

# MESSAGE "ALL WELL" FROM THE CARPATHIA

First Word to Come From the Vessel  
Which is Bringing in Survivors of the  
Shipwreck of the Titanic Off New-  
foundland Monday Morning.

## CARPATHIA WILL ARRIVE LATE THURSDAY NIGHT

Cable Ship Minia, Which Was in Vi-  
cinity of the Wreck, Reaches Halifax  
But Has No Survivors of the Great  
Disaster.

The Cunarder Carpathia, bearing the 868 survivors of the sunken  
steamer Titanic, was less than six hundred miles from New York this  
noon, and word was eagerly awaited that would shed further light  
on the catastrophe of Sunday night which cost 1,312 lives.

Sable island was in brief communication with the rescue ship  
this morning, but no additional names of survivors were obtained.  
The wireless stations along the New England coast are straining  
to get into communication with the vessel this afternoon, and the  
scout cruiser Salem is off Nantucket for the purpose of relaying  
ashore through her sister cruiser, the Chester, some connected ac-  
count of the disaster.

The New York offices of the White Star line received a wireless  
saying that the Carpathia is 596 miles from the entrance of New  
York harbor. She should reach port late Thursday night or Friday  
morning.

At Halifax the cable ship Mackay Bennett has been fitted out  
to go to the scene of the disaster; and coffins, ice and embalming  
materials have been loaded aboard in the hope that many bodies may  
be picked up at the scene of the wreck.

New York, April 17.—The White Star  
line officials think the steamer Carpa-  
thia will arrive here about 9 o'clock to-  
morrow night. She is now 596 miles  
east of Ambrose channel and will reach  
New York harbor at midnight. "All  
well," said an unsigned message from  
the Carpathia.

A dispatch from London said the  
names of both Mr. and Mrs. Jacques  
Futrelle of Scituate, Mass., the former  
an author, were among the list of sur-  
vivors. The names of other prominent  
people are still missing. A throng is  
gathered around the White Star office,  
awaiting further news.

Henry W. Taft, brother of the presi-  
dent, called at the White Star office,  
seeking news of Major Archibald Butt,  
aide to President Taft; Carl Behr, the  
tennis player; and Frank D. Millet, the  
artist. He learned nothing, however.

Investigation was made to-day of the  
report which was current yesterday that  
Charles M. Hays, president of the Grand  
Trunk railroad, was among the survivors.  
The name of President Hays does not  
appear among the survivors. Mrs. Hays  
and daughter, Margaret, are reported to  
be aboard the Carpathia.

## NO WRECK DETAILS HEARD AT ST. JOHNS

Although Wireless Operator and News-  
paper Men Have Maintained a  
Constant Watch.

St. Johns, N. F., April 17.—No details  
of the sinking of the Titanic have been  
received here. The Newfoundland gov-  
ernment officials' wireless operator and  
the newspapermen have maintained a  
constant watch for any vessel likely to  
have survivors of the tragedy.

No fishing vessels had arrived from  
the vicinity of the accident this morn-  
ing.

## FOUR OFFICERS SAVED

According to Message Received from the  
Olympic.

Cape Race, April 17.—A wireless mes-  
sage last night from Captain Haddock of  
the steamer Olympic, relayed by the  
Celtic, reads as follows: "Please allow  
rumors that the Virginian has any of the  
Titanic's passengers. Neither has the  
Tunisian. I believe that the only sur-  
vivors are on the Carpathia. The second,  
third, fourth and fifth officers, and the  
second Marconi operator, are the only  
officers reported saved."

## SEVERAL VESSELS WITHIN RANGE

And Scout Cruiser Chester Expected to  
Sight Carpathia at Noon.

Boston, April 17.—Radiograms received  
this morning show that various vessels  
are within wireless range directly or by  
relay with the steamer Carpathia, which  
has on board the survivors of the Ti-  
tanic. The steamer Franconia received a  
few brief messages from the Carpathia  
and the scout cruiser Chester said she

expected to sight the Carpathia at noon,  
while the scout cruiser Salem announced  
she should stop off Nantucket during the  
forenoon and relay messages from the  
Chester to shore stations. A number of  
other outward bound liners were in the  
vicinity of the Carpathia during the  
forenoon.

## RELIEF FUND STARTED FOR CREW'S FAMILIES

Also for Other People Left in Needy  
Circumstances by the Loss  
of the Titanic.

London, April 17.—Although hope that  
the list of survivors of the sunken Ti-  
tanic may be added to has been practi-  
cally given up, the offices of the White  
Star line here, at Southampton and Liv-  
erpool are besieged by throngs. Many  
persons stayed at the offices through the  
night in the hope of getting news.

The lord mayor of London has opened  
a fund for the relief of families of the  
crew of the Titanic and others who are  
left in needy circumstances.

## CLAMORING FOR NEWS.

Sable Island Has Taken on Great Impor-  
tance by Reason of the Wreck.

Halifax, N. S., April 17.—Sable island,  
so long the terror of trans-Atlantic sea-  
men, is through the agency of the wire-  
less the storm center of a great battle  
for news of the missing passengers and  
crew of the Titanic. The wireless sta-  
tion on the lonely sand-drown island,  
planted in the Atlantic 120 miles south-  
east of Halifax, is maintained by the  
Canadian government and is one of the  
most important of the chain of wireless  
outposts on the Canadian coast. It has  
made the island, known as the graveyard  
of the Atlantic, the radiating center of  
the news which comes and goes between  
the passing liners and the shore.

The wireless equipment is powerful,  
with a range of 300 miles, and the busi-  
ness handled runs up to twelve or fif-  
teen thousand messages a year.

The wireless operators at Sable island  
are overwhelmed with messages which  
have come from all quarters, from rela-  
tives or passengers craving for news, and  
the strenuous life the wireless men have  
lived during the past 48 hours will not be  
relieved until the Carpathia gives up  
her story.

## Titanic Had Reported Icebergs.

New York, April 17.—What is be-  
lieved to be one of the last messages  
sent from the Titanic before she struck  
the iceberg was received at the hydro-  
graphic office in Washington on April 14,  
the day preceding the night on which  
the collision occurred, according to ad-  
vices here last night. The message as  
given reads:

"April 14, German steamer Amerika  
reported by radio-telegraph passing two  
large icebergs in latitude 41.27 longi-  
tude 50.08—Titanic."

This message indicates knowledge of  
ice in the vicinity of the Titanic, as  
her position when she struck was lati-  
tude 41.46, longitude 50.14.

## No Survivors on Cable Ship Minia.

Halifax, N. S., April 17.—The cable  
ship Mackay Bennett is being loaded for  
departure for the scene of the wreck of

the Titanic. Coffins are included in the  
cargo, in the hope that some bodies may  
be picked up. Several undertakers will  
go along also.

In addition to one hundred coffins the  
Mackay Bennett is taking over one hun-  
dred tons of ice. A long line of teams  
is filing down to the pier.

The cable ship Minia, which was in the  
vicinity of the disaster, arrived here to-  
day with no survivors aboard. It had  
been hoped that she might have picked  
up a few persons.

## U. S. GOVERNMENT

TO INVESTIGATE WRECK

Testimony of Survivors of the Titanic  
Disaster Will Be Heard at Wash-  
ington, D. C.

Washington, D. C., April 17.—The sur-  
vivors of the Titanic disaster will be  
summoned here to tell the committee  
of Congress concerning the inability of  
the steamship officials to save the lives  
of all the passengers on the liner. Rep-  
resentative Alexander of Missouri, chair-  
man of the House committee on mer-  
chant and marine fisheries, announced  
to-day an investigation, in which the  
passengers will give the chief testimony.

A resolution will be introduced in the  
Senate to direct the commerce com-  
mittee or a sub-committee to make a thor-  
ough probe of the Titanic tragedy and  
empower the committee to summon wit-  
nesses and take any necessary steps.

## WAS GIANT ICEBERG

Which Sent the Titanic to the Bottom,  
It Is Believed.

Washington, D. C., April 17.—The ice-  
berg which caused the Titanic disaster  
is a giant one, from a quarter to half  
a mile long and rising four hundred feet  
out of the water, according to the con-  
fident belief of the government marine  
officers, based upon a report just received  
here.

## ALL NAMES GIVEN?

Of First and Second Class Passengers  
Is the Inference.

Washington, D. C., April 17.—A tele-  
gram received by the navy department  
from the cruiser Chester, regarding the  
passengers of the Titanic, is taken here  
to mean that the list transmitted by  
wireless from the Carpathia to the sta-  
tion at Cape Race, through the Olympic,  
contains the names of all the first and  
second class passengers rescued.

## CARRIED ONLY 20 BOATS

Which Was Enough to Accommodate  
Only Part of Titanic's Passengers.

London, April 17.—In response to a  
telegram of inquiry as to the number  
of boats carried by the Titanic and how  
many people they would accommodate,  
the White Star company at Liverpool  
sends the following message:

"The Titanic had 20 boats, which is in  
excess of the official requirements."

The list of the number of boats car-  
ried by the Titanic has been widely dis-  
cussed. It appears that the Board of  
Trade regulations permit a reduction  
by half in the number of boats, rafts  
and buoyant apparatus carried when the  
ship is provided with water tight com-  
partments, but this concession does not  
apply to life jackets and similar appli-  
ances.

According to some experts it would be  
an impossibility to carry a sufficient  
number of boats to accommodate all on  
board the mammoth liners, or if car-  
ried that it would be next to impos-  
sible to man and provision them. It can-  
not be doubted, however, that the dis-  
aster will lead to a strict inquiry by  
the Board of Trade into this matter,  
and a revision of the regulations.

This question has already been for  
some time under discussion by the ad-  
visory committee, composed of prominent  
ship owners, and the Board of Trade  
committee, and certain recommendations  
had been prepared, which have not yet  
been made public.

The Titanic was fitted with electrical-  
ly controlled water tight compartments.  
Therefore, these should have been im-  
mediately closed from the bridge un-  
less, as surmised, the collision so dam-  
aged the electrical apparatus as to ren-  
der this impossible, or the vessel's side  
was torn away by an iceberg.

The Board of Trade regulations re-  
quire that a vessel of 10,000 tons shall  
carry a minimum of 16 boats. There  
are no regulations applying to vessels of  
greater tonnage, but another rule pro-  
vides that where boats do not furnish  
accommodation for all passengers on the  
steamer, additional wood or metal col-  
apsible boats or life rafts shall be car-  
ried. The regulations require that the  
capacity of the boats shall be 5,500 cubic  
feet. The Titanic's boats had a ca-  
pacity of 9,792 cubic feet each. Thus  
she had nearly double the accommoda-  
tion required by the Board of Trade.

It is stated in Belfast that the Ti-  
tanic carried 14 lifeboats each accom-  
modating 65 persons, two cutters and  
a number of collapsible boats or rafts.

## Insurance Companies Hard Hit.

The sinking of the Titanic, following  
so closely the wreck of the Delhi, Oceana  
and other big vessels has caused con-  
sideration among the marine underwrit-  
ers. It will be long before the full ef-  
fect in insurances of various kinds at  
Lloyd's is known, and many underwrit-  
ers and insurers may be hard hit.

Several insurance men, questioned on  
the subject, declined to commit them-  
selves to any definite opinion, but seemed  
to think that there would be a move-  
ment in the direction of higher rates of  
insurance. Asked whether this would  
prove a setback to the building of huge  
vessels, one member of Lloyd's said that  
it depended on the nature of the details  
of the disaster given by the survivors.

## THE ARTIST MILLET

Who Was Passenger on Titanic Was  
Painting for New Bedford Library.

New Bedford, Mass., April 17.—Frank  
D. Millet, the artist, who was a passenger

## MARKED TRIBUTE PAID

To Prof. W. E. Howard at Services in  
Middlebury Yesterday.

Middlebury, April 17.—Town and col-  
lege paid a sincere tribute to the memory  
of Professor Walter E. Howard yester-  
day. His residence of nearly 25 years  
in this village, his varied activities as  
dean and professor at the college, and  
his public services in many fields for the  
state made him widely known, and the  
gathering in the Congregational church  
for his funeral at 2 o'clock yesterday  
afternoon was the largest Middlebury  
has seen on a like occasion in many  
years. The college was closed all day  
and the public schools during the after-  
noon. The curtains of all business  
places were closed during the funeral.

The services at the house were con-  
ducted by the Rev. Rufus C. Flagg, D.  
D., of Burlington, a student friend of  
Professor Howard. The church service  
was in charge of President Thomas, who  
was assisted by ex-President Brainerd  
and the Rev. A. A. Lancaster, pastor  
of the Congregational church. The mu-  
sic was in charge of Mrs. G. D. Miner  
and Professor G. W. Cunningham, and  
consisted of favorite hymns of Dean  
Howard, sung by the entire student  
body.

The faculty of Middlebury college oc-  
cupied seats in the front of the church,  
as did also the trustees. Among the  
members of the corporation present were  
Governor John A. Mead of Rutland,  
the Hon. A. Barton Hephorn of New  
York, Dr. Julian W. Abernethy of Bur-  
lington, the Rev. James L. Barton, D. D.,  
of Boston, Frank C. Partridge of Pro-  
ctor, Judge John E. Weeks and J. A.  
Fletcher.

The students occupied seats together  
in the body of the church, and the men  
formed an escort from the church to the  
cemetery, marching two by two in a  
long line behind the hearse.

The bearers were Dr. Julian W. Aber-  
nethy of Burlington, J. A. Fletcher, Prof.  
C. R. Wright, Professor Burr, Professor  
Wetherell and Professor Bryant. The  
burial was in the family lot in the West  
cemetery.

Among those present from out of town  
were Dean George H. Perkins, repre-  
senting the university of Vermont, Presi-  
dent Charles H. Spooner of Norwich uni-  
versity, Professor Edwin H. Higley of  
Groton, Mass., Superintendent Charles  
N. Adams of Ashtabula, Dr. Edwin E.  
Cliff of Haverhill, Hon. Charles H.  
Stearns of Johnson, Philip Leavenworth  
of Castleton, O. D. Mathewson of Barre,  
C. H. Morrill of Bakersfield.

## CONN. REPUBLICANS

ENDORSE TAFT

State Convention Was Held at New  
Haven To-day and It Promised to  
Be Quickly Completed.

New Haven, Conn., April 17.—It was  
indicated that to-day's session of the  
Republican state convention to name dele-  
gates to the Chicago convention would  
be brief. Resolutions have been adopted  
endorsing President Taft for renomen-  
tation and pledging the delegation to vote  
for him. The delegates are expected to  
vote to-day for Charles F. Brooks,  
Charles H. Hopkins and J. Henry Rora-  
back for three of the four delegates-at-  
large. There is a contest over the fourth  
delegate.

The convention opened last night, when  
the business transacted was of a prelimi-  
nary nature. Attorney-General John H.  
Light of South Norwalk was chosen as  
temporary chairman. In accepting the  
chairmanship, he praised the adminis-  
tration of President Taft and declared  
the president to be "one of the most  
sane progressive men in the country."

## AVIATOR DROPPED

600 FEET TO DEATH

John Vorrept, Well-Known Belgian, Vic-  
tim at Versailles To-day, When  
Monoplane Collapsed.

Verailles, France, April 17.—John  
Vorrept, the well-known Belgian aviator,  
was killed while making a flight at the  
aerodrome here to-day. While he was  
flying at a height of six hundred feet,  
his monoplane collapsed from an un-  
known cause and the aviator fell to  
the earth.

## SEVERAL PEOPLE KILLED

In Severe Electric and Rain Storm in  
Southern Louisiana.

New Orleans, April 17.—Several per-  
sons were killed and a large amount of  
property was damaged in several south-  
ern Louisiana towns during the night by  
an electric and rain storm. Crops were  
badly damaged.

## A Tribute to the Vermont Stomach.

So far as known to local dietitians,  
Vermonters are the real dyed-in-the-wool  
sort are the only persons who can en-  
joy maple sugar and pickles at the same  
meal and feel well the next day. The  
combination seems full as dangerous as  
cherries and milk, and when one adds  
doughnuts and sage cheese and sweet  
cider—well, why speculate? Every year  
the Vermonters do this thing in Boston,  
at the annual sugaring-off party of the  
Vermont associations, and their diges-  
tions remain as sturdy as the very hills  
of their native state.

Horrendous hall was the scene of  
last night's annual party. More than  
1,000 persons were there. They sat at  
long white tables. Tin pails filled with  
pure white snow from the hills of Ver-  
mont were provided, together with pitch-  
ers of hot maple syrup, which had been  
boiled down to the right consistency.

The idea is to spread the sugar on the  
snow and gather it up neatly in a spoon.  
The Vermonters have no trouble, but those  
not used to the practice find that the  
delicious morsel is apt to settle in the  
bottom of the spoon and cling to it.  
When it is handled right, it is a joy  
that cannot be adequately described.—  
Boston Transcript.

on the Titanic, formerly lived in Matta-  
poisset, a few miles from this city. He  
was engaged to paint the mural decora-  
tions for the new public library, and he  
was bringing his sketches on the Titanic.  
The paintings were to depict the scenes  
of the days when the whaling industry  
of New Bedford was at its height.

Have you heard about the war? The  
fight is on between the tire manufac-  
turers. Automobileists can gain thereby.  
Read the Perry Automobile company's  
adv. on page 3 of to-day's issue.

## BARRE MAN MAY BE LOST

James Veale Thought to Have  
Been on the Titanic

## NAME ON PASSENGER LIST

His Brothers, Edwin C. and Nicholas  
Veale, Are Anxiously Awaiting News  
as to His Fate—He Went to  
England Last December.

That their brother, James Veale, was  
aboard the ill-fated Titanic liner, Ti-  
tanic, when she struck an iceberg some  
miles off Cape Race Sunday night, is the  
growing conviction of Edwin C. Veale  
of 661 Maple avenue and Nicholas  
Veale of 10 Liberty street, who all day  
yesterday were anxiously awaiting news.  
James Veale is believed to have booked  
passage in the second cabin of the Ti-  
tanic as she sailed from Southampton,  
Eng. It was hoped that he had de-  
ferred his return to America until a  
later ship sailed, but in the light of  
circumstantial knowledge gained yester-  
day it is possible that he went down  
with the ill-starred Titanic.

Mr. Veale sailed from New York on  
the Olympic, sister ship of the Titanic,  
as early as December 9, 1911. He had  
been a resident of Barre since 1890,  
serving his apprenticeship in this city  
and working for some time in the W. A.  
Hall shed on Burnham's meadow. Late  
last fall he decided to spend the winter  
in his native town, Constantine, Cor-  
nwall, Eng. His brothers in Barre had  
not heard from him since February 15,  
although it was known that he com-  
pleted returning to America some  
time this month. On his voyage to En-  
gland last fall, he was accompanied by  
a Mr. and Mrs. Drew and son of Long  
Island, N. Y., also returning to their  
former home for the winter. It is as-  
sumed that he planned to return to New  
York with them and that the opportu-  
nity to sail on the new Titanic when  
she left Southampton was not lost by  
any of the party.

To strengthen the belief that the en-  
tire party was aboard the Titanic and  
that some members went to the bottom  
when she foundered is the published list  
of second cabin passengers in yester-  
day's newspapers. A New York paper  
includes the names of James Veale,  
James V. Veale, Lewis Drew and Marshall  
Drew, as among the second cabin pas-  
sengers. Despatches this morning in-  
clude the name of Mrs. Lulu Drew as  
being on the list of known survivors.  
If this proves true, it is quite probable  
that local relatives of Mr. Veale will  
speedily learn of his fate. Besides his  
two brothers in Barre, Mr. Veale has  
three others in this country, William J.  
Veale of Westbury, N. L., Thomas Veale  
of Quincy, Mass., and Hugh Veale of  
Tyler, Tex. He is 38 years old and un-  
married.

From information obtained to-day it  
is feared that other passengers on the  
unfortunate vessel were bound for Barre,  
either for the first time, or after so-  
journs in Scotland and England. It is  
even reported that a number of gran-  
ite cutters from the vicinity of Aber-  
deen, who had advised friends in Barre  
of their intentions of coming to Amer-  
ica, went to Southampton and took pas-  
sage on the greatest steamship that  
ever sailed the sea. Several days may  
elapse before definite news of their fate  
may be ascertained, as the complete  
list of persons aboard has not been is-  
sued as yet.

Bennington Man on the Titanic.  
Bennington, April 17.—Charles C.  
Jones, who was one of the passengers  
on the ill-fated Titanic, had been the  
superintendent of Fillmore farms, the  
summer estate of James C. Colgate of  
New York, during the past four years.  
He was returning from England, where  
he had been for the purpose of purchas-  
ing a house already quartered on the estate.  
On his trip to England, made about  
two months ago, he was thrown from  
his berth during rough weather and re-  
ceived two cracked ribs. He was about  
45 years old, an unusually vigorous and  
active man. He had been a rancher in  
Texas and had lived most of his life in  
the open.

WRECK NEAR ESSEX.  
Freight and Work Trains on Central  
Vermont Branch Crashed.

Burlington, April 17.—A rear en-  
collision of the Burlington and White River  
freight train and the work  
train on the Central Vermont railway  
near Fort Ethan Allen blocked the track  
from 3 o'clock yesterday afternoon un-  
til nearly midnight. The accident, it  
is stated, was caused by the flagman  
not going back far enough to warn the  
oncoming train. The White River Junc-  
tion freight was heavily loaded and was  
coming at pretty good speed on the down  
grade and it was impossible to apply  
brakes soon enough before it crashed  
into the work train, smashing the  
caboose and throwing the freight en-  
gine off the track. Two cars were also  
thrown off and two rails torn from  
the ties. The engine was damaged to  
some extent, as was also the car next  
to the caboose on the standing train.  
The wreck train from St. Albans was  
immediately brought upon the scene and  
the work of clearing the track was be-  
gun. The passengers going from or com-  
ing to this city had to be transferred  
from one train to another while the  
process of clearing was going on. No  
one was injured.

## GRIM-VISAGED STATUE

Of John Paul Jones Was Unveiled at  
Washington To-day.

Washington, D. C., April 17.—The  
grim-visaged statue of John Paul Jones,  
the first great commander of the Ameri-  
can navy, was unveiled to-day. Most  
of the dignitaries here were included in  
the plan to honor his memory.

There will be a cantata rehearsal for  
"David, the Shepherd Boy," this even-  
ing.

## BARRE'S BALL TOSSERS.

Goddard Went to Northfield To-day to  
Tackle Norwich.

Goddard's baseball team left  
at 11:40 o'clock this forenoon for North-  
field, where the first game of the sea-  
son was scheduled to be played with  
Norwich university at the Dog River  
Valley fairgrounds. With a week's out-  
door practice and an all-spring training  
in the gymnasium, the boys were all  
as fit as a fiddle and confident that they  
would lead the collegians a swift race  
for the decision. According to plans  
this forenoon Peterson was to start the  
game for the locals with Angell behind  
the bat.

Coch Kurtz accompanied the follow-  
ing men to Northfield: Captain Mc-  
Leay, Manager Patten, Angell, Peterson,  
Martin, LeCasse, Witt, Bishop,  
Craig, Johnson, Melver, and Hayes. In  
addition to the strong nucleus formed  
by the presence of several of last year's  
star players, the line-up reveals a coterie  
of ball tossers hailing from many sec-  
tions. Peterson, formerly a first string  
twirler on the Shelburne high school  
team, Johnson of Littleton, N. H. high  
school, and Hayes, a one-time box ar-  
tist at Montpelier seminary and a port  
wheeler, are all new members of the  
Goddard outfit. They will do much of  
the pitching for the hill team this year.

Angell of Hardwick, a catcher  
ranked among the best secondary school  
backstops in the state, and Martin, who  
performed a star part on Rochester high  
school's diamond last spring are also  
among the acquisitions. LeCasse, the  
fast hockey player from Rock Island,  
P. Q., came to Goddard this year with  
a reputation as an infielder and during  
the few weeks of practice he has am-  
ply justified the claims made by his  
friends. Another new infielder, Witt,  
comes from Winchendon, Mass. high  
where he played an outfield position  
last year. Seminary fans who have  
watched his work out say that he will  
be a prominent factor with the stick  
and in the field this year. Bishop, who  
covered acres of ground in the outfield  
for the Gospel village Blue Sox last year,  
is one of the fastest garden men at God-  
dard. He will bear watching.

Spaulding high school held its first  
practice of the season yesterday after-  
noon at the trotting park and about fifty  
candidates responded to the call of  
Coach Edwards. The prospects for a  
good team are very bright as they  
lost only a few players by graduation  
last year. The only places to be filled  
are one of the infield, one of the out-  
field positions and a new man will have  
to be developed to fill the pitcher's box.  
For this, twirlers Sprague Drennan and  
Williams appear to be the best pro-  
spects. Drennan, who is a southerner,  
has good speed and curves and with lots  
of work should prove to be as valuable  
a man as has performed on the mound  
for Spaulding in the last few years.  
Williams, who will be of more value in  
the infield, will alternate with Drennan  
in the box work.

Milne, who caught a good share of  
the games last year, will probably be  
on the receiving end of the battery when  
the season starts. Others trying for  
the catcher's position are Ayer, Grady  
and Birnie. Hagan, who played first  
base for last year's team, is again try-  
ing for the position as are Ayer and  
Grady. L. Tomasi, Ogsten and Farrell  
are fighting it out for second base.  
Farrell is a new man in Spaulding. He  
has played at shortstop for the past few  
years on the Johnson high school nine,  
and was considered one of the best ball  
players in Lamoille county. It is like-  
ly that the schoolmasters' rules will bar  
him from playing this year. Stuart,  
who has played a star game at short-  
stop for the past two years, will un-  
doubtedly not be ousted from his place.  
Douglass and Swales are also trying for  
this position. Williams and McDonald  
are contesting for the third sack. There  
is a wealth of material out for the out-  
field positions.

William Stuart has been elected cap-  
tain for the coming season. George  
Adie, the manager, is arranging a strong  
schedule, which will not be completed  
for a few days. The first game of the  
season will be played next week with  
the Italian Athletic club.

The Italian Athletic club has been  
holding regular practice of late in pre-  
paration for the first game of the season,  
which will be played at Northfield Sat-  
urday with Norwich university. The  
line-up will be nearly the same as last  
year's. Manager Broggi is arranging a  
strong schedule, which will include some  
of the strongest baseball aggregations  
in New England. The following line-up  
will probably be used in the first game:  
Comolli, c; Weaver or Brignolli, p; Cal-  
cagni, first base; Giacomuzzi, second  
base; Marchese, shortstop; Devilon,  
third base; Tonazzi, Bottin, and one  
of the pitchers, Brignolli, who is a  
new man, comes from Cambridge, Mass.,  
with a great reputation. At their prac-  
tice last night nearly thirty candidates  
were out for positions.

## FUNERAL AT BRANDON.

Of E. A. B. Bishop, Formerly a Resident  
of Barre.

Brandon, April 17.—The funeral of  
Edwin A. B. Bishop, who died Saturday  
in Mount Clemens, Mich., was held yester-  
day afternoon at 2 o'clock from  
St. Thomas' Episcopal church and was  
largely attended. A delegation of mem-  
bers of Granite lodge, No. 35, F. and  
A. M. of Barre, Masonic chapter and  
Knights Templar commandery, of which  
he was a member, attended, and also  
St. Paul's lodge of Brandon. Rev. E. S.  
Arnold officiated. Interment was in the  
family lot at Pine Hill cemetery. Among  
those from out of town to attend the  
service were Mr. and Mrs. Fred Towns  
of Concord, Mass., Mr. and Mrs. Charles  
Dennison of Cambridge, Mass., Mr. and  
Mrs. Robert Thompson of Malone, N. Y.,  
Miss Carrie Bishop, Mr. and Mrs. Towne  
of Montpelier, John L. Simonds of Sud-  
bury.

## HOWLAND—HOUGHTON.

Cabot People Were Married at St. Johns-