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**UNIFIED CONTROL IS NECESSARY**

Airplane Accident Turns Attention to Careless Aviation

**SATURDAY'S TRIP UNNECESSARY ONE**

Army Aviators Can Fly Whenever They Wish—Should Be Laws Controlling Use of Machines—Should Watch Air Currents and Have Report to Planes.

WASHINGTON, May 31.—America's worst airplane accident occurring within a few miles of the national capital, has served as nothing else, possibly could to accentuate the careless way in which aviation is being handled. Congress heard bitter complaints about needless loss of life when the war was on, but no incident has illustrated even in peacetime the looseness of control which the government maintains over the most dangerous, yet the most important of modern means of transportation.

Ever since the close of the war, the army aviators have been clamoring for unified control of aviation. They have pointed out that there are no laws to-day governing landings, no laws regulating the use of air-planes over specified routes, no service which warns air-planes of dangerous air currents just as the ships at sea are warned of approaching storms. Today the army has its own aviation service, the navy has another, and the post-office department has another. There is nothing to prevent the department of commerce or any other government department from purchasing planes and operating them just as is the case with motor transportation. There is today no pooling of aviation experience, no exchange of search, no general board which handles the whole subject of aviation any more than there is in the government any body which has authority over radio and radio communication. Other countries, notably Great Britain, have spent huge sums for the support of aviation, and have recognized it as an independent arm of warfare, and a national utility. It is the irony of fate that Major Connelley, former member of congress from Iowa, who was one of the victims of Saturday's tragedy at In-often Head, often used to argue that serious accidents were bound to occur, and America was sure to lag behind the European countries if unified control of aviation were not established. Brigadier General William Mitchell, commander of the American aviation units in France, and who actually led them in battle, has publicly commented on the Saturday's accident, and has said as one of the actual causes, the lack of communication between a central bureau watching out for air currents and storms and air-planes which happen to be in flight.

The joint of the big eagle plane was not official. It was not necessary that the ride be taken. Indeed, anybody in the army and navy can take an air- plane at any time and go anywhere. There is no ban on superstitious flying, and yet many of America's best aviators have been lost on trips that need never have been taken. An official investigation of the accident has been ordered. Unfortunately all seven passengers were killed. There is no certain way of telling exactly what brought the plane down, though military aviators today seem to think the electrical storm did the trick. They are convinced of this because others like General Mitchell who were flying the same vicinity at the same hour found the weather conditions an almost insuperable obstacle. Friends of General Mitchell, for instance, were congratulating him today on his narrow escape, and he made no secret of the fact that he felt closer to death on Saturday's storm than he ever did on the European battle front—and General Mitchell has been decorated for bravery in action. Unquestionable Saturday's accident will revive the discussion of unified control, and perhaps accomplish it.

**DIES OF BROKEN NECK.**

George Gareau, Barre Boy, Falls 10 Feet in Quarry.

BARRE, May 31.—George Gareau, son of Mrs. Edith Gilbert, was killed Sunday afternoon at the Boutwell, Mine and Varum quarries, by falling from a guy rope. The boy was 14 years of age and with other young men was around a derrick. He had climbed a guy rope and was some 10 feet from the ground when a small stone fell from the top of the quarry striking him on the head and he loosened his hold on the rope and fell to the ground breaking his neck. He is survived by his mother, a step-father, two brothers and two sisters. The funeral will be held Wednesday morning at the Catholic church.

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**Vermont---New Hampshire Boundary Dispute Renewed**

**New Hampshire Officers File Brief With U. S. Supreme Court Today**

CONCORD, N. H., May 31.—The dispute over the boundary line between this state and the state of Vermont, in which millions of dollars' worth of taxable property is involved and in which every person in the two states is vitally interested came into prominence again when Attorney General Oscar L. Young of this state and Assistant Attorney General Joseph T. Mathews left for Washington, where they will appear before the United States supreme court today and make a formal presentation of the brief in the case upon which the supreme court can formally enter the case on the docket.

The case is a dispute between this state and the state of Vermont to determine whether the legal boundary of New Hampshire on its western front is the middle of the Connecticut river or the westerly bank.

In December, 1915, a bill of equity was filed in the United States supreme court by the state of Vermont against the state of New Hampshire claiming the middle of the Connecticut river as the lawful boundary line and not the westerly bank as it has been construed and recognized to be for more than 100 years.

Action in the case was stopped during the participation of the United States in the World war, by orders to that effect from Gov. Percival W. Clement of Vermont. The litigation is now being revived by the present governor of Vermont, Gov. James H. Bates, through the attorney general and assistant attorney general.

Valuable property ranging from the source of the river in Stewartstown to the town of Hinsdale, where the river crosses the Massachusetts border, is involved.

Vermont began a survey of the territory involved in 1916. It was completed late that year.

**Makes Thorough Survey.**

During the summer and fall of 1916 considerable time was spent by James P. Tuttle, the New Hampshire attorney general, and his assistants, in making a study of the situation upon the ground with members of the governor's council and with engineers. It was determined that a complete survey of the entire river and its banks from the Canada line to the Massachusetts line was necessary and the attorney general was authorized by the governor and council to cause such a survey and corresponding plan to be made.

