

The VANDERBILT HOTEL
34th ST. EAST AT PARK AVE., N.Y.
Subway Entrance

An Hotel of Distinction
with Moderate Charges

New York's ideal Hotel for the Summer
Visitor. Cooled with artificially chilled air.
600 rooms, each with bath.

Summer Rates in effect until September 1st

People Are Like Bugs

Like Candle Bugs—a bright, cheerful, ample, radiant, glowing Electric Light will draw them from afar, just as sure as it will draw the bugs.

The people won't bump their heads against the glass and cut up as many didos, but they feel the pull of a bright light just the same—and it draws them.

All nature answers to the call of a bright light—even the flowers of the field twist their necks and turn their faces towards the sun.

Mrs. Mother.—Keep a good, bright, warm, glorious light in the middle of your family circle—it will help to draw it close and hold it tight.

Mr. Merchant.—Your show windows, your side-walk, your store, should be made to attract people—to do this make them all light and bright.

Twin State Gas & Electric Co.

RUTLAND RAILROAD

Special Popular SUNDAY OUTING Through Lake Champlain

VIA BURLINGTON AND STEAMER

Sunday, August 3rd, 1913

\$1.50 ROUND TRIP FROM BENNINGTON **\$1.50**

Special train will leave Bennington 8:00 a.m.

F. T. GRANT
General Passenger Agent

BENNINGTON BRIEFS

News of the Town and Village Told Briefly for Busy Readers.

Mrs. Mary Husted, who recently returned to America from an extended tour in the old world, is visiting her sister, Mrs. A. S. M. Chisholm.

Miss Jennie Valentine and Miss Jeannette Perkins have returned from a several months trip abroad and are at their home on Pleasant St.

Mrs. Harriet Bradford, who has been visiting in town, her former home, for the past six weeks, will return the first of the week to Claremont, N. H.

Stewart W. Millar of Boston, New England, representative for the Bennington firm of Bottom & Torrance, is in town for a few days, the guest of William H. W. Terrill. Mr. Millar is the grand chief for the state of Massachusetts of the Order of Scottish Clans.

William H. Nichols and Mrs. Nichols, who have been at Bigby, Nova Scotia, for several weeks, have returned. The trip to the province was made for the benefit of Mr. Nichols' health who was severely shocked while at work recently in the Hoosack Falls plant of the Twin State Gas and Electric company. His condition shows considerable improvement.

Henry S. Gates of Chicago was one of the members of an automobile party that passed through the village Thursday en route to Brattleboro. Mr. Gates is a son of the late John R. Gates, the proprietor of the Gates house which stood on the present site of the Bennington paper box factory. The senior Gates will be remembered by many of the older residents as one of the public spirited citizens of his time and a sturdy politician who took an active part in all local campaigns and elections.

List of letters remaining uncalled for at the postoffice for the week ending July 29th, 1913: F. K. Dunbar, Mr. William Green, Mr. H. Hamilton, Mr. Myron Harrington, Mr. M. Minor, Mr. Albat Risk, Sig. Gintias Rel, Mr. George Smith, M. F. Woodbury, Mrs. Julia M. Fay, Mrs. Martha Crawford, Miss Kathryn Hardenburgh 4, Miss Lillian Katz, 108 Henry St.; Mrs. Mary Lane, Mrs. L. M. Lata, Mrs. Charles Laub, Miss Leona Mills, Mrs. Sarah McCann, 494 Church St.

BONDVILLE

Miss Hermion Duane is visiting at Mrs. Nellie Burbank's.

Miss Erald Benson of Manchester Depot is visiting relatives and friends.

Donald Manly of Brooklyn, N. Y., is spending his vacation at Spencer Robinson's.

Mrs. J. F. Costello and lady friend of New York are boarding at Mrs. Nellie Burbank's.

There will be services at the M. E. church Sunday morning at 10:45 with sermon by Rev. M. H. Smith of Landgrove.

D. J. Kendall, who has been at his father's, J. M. Kendall's several weeks, returned to his home in New York city Friday.

Mr. and Mrs. Albert Baybrook and three children and Mr. and Mrs. Phineas Eddy and child were guests of George Baybrook Sunday.

FATHER OF HOOSACK TUNNEL

Story of George Millard's Part in Great Undertaking.

