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Eaker's Chocolate (PREMIUM No. 1)

For making cakes, pies, puddings, frosting, ice cream, sauces, fudges, hot and cold drinks.

For more than one hundred and forty years this chocolate has been the standard for purity, delicacy of flavor and uniform quality.

It is thoroughly reliable.

MADE ONLY BY Walter Baker & Co. Ltd. Established 1780 DORCHESTER, MASS. Booklet of Choice Recipes sent free

PENAL CASES NEGLECTED

By United States War Veterans' Bureau, Says Forbes.

Atlanta, Ga., Oct. 13.—C. R. Forbes, director general of the United States war veterans' bureau, declared in a statement published here to-day, veterans of the World war in penal servitude have not been receiving enough attention from the bureau and the organization will devote more time to this feature of its work.

The bureau official, who is here en route to the American Legion convention in New Orleans, told Atlanta legionnaires that his visit to Atlanta was not caused by a desire to visit them primarily, but to visit a veteran in the Atlanta federal penitentiary who had written him requesting reading matter to modify the tedium of the four year term he is serving.

CRIPPLE BURNED TO DEATH

Mrs. Ella Reid Harrison, Niece of Whitlaw Reid.

Carmel, Calif., Oct. 13.—Mrs. Ella Reid Harrison, 63 years old, a niece of Whitlaw Reid, former ambassador to Great Britain, was burned to death here when a fire destroyed her home yesterday. She was a cripple and unable to escape.

HALL'S WIDOW COMPLAINS

Of "Bungling Stupidity" of County Investigators

ON THE DOUBLE MURDR CASE

Asks Gov. Edwards of New Jersey To Send State Official

New Brunswick, N. J., Oct. 14.—Investigation of clues to the murder of Rev. Edward Wheeler Hall, rector of the Episcopal church of St. John the Evangelist, and Mrs. Eleanor Reinhardt Mills, choir leader, continued today under three separate agencies, pending word from Governor Edwards.

Mrs. Florence Stevens Hall, wealthy widow of the slain rector, requested yesterday that the governor designate a state official to direct the inquiry. Mrs. Hall's request, forwarded to the Capitol at Trenton, was in the form of a letter by her attorney, Timothy N. Pfeffer. The tactics of officials conducting the investigation were criticized severely by Mr. Pfeffer.

Both Prosecutor Joseph Stricker of Middlesex and Prosecutor Beekman of Somerset county expressed willingness to give way to a state official should the governor name a man to handle the inquiry. State troopers, who have been on the scene for two weeks, have been hampered in their work, while the county officials have been guilty of "bungling stupidity," Mrs. Hall's counsel wrote Governor Edwards.

Rare Raisin Pie

—is being baked for you by master bakers in your town.

Ask grocers or neighborhood bake shops to deliver one to try.

Why bake at home?—you'll agree that you don't need to when you taste the pie they're making with delicious

Sun-Maid Raisins

Had New Iron Today?

PAINS SO BAD WOULD GO TO BED

Two Women Tell How Lydia E. Pinkham's Vegetable Compound Stopped Their Suffering

Iron Mountain, Mich.—"I had terrible pains every month and at times had to go to bed on account of them. I saw your advertisement and took Lydia E. Pinkham's Vegetable Compound with very good results. I can work all day long now at my sick time. You may use these facts as a testimonial and I am recommending the Vegetable Compound to my friends."—Mrs. A. H. GARLAND, 218 E. Brown St., Iron Mountain, Michigan.



Xenia, Ohio.—"Every month I had such pains in my back and lower part of my abdomen that I could not lie quietly in bed. I suffered for about five years that way and I was not regular either. I read an advertisement of what Lydia E. Pinkham's Vegetable Compound had done for other women, so I decided to try it. It surely has helped me a lot, as I have no pains now and am regular and feeling fine."—Mrs. MARY DALE, Route 7, Xenia, Ohio.

If you suffer as did Mrs. Garland or Mrs. Dale, you should give this well-known medicine a thorough trial.

UNEVEN APPLE CROP.

