

EARLY ACCIDENTS ON THE ERIE RR.

Ed. Harold Mott's Reminiscences—Death of Last Survivor of First Erie Disaster—Testing Car Wheels with a Hammer—C. W. Dimmick as an Inventor.

The following article from the pen of Ed. H. Mott, probably the best posted man living as to the historical haps and mishaps of the Erie Railroad, will be read with interest:

The death of Ex-Sheriff C. W. Dimmick recalls the fact that he was the last survivor of the first railroad disaster of note that ever occurred in this country. It was on the New York & Erie Railroad, now the Erie Railroad, July 24, 1846, when the road was less than five years old and was still running four-wheeled cars and cabless locomotives without "cowcatchers."

This first serious railroad accident occurred at Seaman's Bridge, near Monroe, Orange county, N. Y. A broken wheel on one of the cars derailed the train as it was passing over the bridge. The bridge broke down. One car fell into the creek, a distance of fifteen feet. Other cars were jammed together in the manner that originated the term of "telescoping" of cars in collision. Three persons were killed instantly. Three subsequently died of their injuries. Twenty others were seriously hurt, some of them crippled for life.

The train contained two cars of students from a Middletown private school, and friends and relatives who were accompanying the school on an excursion to the Elysian Fields, a famous pleasure resort of that day, now a busy part of Hoboken. Mr. Dimmick, then a lad, was a pupil of that school, and one of the excursionists. He was among the injured. The dead and wounded were all excursionists, and members of leading families of the locality and of New York city. Among the latter, wounded, was young Ogden Hoffman, son of Ogden Hoffman, the famous New York lawyer of that day.

This being the first bad accident on any of our railroads it became notable throughout this country and abroad. From it grew the first damage suit against a railroad to recover for injuries sustained in an accident to a train, and in the trial of that suit originated a practice in railroading that became universal on railroads the world over. The suit was brought by Thomas W. Oliver, of Bloomingburg, Sullivan Co., N. Y. He was among the badly injured in the accident. His contention was that the accident had been caused by a cracked wheel on one of the cars, and the possibility of the company's ability to have become aware of the flaw so that the unsafe wheel could and should have been replaced by a sound one, which the company denied, was established by the evidence of two car wheels produced in court by Oliver's counsel. One of these wheels was a sound one. The other was cracked to correspond with the cracked wheel that caused the wreck, there being no denial of the flaw in that wheel, as it was an exhibit in evidence.

The wheels in court were subjected to the smart tapping of a hammer. The damaged one gave forth a dead, flat sound, the undamaged one a clear, ringing sound. The testimony of these novel witnesses for the claimant was accepted as indisputable proof that the company could have known of the flaw in its car wheel by proper inspection, which the court ruled it was the company's duty to provide. Oliver was awarded a judgment of \$20,000, and from that testimony of the car wheels came the custom of testing car wheels by tapping them with a hammer by an inspector appointed for that purpose, at certain stations during a train's trip over a railroad, a custom that became universal, and is still maintained on many railroads. That accident also led to the abandonment of the Ross Wainan's cast iron spoked car wheel, and the introduction of the pattern of wheel now in use.

Other damage suits followed the Oliver suit, and the Erie's first accident to a passenger train cost the company over \$100,000.

Sheriff Dimmick was the inventor of a device to be used in the making of macrame lace, when that old art was revived in this country by a big linen thread manufacturing concern some years ago, a device that changed the method of making the lace from a cumbersome and tedious one to one that made it a light and speedy task that popularized it so that macrame lace making became a household craze all over the country, as well as a profitable commercial industry.

Mrs. Dimmick, who was a daughter of the late Judge Rodney S. Church, of Brooklyn, was one of the first ladies who took up the pastime of macrame lace making. Made from linen thread, a large heavy cushion, filled with sand, was used for holding the pins and pegs necessary to the tying of the lace, as had been the method among the lace makers of France for a hundred years and more. Sheriff Dimmick, noticing the difficulty and labor with which this cushion was handled, devised a light table or frame, so arranged that it mechanically held

the pegs, and made their manipulation by the lace maker so simple and easy that a child could in a short time become adept in lace making.

The linen thread manufacturing concern appropriated the idea, patented it, and through it built up a demand for its thread, which was the only kind used in the making of macrame lace, that enriched it greatly during the years the lace was in demand and the making of it as a household art continued to be the fad. The Dimmick device banished the century old cumbersome cushion from use by the lace makers in France, and wherever the lace is made to-day it is utilized. Sheriff Dimmick got no profit from his invention.

"Chance" Dimmick was the first one in Pike county to have a horse "clipped." This was in 1859, and the operation was then an entirely new thing. He had a sorrel mare on which the experiment was tried, and the sleek, youthful, improved appearance it gave her was more than a nine days' wonder. The novel operation, performed by an expert who had been clipping horses in Orange Co., kept Milford busy watching it until it was done. Some exciting variation was given to it by the mare kicking Joe Hongland, one of the irrepressible small boys of Milford fifty years ago, and who had ventured on a too close inspection of the process of clipping. The kick disabled Joe's leg and laid him up for some days, but no one thought much of that, for Joe was always getting a leg or something broken, his favorite method being falling out of somebody's cherry tree.

YOUNG WITHDRAWS STATE MONEYS

Auditor General Young's Opinion on Support of Criminal Insane.

Auditor General Robert K. Young has issued instructions to all the traveling auditors of his department that they shall not in the future allow any payments by the State to counties for the support of the criminal insane. This ruling is based upon a careful examination of the acts of assembly relating to the subject, Auditor General Young being convinced that the State is not liable for any portion of the maintenance of criminal insane, although it is unquestionably liable for a share of the maintenance of the indigent insane.

Under the present laws the State pays \$1 50 per week per capita for the maintenance of indigent insane in county asylums, indigent insane being those patients who are without means of support of their own and who cannot be supported by their families. For the indigent insane in State asylums, the county from which the patient comes pays \$1 75 per week per capita for maintenance and the State pays an additional sum not to exceed \$2 50 per week per capita. As a rule, this maximum of \$2 50 is not reached.

Up to the present time it has been the custom for the State to contribute to the support of criminal insane, as it does to the support of indigent insane, but Auditor General Young now takes the position that under the act of May 8, 1883, (Amphlet laws, No. 27), the State is not liable for any portion of the support of criminal insane, even though such criminals be actually indigent.

The rule that Auditor General Young has just put into force will save the State a considerable sum of money, if the position be proved to be sound. When the new State hospital for the criminal insane at Farview, this county, is completed, the State will be liable for the maintenance of patients there, as it is for indigent insane, this being specially provided by sections ten and eleven of the act of May 11, 1905, providing for the erection of that hospital.

Any test of the new ruling will have to come from counties that may feel aggrieved at the order. Auditor General Young says that the rule stands and that no allowances for criminal insane will be made on the part of the State, unless the authorities of some county take the matter to court and the decision is against the commonwealth. Should a decision be rendered against the State in a lower court, it is probable that the result would be an appeal to the superior or supreme court.

Cartoons as Penalties
Cartoons have always been a great irritation to politicians and crooks. Tweed said he didn't care what the newspapers said about him; the people who voted under his orders didn't read them; but the cartoons hurt him, for everybody saw them, and the people who couldn't read understood them. All persons in the Tweed class will also remember that Tweed was arrested in Spain because he was recognized by a man who had never seen any picture of him except those wonderful portraits that Tom Nast used to draw.

It Wouldn't Pay.
A great smoker handed his cigar case to his right-hand neighbor. "Thank you, but I don't smoke," said the man. He therefore handed it to the man on the left, who made the same reply. Whereupon his wife nudged him and said: "Why don't you hand it to the captain?" "No, thank you, he smokes."

GRANGE.

WEEKLY PRESS NEWS LETTER.

On Timely Topics of Plant Pests—Protection Against Moths—How to Kill the Coddling Moth.

Any of the readers of this paper desiring information in regard to the enemies and diseases of fruit trees, or other plants of the garden and farm, should write at once to Prof. H. A. Surface, State Zoologist, Harrisburg, Pa., who takes pleasure in answering questions on such matters.

TO PREVENT DAMAGE FROM MOTHS.

As a preventive of moths in cases containing clothing, there is nothing like making the cases in which they are packed so tight that the moth can not enter to lay her eggs, from which eggs the larvae come. Naphthaline balls are better than camphor, but if the garments are wrapped in newspapers and put into a protected case and this sealed with strips of paper over the cracks at every possible point of entry, to keep out the moths, there will be no danger of the moths developing. Camphor or naphthaline balls can be used in the packages also, but these alone will not prevent the occurrence of the moths, nor destroy the moth larvae after they have entered. The chief point in protecting fabrics from destruction by moths is to keep them in a vessel where the little winged moth can not enter to lay its eggs. An aid to this is the use of some substance like the balls above mentioned, which act as a repellent. After the clothing is attacked destroy the pests at once by fumigating with bisulfid or carbon. The State Zoologist of Pennsylvania recommends one pound of this liquid to each 100 cubic feet of space, either sprinkled on cloth or poured into shallow vessels placed on it.

TO KILL THE CODDLING MOTH.

Prof. H. A. Surface, the State Zoologist, prefers arsenate of lead to Paris green for adding to the Bordeaux mixture, to be used in killing fruit and foliage eating insects.

Concerning the use of arsenate of lead, he says that it is an arsenical poison which takes the place of Paris green or London purple. It is generally prepared in paste form, coming in vessels, containing enough water to cover it. The proper way to use it is to stir it into a thin paste with a slight quantity of water, using a paddle so that it can be ground against the sides of the vessel containing it, making a paste and thus breaking the lumps. After a uniform paste is made, with the lumps all crushed, more water can be added and this then should be stirred, poured and strained into the spray tank. It can then be used the same as Paris green. Being partly suspended and partly dissolved in the water, it sticks better than Paris green, as it sticks like house paint, and thus would not be washed off by ordinary rains, nor blown off readily by the wind. One pound in fifty gallons will do the work perfectly.

The arsenate of lead will not injure chickens by sprinkling grass under trees sprayed with it, as they will not eat enough grass with it to be injured. Of course, if any animals or fowls should drink water that is strongly impregnated by the poison they would doubtless be injured or killed.

Also, the possibility of injuring cattle is very slight indeed. If orchards should have a considerable quantity of long grass when spraying is done, and should be sprayed in such a way that this grass is thoroughly covered with arsenical poison, and the cattle be permitted to eat it before rains wash it, there might be danger of injury; otherwise, not.

CITIZEN'S 5 MILE RACE.

In hopes that every athlete will read the following suggestions, they are herein printed for their guidance.

First, before competing, or even entering upon the course of training necessary to compete in this event safely, each athlete is advised to have his heart examined. Second, not only should the athlete have his arms and body covered in his practice, but he should likewise wear a loose fitting pair of long woolen trousers, and he should have his feet well protected, by strong soles, from the pebbles and hard road, and thus avoid bruises.

Tobacco and liquor should be avoided, as no man can get in his best condition and partake of these things; especially is this true of the young athlete who has not formed the habit of depending upon these stimulants.

The training should be started with long walks at a rapid gait with frequent jogs, and the distance of the jog should be gradually increased until by the 15 of May every contestant can safely jog at about two-thirds his best speed the full course of five miles without great inconvenience. He should be especially sure to cover up warmly after his work, and after his heart and lungs have resumed their normal rhythm, and his temperature has become normal, to be rubbed down in a warm room, free from draughts, after which he should rest in bed warmly covered up for at least an hour.

POST OFFICE CLERKS' ANNUAL CONVENTION

Eighth Yearly Meeting at Harrisburg—Business Meetings to be Followed by Grand Banquet.

Final preparations have been made by the committee of arrangements of the Harrisburg Branch, No. 89, United National Association of Postoffice Clerks, for the entertainment of the eighth annual convention of the Pennsylvania State Association, which will convene in that city on May 17th, and continue in session until Friday next.

The guests will include postoffice clerks of prominence from all parts of Pennsylvania, among them being State Secretary Fred T. Hicks, of Erie, and State Treasurer George L. Reeder, of Williamsport. Matters of importance to all postoffice clerks will be discussed and very interesting addresses will be made by department officials and others. Frank T. Rogers, president of the national association, whose name is honored by every postoffice clerk for his unwavering fidelity to their cause, will also address the convention.

This convention will elect a delegate to represent the State association in the national convention, which will meet in Atlantic City in September. The convention will take a recess at 4 o'clock and the delegates will proceed to the State Capitol, where they will be given a reception by Governor Stuart. Sunday afternoon they will be shown Greater Harrisburg by autos. On Sunday evening in the parlors of the Metropolitan Hotel the entertainment will be in the form of a sacred concert given by the Imperial Mandolin Club. This will be followed by a luncheon. After the sessions of the convention on Monday the delegates and guests will assemble with the members of the Harrisburg branch in the parlors of the Metropolitan, where a reception will be held from 7 to 8, and will proceed from there to the banquet room in the Italian garden, which will be prettily decorated for the occasion.

Samuel W. Fleming, assistant postmaster, will be the toastmaster. Among those expected to be present and some of whom will respond to toasts are: Senator Boies Penrose, Governor Edwin S. Stuart, President Judge George Kunke, Judge S. J. M. McCarell, Frank T. Rogers, national president Postoffice Clerks' Association; W. F. Gibbons, secretary national association and Hon. E. M. Norris, salary and allowance division, Washington, D. C.

POINTS IN THE NEW AUTO LAW

The salient points of the new automobile law which has been signed by Governor Stuart, and which is approved by motorists in general, are as follows:

Entire new system of regulation of automobile law inaugurated. Registration fee made \$5 for cars of less than 20 horse-power; \$10 for cars of more than 20 horse-power, and \$15 for cars of 50 horse-power and over. Fixes the maximum speed limit in open country at a mile in two and a half minutes, and in built-up sections at a mile in five minutes. Requires non-residents of the State to designate representatives upon whom process can be served. Requires drivers of automobiles under 18 years of age to have a special license. Requires all drivers of automobiles to take oath upon application for license and to display the drivers' tag conspicuously. Limits effectiveness of license till December 31 of the year of issue.

Provides a fine of from \$100 to \$300, and imprisonment of not more than a year for intoxicated drivers.

Provides fine of not more than \$100 and not more than one year's imprisonment for operating automobile without owner's consent.

Provides that danger signals shall be displayed on all dangerous highways.

All local speed regulations are abolished except in parks.

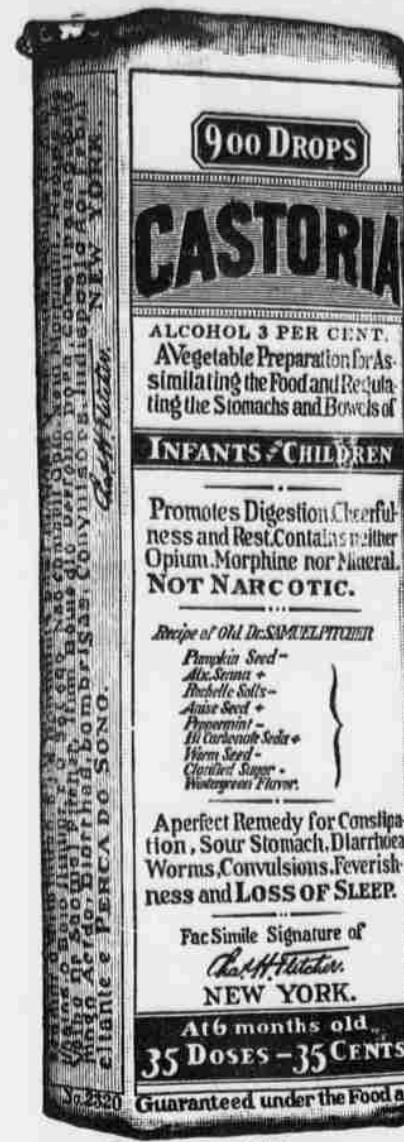
Restricts the power of communities to regulate speed rates lower than specified by this act.

Authorizes arrest without warrants of violators of the law.

Allows the acceptance of personal property as bail.

Provides that fines for violating the speed limits go into municipal treasuries and all other fines into the State Treasury.

Swadeshi.
In the sense in which Sir William Harcourt remarked, "We are all socialists now," it may be said that Anglo-Indians are believers in Swadeshi. While all reasonable Anglo-Indians deprecate the senseless agitation and the unsound economics of the extremist advocates of Swadeshi principles, they are all anxious to assist that natural development of indigenous industries and the creation of new ones upon which the future prosperity of the country so largely depends.



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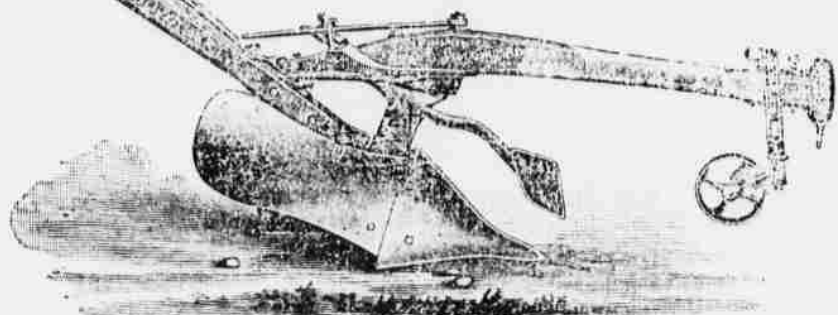
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Over 27,000 lbs. of Plows and Repairs received in March. THIS CUT SHOWS THE No. 56 SIDE HILL. We also have No. 7, a size smaller.



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