully complied with the requirements of the board. The fiscal years of the companies end variously, but the board has sought to employ the power given it to bring the roads to adopt the 30th of June, the day fixed by the interstate commerce commission, as the date for the yearly returns to end.

GRADE CROSSINGS.

The board considers the subject at some length. It earnestly urges the propriety and necessity for legislation which shall gradually abolish such crossings as are now in existence. This can be accomplished by conferring upon some tribunal the power, either upon its own motion, or upon application of railroad companies, or town or city authorities, to investigate; and where the public safety requires, order a change of location or of grade, and to determine who shall pay the expense, or to apportion the same. This might be done by way of amendment to the existing law. This power, if thought best, might be limited by fixing the maximum amount that should be required to be expended in making such changes, or the number of such changes that should be required o' any railroad in any one y e r. It further suggests the propriety of a law requiring flagmen, gates, electric signals where public safety demands.

PASSENGER FARES.

The agerage rate of local fares for 1888 was, on the Bennington & Rutland, 3 cents; Central Vermont, 2.8 cents; Hoosac Tunnel & Wilmington, 4.54 cents; Rensselaer & Saratoga, 5 cents; Passumpsic, 3.169 cents; Wells River, 4 cents. Vermont Valley, 3½ cents.

FREIGHT.

The average rate of freight charges per ton per mile for local freight for 1887 and 1888, was, on the Bennington & Rutland, 3 cents each year, Central Vermont, 2.72 and 2 cents; Rensselaer & Saratoga, 1.62 and 1.536 cents; Vermont Valley, 5.08 and 2.33 cents.

ACCIDENTS.

For 1887 there were 109 casualities, of which 43 were fatal, 31 of the number being in the Hartford Bridge disaster. In 1888 the total casualities were 56, of which 30 were fatal. Six persons were killed while walking on the track in 1887, 12 in 1888. The board recommends a law making it a misdemeanor punishable by fine to walk on the track without right.

CONSOLIDATIONS.

The following consolidations, or leases of roads in this State, have taken place: The Boston, Hoosac Tunnel and Western and Troy and Boston have been consolidated with the Fitchburg. The Connecticut and Passumpsic River railroad leased to the Boston and Lowell, and later with the Boston and Lowell to the Boston and Maine as a part of the Boston and Lowell system. The Canadian Pacific, under general management, has taken control of, and now operates, the Southeastern railroad; and the Missisquoi Valley has been leased to the Central Vermont. Under this policy expenses of management and operation have been reduced; more efficient train service and larger accommodations to the public have been furnished; a better class of equipment has been provided; an improvement in the condition of the roads, track and bridges has been made, and better and more convenient facilities, by way of connections at terminal points, have been provided. While in former years there may have been well grounded fears of danger to the public from the concentration of power and capital engaged in railroad enterprises, these fears have been greatly allayed, and the dangers removed, by the establishment of the system of railroad supervision in the several states, followed as it has been by the legislation of Congress, known as the interstate commerce law, with jurisdiction of all those questions of transportation and commerce not heretofore under the control of the State Commissioners.

STEAM HEATING.

The board details its investigation of this subject inspired by the frightful disaster at Hartford and recommends the enactment, at this session, of a law providing that it shall not be lawful for any railroad in the State, after the first day of November, 1889, to heat its passenger cars, on any other than mixed trains, by any stove or furnace inside or suspended from the car, except in case of accident or other emergency requiring the use of such stove or furnace, with the necessary fuel, while at rest; providing also that in special cases the Board of Railroad Commissioners may extend the time for a period not exceeding one year from November 1, 1889. It has also investigated the related subject of lighting, but makes no recommendation.

I suffered with rheumatism in the shoulder for months and the only thing I found that did me any good was Salvation Oil. It cured me and I recommend it to all sufferers with said disease.
N. ULMAN,
1 Pearl St., Baltimore, Md.

WISE AND OTHERWISE.