Professors Robert Fletcher and Charles A. Holden of the Thayer school of engineering of Dartmouth college were employed for this work. They began this survey in late May and completed it in early November, 1917. This survey, it is said, was painstaking and thorough in all respects, and a vast fund of information in regard to the engineering and geographical features was accumulated.

Assistant Attorney General Matthews gave practically his whole time to looking after the survey while it was in progress, and to gathering important data from records of the towns along the river. The survey was extended into a plan in the winter and spring months of 1918. The historical facts and the principles of law governing the case are, it is believed, controlling in New Hampshire's favor.

**Spent Months Preparing Case.**

At this time the attorney general spent months in the office of the secretary of state making a thorough study of all the old town records on file in the office on the towns that border the river, with the plan of obtaining all possible evidence to cover that since the early times the boundary between the two states has been the west bank of the Connecticut river and not the middle of the river as contended by the state of Vermont.

Likewise the attorney general of Vermont in 1916 and 1917 spent several months in reviewing all records on file relating to this matter.

The legal officials of New Hampshire this afternoon simply file the necessary brief, upon which the supreme court will formally enter the case on the docket.

**TRUSTEES STEAL AUTO AND ESCAPE**

Men Leave State Camp at Sherburne—Two Washington County Jail Breakers at Large.

SHERBURNE, May 31.—A six-cylinder Buick touring car owned by Verne Dimmick, was stolen about midnight Sunday night, entrance being gained to the garage in which the machine was kept by breaking the lock. Suspicion points to Everett Blow and Raymond Chaperon, members of the squad of state prisoners who have been employed here several weeks on road work, as both men disappeared during the night.

Sheriff Henry R. Adams of Rutland was notified of the theft and in turn broadcasted a description of the men. Blow, who is 31 years old, has a wife living in Winoski. He is five feet, 10 inches in height, has brown eyes and brown hair and his complexion is dark. He served three years in the army. His prison sentence would have expired next December.

Raymond Chaperon, whose home ad-

dress is Burlington, is 30 years old, five feet, eight inches tall, has dark blue eyes and brown hair. He weighs about 120 pounds. His prison term would have ended in September.

It is known that the car was driven west from this town but trace of the machine was lost and it is not believed left the jail door was unlocked for that the thieves went as far as Rutland. Chaperon has been prosecuted for stealing an automobile.

**No Trace of Jail Breakers.**

MONTEPELIER, May 31.—The officers have not yet found trace of Cassidy and Edwards, the two men who escaped from Washington county jail Sunday evening. During Sunday night Sheriff Tracy received various reports of persons believed to have been these men tramps traveling along the railroad.

The territory around here has been rather thoroughly covered and nothing has developed which would lead toward the capture of the men. The fact has been established that when the men left the jail door was unlocked for them, for a little later when one of the prisoners who had been out for a short time was being replaced in the jail the son of the chief found the door unlocked but no key in the door. It was shortly after this that they were reported missing.

**TO STANDARDIZE COTTON.**

**Agreement Between Department of Agriculture and English Expected.**

NEW YORK, May 31.—Establishment of a single set of standards of common acceptance throughout the cotton trade of the world was urged by W. R. Meadows of the federal bureau of agricultural economics in an address today at the conference of the American Cotton association.

He said that a step toward this goal was hoped for through the world cotton conference to be held at Liverpool next evening. The expected step, he asserted, would consist of an agreement between the department of agriculture and the Liverpool Cotton association with respect to grade and staple standards for American Upland cotton.

**FIRE IN ST. JOHNSBURY.**

Blaze in Rubbish Heap Spreads to H. H. Carr Storehouse.

ST. JOHNSBURY, May 31.—The building on Bay street occupied by Harry H. Carr as a storehouse was partly destroyed by fire this morning as the result of a blaze in a rubbish heap, which spread to the Carr building.

The upper floors of the building were damaged, but the loss is said to be comparatively small, and is covered by insurance.

**CHILD INSTANTLY KILLED.**

Struck by Train on Railroad Bridge at Lebanon.

LEBANON, N. H., May 31.—While playing on a railroad bridge here yesterday the five-year-old son of Mr. and Mrs. Augustus Leware was instantly killed when struck by a train.

**NEWFARE.**

Mr. and Mrs. L. O. Bowman of Greenfield, Mass., visited Mrs. Bowman's parents, Mr. and Mrs. H. A. Carpenter, over Memorial day.

**The Fly in the Ointment.**

A United States senator had just finished a night's work on a speech for the Congressional Record on the Agricultural Tariff measure. "You have convinced me," said his secretary, as he pulled on his coat, "except for one trifling detail. Where do I, the man who has to buy meat and bread, get off?" The senator, it is reported, touched his nose with his finger and replied sagely: "Well, no legislation is 100 per cent perfect."—The Nation's Business.

The head of a big industry was lecturing his sales force on the need of the hour. Finally he said: "This is a time when we've got to go out and rattle doorbells. What we need is direct contact by male and I want to smell that out, man-lee."—The Nation's Business.

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- New Cravenette Coats, for rain or travel \$20.00
- New Cravenette Tweed Coats, "Sanborn" make \$29.50
- Marabou Neckpieces \$5.00 to \$18.50
- The Popular Fur Chokers for summer; squirrel or mink. \$15.98, \$18.50
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