Unfavorable Conditions Have Reduced the Total. Wakefield, Mass., Oct. 14.—An uneven apple crop in New England has resulted in a total varying little from last year and the year before, federal crop statisticians reported from their New England headquarters here yesterday.

Unfavorable conditions have considerably reduced the stock available for barreling. The condition of the crop on Oct. 1 was given as 51.1 per cent for New England as a whole, as compared with 67.1 for the entire country. The total production for New England is forecast as 1,148,000 barrels as against 1,108,000 in 1921 and 1,255,000 in 1920.

In Maine the crop is about half of that of last year. It is slightly larger than last year in New Hampshire, Vermont and Rhode Island and considerably larger in Connecticut, while in Massachusetts it is nearly three times as large.

The statisticians note that the demand for cider apples has not been active this fall. Massachusetts' cranberry production is forecast as 290,000 barrels as compared with 189,000 in 1921.

The prospect of potatoes in New England declined from a forecast of 34,268,000 bushels on Sept. 1, to 31,118,000 on Oct. 1. This compares with 49,191,000 last year and a 1917-21 average of 37,292,000. Maine promises 21,411,000 bushels as against 37,152,000 last year and 25,121,000 on the five-year average. Aroostook county, Maine, reports little rot, but elsewhere in New England rot is reported from small to very heavy. The crop condition for New England is given as 63 per cent on Oct. 1, as against 77.3 for the whole country.

Topics of the Home and Household.

Fix the holes in net curtains with a simple crochet stitch, using fine cotton and hook. If this is neatly done before laundering, the mended pieces can hardly be detected.

They say the common house fly hates the odor of mignonette, so plan to plant a box or pot of it next year. It is said they make a quick exit if they invade a room where it is growing.

When the feet are tired and swollen, take some arnica and dilute it with warm water and use it for a foot bath every night. A tablespoon of the arnica to a foot tub of water is about the right amount.

Halloween Sports. Unhappy effects, gloomy lights and ghostly decorations are the requisites of the successful party for Halloween—that night when gnomes come up from the earth, spooks from their graves and fairies are given the freedom of the earth, says the Springfield Republican.

Let the weirdness begin with the invitations, which are far more interesting when originally written "Come to the woods where the Hoot owl moans."

And the gruesome ghosts rattle skeleton bones. Where the eerie witch will tell you fate. By the spider's web, at half past eight.

Done in odd lettering across a spider's web outlined in black on white cardboard, and inclosed in an envelope bordered with black witches, this invitation anticipates the spirit of the day and will surely cause thrills and curiosity.

The rooms should be made as much like a woods as possible. Bare branches are ghastlier than those with leaves, and especially so when hung with bats, spiders and owls. These are lifelike when cut double from crepe paper, the edges pasted together and filled with cotton. Several flying through the air by being suspended from the ceiling by strings, is a good touch.

Wonderfully real-looking tree trunks may be made from cylinders of cardboard covered with dusky brown paper. One at either side of the door is effective, and if plenty of branches are used about the entrance the guest almost believes that he is really entering a bona-fide woods. If possible leave the door unwatched and manipulate it by a cord, so that it may swing open as if by ghostly hands as the guest approaches. A cow bell tolled from somewhere in the rear of the house adds delightfully to the eerie welcome.

Sprays of dead and withered leaves are everywhere. These and the branches as well as numbers of dried grasses, fronds, cattails, and getting stalks, will add greatly to the effect.

The chairs should be draped into ghosts and topped with fearsome heads. Many a guest will hesitate, to the delight of the others, before accepting this spooky seat.

Particularly appropriate for a party of this sort are the unique animal costumes. These are delightfully attractive and unusual, and many of them are real works of art, although their cost is next to nothing. Nor need they be ugly or grotesque. The butterfly is fascinatingly beautiful. Glazed muslin, shirred, forms the legs and black and yellow stripes the body. A close-fitting yellow cap covers the head and supports the wire antennae. The gorgeous wings are of wired gauze and show brilliant spots of applied color.

Charming in its simplicity is a rabbit costume made of white cotton flannel. A one-piece pajama pattern with feet is used. The cap which covers the face to the eyes and chin, has long floppy ears lined with pink. Black muslin is used for the spider whose puffy waist should be padded. Black wound wire makes wicked-looking legs, and faint spots of gold paint add a realistic touch.