Pear's Soap secures a fine complexion.

Save and cook the small potatoes for the pigs.

It is never safe to drive a young or spirited horse with a loose rein.

Lawns are best made by following nature's suggestions. If she has made a swale so be it. If she has rolled up a mound let it alone. We have only to remove roughness and inequalities.

Good cider vinegar can be made only from good cider. Cider made from tree apples is stronger than that made earlier, when the apples are yet green.

We do too many things without thought. We pile up the food before our animals, and do not take heed how they eat, or how much or how of the effects are.—*F. D. Curtis.*

A correspondent of the *New York Tribune* says that flower lovers with rarely an exception injure their plants under glass with kindness.

What is it makes George Edmunds so cool and placid, and how does he do such deep thinking? It is because he never allows himself to be harassed with colds. *He* takes Dr. Bull's Cough Syrup, he does.

S. K. Wight of Maine gives the *Lewiston Journal* some facts as to his sheep raising. The income from 34 sheep was: lambs sold, $170.69; lambs unsold, $100.75; wool, $34; showing a profit of $8.98 per head.

Mr. John Gould thinks the present method of granulation of butter is one of the best features yet introduced into butter making, and where practiced has produced a marked improvement in the product.

Cattle should not be allowed to graze on pastures in the fall when the grass is covered with frost, says F. E. Carswell. At that season of the year they will destroy in an hour as much feed as they will eat all day.

Shiloh's Catarrh Remedy.

Shiloh's Catarrh Remedy, a marvelous cure for Catarrh, diphtheria, canker mouth, and headache. With each bottle there is an ingenious nasal injector for the more successful treatment of these complaints without extra charge. Price 50 cents. Sold by J. T. Shurtleff, Bennington.

The farmer who would make rural pursuits attractive to his sons and induce them to continue farmers, should furnish them with pleasant associations and give them a share in the profits. He should not make them mere drudges as a matter of convenience to himself.

Dr. T. H. Hoskins says: The farmer who persists in working day after day from four o'clock in the morning until seven or eight at night, and expects his boys and hired men to do the same, is not doing justice to himself, to his hired laborers, or to his Creator.

When large quantities of roots are to be stored and there is no root cellar for this purpose, it is far better to construct pits than to fill the cellar of one's dwelling house with a general assortment of roots and vegetables to vitiate the air of the premises.

Dyspepsia and Liver Complaint.

Is it not worth the small price of 75 cents to free yourself of every symptom of these distressing complaints, if you think so call at our store and get a bottle of Shiloh's Vitalizer. Every bottle has a printed guarantee on it, use accordingly, and if it does you no good it will cost you nothing. Sold by John T. Shurtleff, druggist.

Age and experience is working in a rut for forty years prove nothing. A person making butter by one old rule for forty years may not know half as much about a thing as a student of six months at a first-class dairy school, where they are taught the cause and effect of things.—*John Gould.*

The man who guards and promotes the agriculture of the country, must needs have much to do with legislation and necessarily with legislators. A man identified with political affairs and having a wide influence among political men, can accompl sh far more with Congressmen than ever is able a man without political affiliations.—*Maine Farmer.*

The *St Johnsbury Caledonian*, a leading Vermont paper, maintains that "the same habit of industry, frugality and self denial exercised right here on the barren farms of this State, as are necessarily practiced by the pioneer farmers of Dakota, would bring as sure, and we sometimes think a greater reward than the average man secures who goes West, to say nothing of the added advantages of schools, society, etc, that New England offers."

I have been troubled with catarrh for the past ten years and have tried a number of remedies but found no relief until I purchased a bottle of Ely's Cream Balm. I consider it the most reliable preparation for catarrh and cold in the head.—Geo. E. Crandall, P. M., Quonochawntaug, R. I.

I was troubled with catarrh for seven years previous to commencing the use of Ely's Cream Balm, some five months ago. It has done for me what other so-called cures failed to do—cured me. The effect of the Balm seemed magical.—Clarence L. Huff, Biddeford, Me.