William H. Phillips, the veteran newspaperman and author, has written the following for the Sunday Springfield Republican:

It was owing to the indomitable courage and persistent determination of two business men, both natural leaders of the people, that the construction of the old Troy and Greenfield railroad became possible as well as the now famous Hoosack tunnel, opening up a second line of railway from Boston to the West. These men were George Millard of North Adams on the west side and Alvah Crocker of Fitchburg on the east side of the formidable Hoosack tunnel mountain range. It was owing to their persistent personal, financial and political struggles in the Legislatures in which they were both members after triumphant elections and their untiring labors with the public in all parts of the state of Massachusetts. Both had no other end in view but the prosperity of their commonwealth and their nation and neither ever received any pecuniary recompense for their arduous and patriotic labors, which were ultimately crowned with success. Now that the Hoosack tunnel has been in operation for 36 years the memory of these two earliest and pioneer local promoters has become dim in the public mind.

A canal through the Hoosack mountain was first talked of as far back as 1819, and a tunnel was first mentioned in 1825, but both were then looked upon as going impracticable. The citizens of North Adams still had faith that a tunnel could be built and paid \$300 for a first survey in 1845. George Millard, the enthusiastic leader, keeping in close touch with Alvah Crocker of Fitchburg, his firm and strong financial champion of the tunnel route, backed by his followers in North Adams, secured a charter from the state for the building of the Troy and Greenfield railroad in 1848, and the first work on the road and tunnel was begun in 1851 by this organized railway company. Through the herculean work of these two leaders and their adherents up to 1854, the first state loan of \$2,000,000 was granted. In securing this George Millard, a member of the Legislature, by his eloquent and soulful pleas in describing the benefits which would accrue from the building of this line to Boston, to the Deerfield valley and the whole tier of northern Massachusetts towns, was so recognized far and wide all through the early history of the tunnel up to the time of its completion in 1872.

It was on January 8, 1851, that about 100 friends of the Hoosack tunnel enterprise gathered on a bleak hillside between the west shaft and the western portal of the tunnel to first break ground on this great work. In this assemblage were Hermon D. Hays of Pennsylvania, Alvah Crocker of Fitchburg, George Millard, Harvey Arnold, Sylvander Johnson, William E. Brayton, Dr. Robert Crawford, Rodman H. Wells, Sanford Blackinton, John F. Arnold, Sander Gaylor, E. T. Hawkes, H. P. Phillips, Thomas E. Brayton, James Robinson, Edward R. Tinker and William C. Plunkett of Adams. After a fervent prayer by Rev. Dr. Robert Crawford, George Millard, then in his prime, in consideration of his signal service and untiring activity in promoting this gigantic work, was handed a bright and gleaming shovel with which he turned a sod and broke first ground for the tunnel on the west side of the mountain. His act was hailed with round after round of applause. It was in 1852, the following year, that a large party assembled on the east side of the mountain, when Alvah Crocker there first broke ground for the tunnel, supported by Col. A. Leavitt of Charlemont and Daniel Gore of Monroe, enthusiastic early promoters of the enterprise. From this time forward George Millard rendered the greatest service in raising money to prosecute the work and in obtaining the original \$2,000,000 loan from the state in 1854, and in bonding the towns between Greenfield and the New York state line in a sum exceeding \$165,000, and also in obtaining other considerable concessions from the commonwealth.

It was on July 4, 1858, that the first rail was laid on the Troy and Greenfield railroad at North Adams, just southeast of the State-street bridge, over the Hoosack river, a great crowd being present. The section between North Adams and Hoosack Junction was the first to be completed. To George Millard, on account of his distinguished services to the enterprise and his success in securing the first loan from the state of \$2,000,000, was accorded the honor of driving the first spike, followed by 13 other prominent citizens of Adams. This event was also greeted by round after round of applause and the firing of cannon. Soon after George Millard was presented with a gold-headed ebony cane now in possession of his great grandson, George Millard of Independence, Mo., and in an excellent state of preservation. Finely engraved upon this cane is the following inscription: "To Hon. George Millard, this cane is presented by the citizens of North Adams, Massachusetts, as a token of respect for the efficient services rendered by him in procuring the passage of the Hoosack tunnel loan bill in the Legislature of 1854." That the distinguished services of George Millard, as a pioneer promoter of the Troy and Greenfield railroad and Hoosack tunnel, were most thoroughly appreciated in all the early history of this enterprise, is evident from an account of a supper held at the Richmond house in 1860, at which Henry L. Dawes as toastmaster called the subject of this sketch to his feet with the appreciative toast: "George Millard; his heart is as broad as his

shoulders and his country has it all."

Through all the ups and downs which were encountered in the building of the tunnel and its connecting railroad George Millard, from first to last, was its leading, ardent and loyal friend. Elected again to the Legislature in 1865, he championed the tunnel's every interest with marked success, and glorified in having had so prominent a part in inaugurating, upholding and bringing this gigantic work to successful completion in 1875, at a cost of \$20,000,000. From a quiet village and notable town North Adams has grown into a representative and flourishing city, the foundation of which George Millard markedly helped to lay by his grand public spirit, his unwavering fidelity to its commercial and manufacturing wants and its moral and religious interests.

Who was George Millard? He was the most noble pioneer, business promoter and public-spirited citizen in North Adams in its early history. He was born in Stamford, Vt., and came down from the hills of the Green mountains where he had been since infancy, his father having died when George was three weeks old. In his early years he and his mother, a most estimable woman, lived with his grandfather, Squire Millard of Stamford, Vt. He attended the village school in Stamford for a short time before leaving for the field in which he planted the seeds of enterprise which, springing up, bore fruit in making North Adams the prosperous manufacturing city which it is. Later Stamford sent down Calvin T. Sampson, who became a most successful manufacturer in the same line of business as George Millard, who started the shoe industry in North Adams. Still later from the same mother town another well-known man of great ability came to North Adams, Albert C. Houghton.

George Millard was short and thick-set in stature, at one time weighing nearly 250 pounds. He was strong physically and athletic beyond the average man. While social, genial and good-humored, he was a successful and enterprising manufacturer and business man and brimful of pluck and persistence. When he put hand to the plow, whatever the enterprise, he never looked backward or counted the cost which might insure victory, and both old and young always welcomed his masterful leadership. In 1849 he was the owner of a large and hospitable residence on Eagle street and the owner of a fine brick store which was in advance of the times, being commodious and supplying the demands on a country store of that period, which included many things besides groceries. This was the most prosperous business of its kind in northern Berkshire and the first to deliver goods. He soon afterward opened the first boot and shoe factory in the village, in the rear of his establishment, afterward building a large, three-story wooden structure in the vicinity called Millard's hall. In this was located the first room for public assemblages in the village, as well as Mr. Millard's extensive shoe factory, in which he later associated his two sons, Henry S. and Alden C. Millard, finally disposing of the business to the former.

Directly from George Millard's success in the manufacture of shoes, this business took root in North Adams, and has grown to its present prominent dimensions. His courageous leadership of the northern Berkshire pioneers in raising funds for the completion of the Pittsfield and North Adams railroad, which began running in 1846, gave the enterprise its grand impetus. The most noteworthy activities in the history of George Millard of North Adams were his ardent and energetic devotion to religion, giving 49 years to the service of his Divine Master, and his vigor in promoting the moral and religious welfare of the community in which he was a prominent figure. His movements calculated to promote good citizenship and the public weal. As a humble Christian worker he put his shoulder to the wheel, with such earnestness as always to win success. In the Baptist church he was a veritable pillar from his baptism until his death. After disposing of his business in the store previously mentioned, he took charge in 1849 of the building of a new Baptist church edifice, to which he and Sanford Blackinton were the two largest contributors. In addition he raised money for the building and gave one year's time entirely to superintending this work before engaging in a new business of his own. This structure, worth at the time \$40,000, was supervised for \$20,000, and after being twice injured by fire was remodeled into the city's present spacious house of worship.

Upon retiring from business, his eldest son, George, having been removed by death, also a daughter, Benjamin, and his youngest son, Alden C., having taken up his residence in Chicago, Mr. Millard, with his most helpful and devoted wife, who was a daughter of Alfred Macomber, removed to Bennington, leaving his son, Henry S., engaged in his former business, associated with William H. Whitman. Finding it quite impossible to remain a man of leisure, Mr. Millard bought a Crocker cork factory of Henry T. Cushman in Bennington, and he continued to operate it until his death in 1872, at the age of 65, living at that time with his daughter, Flora, the wife of William R. Graves of Bennington. His funeral was held in the Baptist church in North Adams on March 4, 1873 (his birthday), the sermon being delivered by Rev. Miles Sanford, 18 years his pastor and ever his devoted friend. His grave is in the family lot in Hillside cemetery, shadowed by the extreme northern foothills of Old Greylock mountain. On this sacred Berkshire hillside this just champion of progress and industry sleeps the sleep of the just, while at its base the roar of locomotives and the wheels of commercial carriages reverberate and re-echo both day and night. He had fondly hoped to live until 1875, to witness the completion of the great artery of travel in his beloved country, but like Moses he was denied.

Special Sale of Electric Flashlights

For 3 Days Only, Thursday, Friday and Saturday

- 75c Vest Pocket Light, Extra strong carbon lamp
- \$1.00 Vest Pocket Light, Tungsten lamp 59c
- \$1.75 Pocket Light, Automatic Top, Extra Brilliant
- \$1.50 Pocket Light, Triple Safety Switch 98c

EXTRA SPECIAL

Regular \$1.25 two-cell nickel light, Just fits the vest pocket. The handiest and most satisfactory style made. Sale price 69c.

Tubular Lights (Tungsten)

- \$1.00 Two-cell
- \$1.25 Three-cell
- \$1.75 Two-cell Fibre Case
- \$2.00 Three-cell Fibre Case

Miners' Tubular Lights (With large lens and reflector)

- \$1.75 Two-cell
- \$2.00 Three-cell
- \$2.00 Two-cell Fibre Case
- \$2.50 Three-cell Fibre Case

The above prices are positively for the three days only after which our regular prices will be charged

GRISWOLD

BOY KILLED, ANOTHER HURT

Team Drawing Hay Ran Away Near Raymertown.

Troy, July 31.—Through the running away of a team of horses attached to a hayrigger on the farm of Henry Johnson, near Raymertown, Leonard Ross was killed and his brother, Jerry Ross, seriously injured. Both are boys 11 and 12 years of age, and they were riding on the hayrigger. Leonard Ross sustained a broken neck, while his brother is thought to have received a fractured skull.

KRYPTOK GLASSES

Are the genuine "invisible" bifocals



The "near" and "far" lenses are one solid glass. No "lines"; no cement.

Kryptoks are the "real things" in bifocals. We are agents for the genuine Kryptok and in the last ten years we have made many pairs of these very satisfactory glasses. They never fail to give perfect satisfaction and we recommend them to all who want the best.

Why not have the best and be satisfied.

DeWitt E. Lewis
Leading Optometrist

Next Y. N. C. A. Bennington
North Adams Office 414 Main St.

WET WASH LAUNDRY

Wet Wash 50c
EDW F. RILEY

Prop. 281 Bedford St.

Dog Muzzles

All dogs must be muzzled pr. order of Selectmen. We have just received our second shipment of muzzles this morning.

The Adams Hardware Co.

BOLTON'S HOME BREWED ALE

On Draught Exclusively at

Putnam House, L. Bergeron, Jr., E. A. Sauseville

"The Old Store's" At QUACKENBUSH'S JULY REDUCTION SALE

Hundreds of Reduced Prices Like These All Over the Store.

- \$4.00 NEW FALL MODEL ALL-OVER LACE WAISTS for the Reduction Sale at **\$2.98**
- \$1.25 AND \$1.50 HAMBURG FLOUNCINGS—27 and 45 inch—July Reduction Sale Price, yard **85c**
- 69c DRESS GOODS—42 inch wide—In light and medium colors—July Reduction Sale Price **39c**
- \$2.50 PARASOLS in Bulgarian effects—also plain centres with Bulgarian and Persian borders—Sale Price **\$1.50**
- 25 DOZEN NEW MODEL LONG-HIP CORSETS, worth \$1.25—Sale Price **89c**
- 85c AND \$1.00 SILKS—Messalines, Louisines, Foulards and Taffetas—July Sale Price **39c**
- STAMPED LINEN TOWELS—the half-dollar ones, at **39c**
- "ELITE" DRESS FORMS—Breast and skirt can easily be adjusted to fit any figure—A \$7.00 form for **\$5.00**
- SUMMER DRESSES—Lincens, Voiles, Eponge and thin tissues—the daintiest and cleverest effects of this summer—Your choice among them now for **\$2.95**
- WOOL SUITS MARKED TO-DAY AT \$15.00—And for most of them this is less than half the regular price.

G. V. S. Quackenbush & Co.
TROY, N. Y.