An owl of grayish-brown crepe paper, its wings covering the arms, and a stuffed owl as a head-piece, would be a welcome guest in this woody setting. For the girl who desires a costume more elaborate, "The Spirit of the Flame" is suggested. This may be as magnificent as she dares to make it. Of georgette tulle or tarlatan, it should run the range of fiery colors from deepest orange to pale smoke gray. The petal skirt and flowing sleeves are airy and drifting as flame itself. The new color called French flames makes a lovely headpiece, and an electric torch swathed with it might be carried.

Since the witch promises in the invitation to tell fortunes, interest will center around the spider's web. Sketch a large web in black on heavy orange paper. In each section write fortunes such as "An airplane journey," "A snub-nosed wife," "A hero husband," etc. The guest spins a top across the surface of the web, and where it stops his fate is shown. Much entertainment may be derived from a ouija board, which on this night the most skeptical must believe in; or a gypsy who reads palms.

Halloween is no time for regular games. The hostess racks her brain for novel and clever stunts. Stringing wet pumpkin seeds on a string, when it is next to impossible to do, is a good one, causes gales of laughter, as will the effort to thread a needle while balancing on a round bottle.

Dorothy Dexter.

RADIO RESPONSIBLE FOR SAVING 217

Distress Signals from the Burning Ship City of Honolulu Brought Other Ships to Rescue.

San Francisco, Oct. 13. (By the Associated Press)—The radio, man's bridge in space, and that hardly less potent thing, the fellowship of those who go down to the sea in ships, stands responsible to-day for the safety of 217 persons—the ship's company of the steamer City of Honolulu, which burned yesterday.

The readiness with which mariners of half a dozen craft, from pleasure yacht to dreadnaught of the Pacific fleet, offered themselves for the rescue of their distressed fellow travelers afloat but an echo of a story first told so long ago that men have forgotten the time of the telling, but the tale if the time past belongs to it more modern government.

Durant Motors Electrifying Automotive and Financial Worlds with Huge Plant Capacity, Output and Profits

This Giant in Passenger Car Field, Now Boasting Six Divisional Companies Whose Colossal Growth Has Been Attained within a Year, Has Brought Total Capacity of Its Plants, Since Its Acquisition of Former Willys Plant, in Elizabeth, N. J., Up to 332,500 Vehicles a Year—Instantaneous Popularity of Its Moderate-priced Four-cylinder and Six-cylinder Cars and Low-priced but Efficient "Star" Car Increasing at Hitherto Unheard-of Rates—Its Stock, Now Command Almost Four Times Subscription Price, Continues Great Favorite in Market.

From Investors Guide, August, 1922

(From the Investors' Guide, August, 1922.) Spurring onward, like a high-powered car, into the very forefront of competition in the medium-priced and low-priced automotive vehicle field, within the short period of a year, Durant Motors, Inc., and its six subsidiary concerns, is now fast outdistancing all of its long-established competitors in this field in the great popularity of its passenger automobiles among the ever-increasing army of users of these vehicles and in the constantly-growing favor with which its stock is being regarded by the investing public while also bidding fair to shoot far ahead of these rivals in quantity production as well.

By its recent acquisition of the gigantic plant in Elizabeth, N. J., formerly owned by the Willys Corporation, which, with its surrounding property, is estimated to be worth \$15,000,000, Durant Motors, Inc., has already made sensational progress in the direction of outdoing even the most prolific medium and cheap-priced automobile makers in the amount of output as the total capacity of all its divisional plants has thereby been swelled to 332,500 vehicles a year.

The purchase of this mammoth plant in Elizabeth, N. J., which makes the sixth big link in the Durant companies' stupendous manufacturing chain, has furnished another illustration of the wonderful foresight and astuteness of William C. Durant, their creator and developer, in providing for the capacity needs of this new but titanic enterprise sufficiently in advance to enable it to keep up its amazing expansion at the thrilling rate which it has so far maintained.