The editor of the Florida *Farmer and Fruit Grower* talks very sensibly about the yellow fever outbreak there. He says that the chief lesson which the State needs to learn is to depend less in the patronage and the sale of land to newcomers and more on the fact that Florida is an agricultural State. "Let us have," he says, "less of selling land and more of tilling it, and that on common sense principles." The advice would be good for some other states.

A correspondent of the *Country Gentleman* asks to have the imperative necessity of allowing mature corn fodder in the silo to heat—to reach 125 degrees before adding more—discussed. We should be glad, also, to have our readers discuss the same question. The correspondent inclines to the practice of filling the silo with mature fodders allowing it to stand uncovered for several days, to heat, settle and let the air pass out, and then covering with wilted hay and weight lightly.

Every fore-handed and prosperous farmer who has children of proper age and a fairly good soil, should have an acre near the house in fruit and vegetables in long clean rows, under horse cultivation, says W. I. Chamberlain in the *Country Gentleman*. He adds: It is surprising how many choice things may be grown for the table that are nourishing and healthful besides being appetizing. Their free use will save many a grocer's and doctor's bill, to say nothing of the healthfulness of such bills of fare.

REDUCING THE SURPLUS.

The disposition of the surplus in the U. S. treasury engages the attention of our statesmen, but a more vital question has our attention, and that is the reduction of the surplus consumptives. Since the discovery and introduction of Dr. King's New Discovery for Consumption, there has been a marked decrease in the mortality from this dreaded disease, and it is possible to still further reduce the number of consumptives. How? By keeping constantly at hand a bottle of Dr. King's New Discovery and using according to directions, upon the appearance of the first symptoms, such as a Cough, a Cold, a Sore Throat, a Chest or Side Pain. Taken thus early a cure is guaranteed. Trial bottles at J. T. Shurtleff's Drug Store.

OUR CANDIDATE FOR PRESIDENT.

He will be nominated by the convention and will be elected by the people, because he will come the nearest to filling their ideal of a Chief Magistrate. Electric Bitters has been given the highest place, because no other medicine has so well filled the ideal of a perfect tonic and alterative. The people have indorsed Electric Bitters and rely upon this great remedy in all troubles of Liver, Stomach and Kidneys. For all Malarial Fevers and diseases caused by Malarial Poisons, Electric Bitters cannot be too highly recommended. Also cures Headache and Constipation. Satisfaction guaranteed, or money refunded. Price 50 cents and $1 at J. T. Shurtleff's Drug Store.

Bucklen's Arnica Salve.

The best Salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by
J. T. SHURTLEFF.
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STATE OF VERMONT, } In Chancery.
BENNINGTON COUNTY.

George W. Stillmore,
vs.
William C. D. Grannis,
Charles H. Ferry,
Frederick M. Atkinson,
The Union National Bank,
The Chicago Tyre and Spring Works Company,
The Millimore Elastic Steel Car Wheel Company,
Daniel P. Peabody.

WHEREAS, George W. Stillmore, of Arlington, in the County of Bennington, and State of Vermont, hath filed his bill of complaint, dated the 8th day of August, A. D. 1887, against William C. D. Grannis, Charles H. Ferry and Frederick M. Atkinson, all of Chicago, in the County of Cook and State of Illinois; the Union National Bank, a corporation organized under the laws of the United States and doing business at said Chicago; and the Millimore Elastic Steel Car Wheel Company, and the Chicago Tyre and Spring Works Company, both organized under and by virtue of the laws of the State of Illinois, and Daniel P. Peabody, Sheriff of Rutland county, of Rutland, in the County of Rutland and State of Vermont.