Thought of Rapid Construction, This Enterprise Rests on Firm Foundation

Astonishingly rapid as has been the prodigious growth and development of the Durant Motors enterprise in the space of a few months to Brodwingian proportions it has been carefully and admirably planned by the marvelous constructive mind of Durant himself, master car builder and able financier and strongly erected on the firm and permanent foundation of the intrinsic and instantly-recognized merit of its products.

There is a conservative tendency among most of the older manufacturers to deem meteoric careers in all industries on the theory that their authors are likely to build towering superstructures before laying safe and immovable foundations for them. This, however, has not been and will never be the case with Durant Motors, as its founder and chief operator, while quick to act upon a good money-making idea, is even speedier in originating and thinking out such ideas, and never acts without making sure of successful results.

Acquisition of Elizabeth Plant a Napoleonic Achievement

Hence his shrewdness in acquiring the vast Elizabeth, N. J., plant at a price about one-third of the cost of building a new one of such vast size and in adding this cyclopean factory to those previously acquired in Long Island City and Monaca, Ind., and to those which three other divisional companies bearing his name have constructed in Lansing, Mich., Oakland, Cal., and Leaside, Ontario, Canada.

This latest acquisition in the Durant plant chain, which was obtained by Mr. Durant at a public auction sale three weeks ago for \$5,525,000, merits a special description.

This Elizabeth plant, which is shown in an accompanying photographic reproduction, made from a "snapshot" taken in an airplane, is made up of several pieces of property, featured by a main plant occupying a large area bounded by Newark avenue, North avenue, the Pennsylvania railroad tracks and Birginnia street in that city, which has been appraised at a reproduction value of \$10,379,014. Included in the property moreover, is a baseball park, covering slightly more than an acre, valued at \$72,719; a garage appraised at \$30,000, and 23 lots of machinery and other chattels in the plant, valued at \$2,540,000.

This Plant So Vast as to Require Airplane to Photograph It

So large is the area covered by this Elizabeth plant that it has been found impractical to photograph all of it at one time, with the ordinary camera, so as to obtain on a single negative the entire set of units composing it. Hence, recourse has been had to a view of this plant from an airplane which alone has made it possible to secure a photograph embracing all of these units from a position above them.

In a previous article in the Investors' Guide, mention was made of the acquisition by the Durant interests of the former Goodyear Tire Rubber company's plant, built by the Ford Motor company in Long Island City, and now occupied by the Durant Motor company of New York, Inc., wherein are being made a large and steadily increasing number of the Durant four-cylinder passenger cars, and of the plant of the liquidated

Sheridan Motor company at Monaca, Ind., for the Durant Motor company of Indiana, Inc., and of the building by the Durant Motor company of Michigan, Inc., of a new and commodious plant in Lansing, Mich., and the construction of another large plant in Oakland, Cal., by the Durant Motor company of California, Inc. Since the publication of that article, a fifth divisional company of Durant Motors, Inc., the Durant Motors of Canada, Limited, has also built a plant in Leaside, Ontario, Canada, and now, very recently, the sixth divisional company, known as the Durant Motor company of New Jersey, has acquired the mammoth plant in Elizabeth, N. J., depicted herewith.

With Only a Few Plants Operating, Output Has Reached 18,566 Vehicles

Although some of these plants of the divisional companies have been operating only a short time and the New Jersey company's plant, which will manufacture the "Star" car, a product of Mr. Durant's inventive genius and a lively competitor of the Ford car, as well as the Durant cars, has not yet begun operations as a Durant divisional plant, the production of the Durant plants up to May 31, 1922, has totaled 18,566 vehicles, while, as previously mentioned, the combined capacity of all these divisional plants is 332,500 vehicles a year.

Plant Capacity Now 332,500 Cars and Will Be Realized in Output Soon

Even before the acquisition of the Elizabeth plant, the total production schedule for 1923 called for a minimum of 200,000 cars and it is now apparent that, with the orders now in hand and still pouring in upon this enterprise of meteoric progress but stable character, the united output of these plants will probably reach the full capacity figure of 332,500 vehicles in 1923.