AND, WHEREAS, said George W. Stillmore afterwards, to wit, on the 27th day of August, A. D. 1887, and before process, demurrer and answer filed, filed his supplemental bill of complaint against said defendants, dated the 26th day of August, A. D. 1887, said bill and supplemental bill setting forth in substance:

THAT, prior to the 12th day of January, A. D. 1886, certain transactions and matters of business had taken place between the Millimore Elastic Steel Car Wheel Company, a corporation organized under the laws of the State of Illinois, in which corporation said Millimore was largely interested as a stockholder and officer, and the Chicago Tyre and Spring Works Company, a corporation also organized under the laws of said State, and said Charles H. Ferry, a corporation; Charles H. Ferry, of Chicago, in the County of Cook and State of Illinois, and one Frederick M. Atkinson, also of said Chicago, were the stockholders and officers.

AND said Charles H. Ferry, and your orator, and one Homer Pennoyer, in which, as it was alleged, the Millimore Elastic Steel Car Wheel Company aforesaid, was indebted to said Chicago Tyre and Spring Works, and said Charles H. Ferry, in a large amount, amounting to the sum of more than twenty four thousand dollars, on open accounts, upon notes or paper of said Car Wheel Company, held by said Tyre and Spring Works Company, or by said Ferry, and on account of tyres sold by said Tyre and Spring Works Company to said Car Wheel Company, and said Ferry was indebted to said Car Wheel Company on open accounts, moneys collected and received by said Ferry as the agent of said Car Wheel Company, or otherwise, and there were certain unsettled matters of account between said parties.

THAT, on or about said 12th day of January, A. D. 1886, a settlement and agreement between said Ferry, the Chicago Tyre and Spring Works Company, the Millimore Elastic Steel Car Wheel Company, and George W. Stillmore, was made, bearing date the day and year last aforesaid, and by which agreement it was agreed that an accounting should be taken of the steel tyres so furnished by said Spring Works Company to said Car Wheel Company, and of certain contracts therein mentioned, including 500 thirty-three inch tyres to be furnished by said Spring Works to said Car Wheel Company, and that the tyres to be delivered by said Spring Works to said Millimore, as in said contract provided.

AND also an accounting of amounts which should be found due on the notes of said Car Wheel Company and Millimore from said Ferry, and also an accounting of the amounts payable by said Car Wheel Company and Millimore on certain papers drawn in favor of the Diamond Iron and Steel Company, and Bickford, Knox and Company, and Swift, Quinby and Company; and also an accounting of moneys due said Car Wheel Company, in respect of all dealings of said Ferry as attorney in fact of said Car Wheel Company, and as agent and attorney doing May 10, 1884, Alonzo Blodgett, Commissioner of Patents, and received by said Spring Works Company on account of tyres delivered under the said contract, as provided in said contract, and that said Spring Works Company should be credited with such tyres, and that the balance should be found due to said Spring Works, with interest thereon, and that the balance should be found due to said Spring Works, with interest thereon, and that said notes should be secured by a mortgage on the real estate and machinery of said Car Wheel Company, located in Arlington, Bennington County, Vermont, and that your orator should be subrogated to the rights of said Ferry, in the enforcement of the balance, if any so found in said sum or twenty thousand dollars, should be paid by your orator to said Ferry. And said complainant prays that said Ferry, the Chicago Tyre and Spring Works Company, and the Millimore Elastic Steel Car Wheel Company, and said Ferry, and your orator, and Homer Pennoyer, in which, as it was alleged, the Millimore Elastic Steel Car Wheel Company aforesaid, was indebted to said Chicago Tyre and Spring Works, and said Charles H. Ferry, in a large amount, amounting to the sum of more than twenty four thousand dollars, on open accounts, upon notes or paper of said Car Wheel Company, held by said Tyre and Spring Works Company, or by said Ferry, and on account of tyres sold by said Tyre and Spring Works Company to said Car Wheel Company, and said Ferry was indebted to said Car Wheel Company on open accounts, moneys collected and received by said Ferry as the agent of said Car Wheel Company, or otherwise, and there were certain unsettled matters of account between said parties.

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