As the Durant interests are still reaching out for other big plants and planning to build additional new factories, it is, indeed, well nigh impossible to figure with any degree of accuracy on the total number of cars which they may turn out through their constantly growing chain of divisional plants within the ensuing year but this number bids fair to exceed even the largest of the present estimates.

Both Durant and "Star" Cars Assembled at Durant Companies' Plant

The manufacture of the Durant "Fours" and "Sixes" and the production of the "Star" cars under contract with the Star Motor companies of New York, Michigan and California are "assembling" propositions but, as the "parts" entering into each of these cars, are made by the best-known and most experienced "parts" makers in the United States, including Continental Motors, Ansted Engineering company, Adams Axle company, T. W. Warner company, Warner Corporation of Indiana and Fisk Rubber company, in accordance with the exact specifications of the Durant interests, the finished products are as mechanically perfect and efficient for road work as if each of these "parts" and accessories had been turned out by the Durant plants themselves.

Companies Benefit by Having "Parts" Made by Outside Specialists

In fact, the Durant interests enjoy two benefits from having these "parts" and accessories made outside of their own plants: first, a saving of at least \$100,000,000, which would be required for a duplication of the "parts" factories now turning out this work for them, and, secondly, an enormous saving in time, which would be needed for the construction of such "parts" plants and much experimental work before the same degree of experienced team work among the employes and perfection of products now obtained from long-established plants, could be secured.

As assembled from these tried and true "parts" and accessories, the Durant "Fours" and "Sixes" are giving the greatest degree of satisfaction to users conceivable while appealing especially to those of moderate means, who desire and appreciate a "guaranteed" car of unexcelled workmanship, without extravagant fittings.

Many Good Reasons for Popularity of Durant "Fours" and "Sixes"

Special reason for the increasing popularity of the Durant "Four," aside from its popular price, is found in its Durant "tubular backbone," which gives unusual rigidity to its chassis and makes possible a greater accessibility of its mechanical units. The Durant "Six," which has all of the mechanical features that are proving so popular in the "Four," is equipped with the Ansted motor, which Mr. Durant himself has characterized as "the most powerful, flexible, quietest and most economically-operated six-cylinder motor that has yet been designed."

(Watch Monday's Times for continuation of the Durant story.)

The Vermont Company to distribute the Durant and Star Cars will be known as the Consolidated Auto Sales Co., Inc., with headquarters in Burlington, and branch in Barre. Are you thinking of buying a Durant or Star Car? If so become a partner in the business by investing in the Consolidated Auto Sales 7 per cent Cumulative Preferred or Common Stock. Ownership in this enterprise brings its reward in regular dividends, good service and a keen interest in the stockholders' good will.

Stock subscription blanks will be mailed on request. Further information will be gladly given or a representative will call.

BURCH E. GREENE

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P. O. BOX 603



The Finest Model "45" Buick Ever Built



A New Principle

The new Buick six cylinder models are perhaps the most-advanced cars of the day due to a distinctive development in cantilever spring construction.

The 1923 Buick "45" has taken the country by storm. Always a favorite, this model reaches the highest pinnacle of value ever attained.

It is a beautiful car—it is luxurious—it is a mechanical masterpiece. Stand off and note the snappy lines, the higher hood, the full crown fenders, sturdy artillery wheels, drum-type head and cowl lamps, the low khaki-lined top. Then sit in the car. Here is comfort equalled only in the costliest automobiles.

Look about you—the upholstery and trimming are of the finest quality, the instrument board is equipped with richly finished instruments, the control lever is at finger's end, the cowl ventilator control and windshield wiper are within easy reach.

And the chassis shows far-reaching improvements. Lock the handy transmission control and know that this feature, with others, gives Buick a low rating by insurance underwriters. Even the famous Buick Valve-in-Head motor shows important changes—higher cylinder block, larger connecting rods and pistons, larger crank shaft, with pressure feed to main bearings. These are just a few of the sweeping improvements in the new Buick "45".

BUICK MOTOR COMPANY, FLINT, MICHIGAN Division of General Motors Corporation Pioneer Builders of Valve-in-Head Motor Cars Branches in All Principal Cities—Dealers Everywhere D-3-NP

H. G. BENNETT Barre, Vt.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM