

THE CITIZEN

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E. B. HARDENBERGH, - PRESIDENT
W. W. WOOD, - MANAGER AND SECY
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C. H. DORFINGER, M. R. ALLEN,
HENRY WILSON, E. J. HARDENBERGH,
W. W. WOOD.

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FRIDAY, AUGUST 27, 1909.

REPUBLICAN NOMINATIONS.

JUSTICE OF THE SUPREME COURT

Judge Robert Von Moschizker,
of Philadelphia.

AUDITOR GENERAL,
A. E. Sisson,
of Erie.

STATE TREASURER,
Jeremiah A. Stober,
of Lancaster.

JURY COMMISSIONER,
W. H. Bullock.

Honesdale has but few if any "undesirable citizens," and it is the duty of every self-respecting person to help maintain that record.

Wellman's failure to reach the North Pole by an airship, proves that the development of the airship has not reached a stage where aviators can go very far from their base of supplies.

Andrew Carnegie is beginning to tighten up on his wad, instead of giving away ten and twenty thousand dollar checks, he is giving people who ask for money all the advice they can carry away. Unless Andy is very careful he will die rich, which he claims is the unpardonable sin.

A sigh of relief went up from the band of Progressive Democrats now at Saratoga, that was felt as far west as Oklahoma, when the news was received that Bryan would not attend. Prayers are now being offered that Willie Hearst, Charley Murphy, Pat. McCarren, Tom Taggart and Finney Connors will be providentially prevented from being present.

The cruelties and indignities which Harry K. Thaw complains as being heaped upon him at Mattewan are: Can't play the piano; can't have the white of eggs, nor orange juice as his private doctor orders, but the crowning cruelty is, he is compelled to go to bed at 8 o'clock nights. Isn't this awful to a man who took pleasure in using a dog whip upon the backs of girls?

The newspaper and sidewalk comment on the retirement of Mr. Pride from his temporary occupancy of the editorial chair of The Citizen, and his attitude toward Mr. Wood, the managing editor, has not yet struck the true inwardness of the situation. There need be no difficulty, however, in explaining this. It is common to say of a man who proceeds with his business unobtrusively that he "says nothing, but saws wood." In the present case, Pride saw Wood, but sawed no wood, and finally, instead of sawing wood he cut Wood. Hence the vacant chair.

A very plausible story is going the rounds to the effect that a much more feasible route for an inter-oceanic canal has been discovered, wholly within the territory of Columbia and that British interests are acquiring the rights with a view of constructing a rival canal to that of the United States. Great Britain may not like the idea of Uncle Sam controlling the only waterway between the Atlantic and the Pacific, but it is improbable that she will spend hundred of millions of dollars, into an enterprise of this kind when she needs all the money she can scrape together to build battleships in order to keep peace with Germany.

New York has a genuine octopus—not the home-grown, tariff made species—but a real live octopus, born in Bermuda waters and brought here at great expense. It is located at the Aquarium, only a stone's throw from Wall street where the brokers can come and get pointers by studying its habits. Men are kept busy pumping water into the Octopus's tank, a process which appeals to the stock broker's sense of humor. If the animal can stand his surroundings he will obtain a post of honor, such as is enjoyed by only Harriman, Morgan and Rockefeller.

RELIGIOUS CENSUS.

Standing out as a conspicuous feature of a bulletin issued to-day by the Census bureau entitled "Census of Religious Bodies," is the fact that out of a church membership in the United States in 1906 of nearly 33,000,000, males formed considerably less than half of the total.

Of the total church membership reported by the various religious bodies and classified by sex, 43.1 per cent. were males and 56.9 per cent. were females. Among the Protestants the difference was greater, only 39.3 per cent. being males, while in the Roman Catholic church the males formed 49 per cent. of the total membership.

Fewer males than females were found among the Latter-Day Saint the Lutherans, Disciples, Methodists, Baptists, Presbyterians, and Protestant Episcopalians, the percentage of male members decreasing in the order shown, there being but 35.5 per cent. male among the Episcopalians. Among the Christian Scientists only 27.6 per cent. were males, and of the Shakers but 21.3 per cent.; but in the Greek Orthodox church 93.9 per cent. were males.

Other salient features of the report show that there were \$1,250,000,000 invested in church edifices and that every day eight new churches sent their spires skyward.

Of the total estimated population of continental United States in 1906 the church members formed 39.1 per cent., as against 32.7 per cent. for 1890. Of this 6.4 per cent. increase the Roman Catholic church is credited with 4.4 per cent. and the Protestants with 1.8, the remainder being divided among all other denominations.

The total church membership for 1906 was 32,936,445, of which number the protestants were credited with 20,287,742, and the Roman Catholics with 12,079,142. Of the protestants bodies the Methodists numbered 5,749,838, the Baptists 5,662,234, the Lutherans 2,112,494, the Presbyterians 1,830,555, and the Disciples or Christians 1,142,359. The rate of increase shown for the Roman Catholic church 93.5 per cent., which is more than twice that for all the Protestant bodies combined.

SCRANTON'S NEW HOTEL.

The contract for the building of the Casey Grand hotel at Lackawanna and Adams avenues was filed Tuesday. The contract is drawn between A. J. and P. J. Casey and the Carlucci Stone company and shows that the contractor is to receive \$386,000 for the work.

Among the clauses in the contract are the following: The building must be completed and ready for occupancy on or before July 1, 1910; the contractor must furnish a bond for \$200,000 for the faithful performance of the work, and an additional indemnifying bond against accidents of \$40,000; that the contractor shall receive a bonus of \$100 for each day the building is completed before the specified time, and pay \$100 a day forfeit for each day the work goes over the time limit. The sum of \$200 is to be spent by the contractor in protecting the foundations of adjoining buildings.

The work on the hotel is to be done under the supervision of Architect Charles R. Weatherhogg of Fort Wayne, Ind., or his agents and all disputes over any clauses in the contract are to be referred to an arbitration board made up of John Nelson, E. D. Walter and Eugene Fellows.

Work on the excavations for the hotel was started on Wednesday. The plans have already been filed with the building inspector and the permit will be issued in a few days.

COMING THE FARMER'S WAY.

The directors of the Consolidated Milk Exchange, at a meeting held Friday, in their offices in New York, again advanced the price paid for milk to farmers one-quarter of a cent a quart. The new price went into effect on August 16, when farmers received 3 1/4 cents a quart, or \$1.30 for forty quart cans of milk.

This is the third increase received by the farmers since June. On June 1 they received 2 1/4 cents a quart or 90 cents a can; July 1 they received a raise of one-half cent, to 2 3/4 cents a quart, or \$1.10 a can; August they got a raise of one-quarter cent, to 3 cents a quart, or \$1.20 a can, and Friday they received another quarter cent. advance. According to Joseph Laemmel, secretary of the exchange, the farmers are not yet receiving enough money to encourage them in the production of milk.

The Consolidated Milk Exchange does not include the largest dealers of milk in New York—the Borden Condensed Milk Co. and the Sheffield Farms-Slawson-Decker Co. Although these companies under contract pay the farmers less than the present exchange price, they are constantly offering bonuses for superior milk. Laton Horton, president of the Sheffield Farms company, said that he was willing to pay almost any price within reason to secure the best milk.

SCRANTON BUSINESS COLLEGE.

Court House Square, SCRANTON, PA.
The Scranton Business College, H. D. Buck, proprietor, will begin its sixteenth year on Tuesday, Sept. 7th. Monday will be enrollment day. New teachers, new equipment. Graduates meeting with splendid success almost everywhere. Write for literature. H. D. Buck, Principal. 6318

CHAPMAN REUNION.

Eleventh Annual Reunion Held at Lake Ariel, August 21.

The descendants of Ralph Chapman, Sr., who settled in Salem, Wayne county, Pa., in the year 1838, held their reunion at the home of Mr. and Mrs. John Wittich. It was the largest reunion ever held, there being 175 persons present. The day was pleasant and the friends and relatives had a very enjoyable time. A sumptuous dinner was spread on tables under the trees on the lawn. After dinner a meeting was called by the president, Mr. Florence Chapman. It was opened by a song composed for the occasion and followed with prayer by Rev. F. A. Van Seiver of Ariel. This was followed by music and recitations and a very pleasing address by Rev. F. A. Van Seiver.

Officers were elected as follows: President, Mr. G. O. Chapman, of Carbondale; secretary, E. L. Chapman, of Hamilton; treasurer, Chas. C. Chapman, West Pittston; executive committee, Mrs. Don. Bidwell, Miss Lulu Chapman, Mrs. George Chapman.

It was decided to hold the next reunion at Nay Aug Park, Scranton.

Among those present were the following: Hamilton—Mr. and Mrs. Eugene Chapman and family, Dwight Chapman, Sr., Mr. and Mrs. Florence Chapman and family, Mrs. Levia Chapman, Albert Wetherill, Miss Ann Wetherill, Miss Emelia Wetherill, Mr. Frank Wetherill and family, Mr. and Mrs. Flora Goodridge and son; Mr. and Mrs. Geo. Chapman, Miss E. M. Buckingham, Mr. Fred Chapman and family, Mr. and Mrs. Richard Simons, Mr. and Mrs. Frank Ames and family, Mrs. Eugene Simons, Carl and Glen Stevens, Earl Chapman, Mr. and Mrs. C. E. Chapman and family; Freytown—Mr. and Mrs. Ralph Ames and family, Mr. and Mrs. Robert Ames and family, Mr. and Mrs. Charles Ames, Mr. and Mrs. Charles Shreck; Scranton—Mrs. Frank Decker and family, Mr. and Mrs. Frank Sloan, Miss Minnie Ames, Mrs. John Tucker, Clarence Miller, Mr. and Mrs. Levi Lewis and family, Mrs. Walters, Miss Maud Walters, Mr. and Mrs. Oscar Randolph and daughter; Sterling—Mr. and Mrs. H. H. Robecker and family; Carbondale—Mr. and Mrs. Charles Hunter and daughter, Mr. and Mrs. Geo. O. Chapman, Miss Lulu Foster, Mrs. Clifford Chapman and family; Prompton—Mrs. O. W. Chapman; Hawley—Mrs. John Chapman and family; Honesdale—Mr. and Mrs. E. C. Brown and family; Daleville—Mrs. James Havenstrite and son William, Mr. and Mrs. George E. Ames and daughter; Philadelphia—Mrs. E. J. Wilkins; Lancaster—Mrs. J. M. Swarr and sons, Urban Baker; Gravity—Mr. and Mrs. C. E. Masters and family, Mr. and Mrs. C. E. Brooks and son; Avoca—Mr. and Mrs. Jack Hummer; Montrose—Mr. Byron Jones; Duryea—Mr. and Mrs. E. E. Warner and sons; Clark's Green—Mr. and Mrs. E. J. Chapman; Ariel—Rev. and Mrs. John Wittich, Miss Laura Wittich; Jubilee—Mr. and Mrs. J. E. Masters and son, Mr. Edward Chapman; Shultzville—Henrietta and Elery Peters; New York City—Ada Warner, Florence Evensen; Canadensis—Albert Feltham, Mr. and Mrs. J. B. Edwards and family; Reading—Miss Valeria Wittich, Mrs. Mamie Irwin and son; Wilkes-Barre—Mr. and Mrs. Lorr Bidwell and son, and Mrs. Lon. Bidwell and son, Mr. and Mrs. Chas. E. Chapman and family.

We continue our journey north, passing through Lathrop, Tracy, Port Costa, where the great warehouses which receive the products of the grain fields of nearly all the State, are situated, and arrive at San Francisco at 7:45 o'clock. We left Saturday night at 9 o'clock, by the Overland Route for Denver, Col., and the east. We had as our companion on this trip to Denver, Prof. Clark, of Stanford University, who gave us some very interesting information in regard to the scenery we traveled through. We were up early the next morning; our train was climbing the sides of the Blue Canyon, where we had a beautiful view down the gorge some two thousand feet. Along this part of our journey, for a number of miles the track is protected by snow sheds, but the sides of the sheds are latticed so the scenery is not entirely lost. We reached the summit, 7018 feet above the sea, at 7 o'clock. As we passed on, we saw to our left, down in the valley, Independence, Donner and Webber Lakes. The unfortunate Donner party camped by the lake of that name, snowed in, in the winter of 1846-47, losing 43 of its 83 members. We arrived at Truckee at 8 o'clock a. m. This is a lumbering and railroad town of about two thousand people. We follow the mountain side down the canyon of the Truckee river, and at 10 o'clock we are at Reno, at the foot of the Sierra Nevada Mountains. Reno is the most important and substantial of Nevada cities. At Sparks, a short distance from Reno, we set our watches one hour ahead from Pacific to mountain time. Our next important stop is Hazen, where passengers change cars who wish to go fortune hunting in Southern Nevada, among the mines. We could name the Rawhide, Fairview, Wonder, Tonopah, Goldfield, Bullfrog and a score of camps already well-known to prospectors and stock brokers, that are reached by the N. C. R. R. from Hazen. This being the 4th of July, most all the places we passed through were decorated for the occasion. At 7:17 p. m. we are at Battle Mountain. Here in the early sixties was the scene of a fierce fight between the Immigrants and Indians. The Indians were worsted, but they claim to this day "heap white men killed." Eastward our train follows the old overland trail to Lucin, across a region for half a century described in geographies as the "Great American Desert," now said to be good fertile land requiring but the touch of water to make it productive. Just before retiring, our porter informed us, that those wishing to be called in the morning in time to see the Great Salt Lake Cut-off, would be accommodated upon the payment of two bits, 25 cents. We depended upon ourselves, saved our quarter and was up at 4:30 just before our train reached Lake side. We cross the marsh and soon we have the dense green water of the lake on either side of us. Looking ahead we can see the track gradually come together and fade away in the sea. We travel thus for twenty miles over the water, seventeen feet above the lake surface. It's a beautiful bright morning, the sun is just rising above the distant mountain. What an enchanting and fascinating sight!

INSURANCE CO. SHY ON CAPITAL.

Assistant Deputy Attorney General Hargest, in an opinion to Insurance Commissioner Martin on Monday, advised against the issuance of a certificate to the Pennsylvania Insurance company, of Pittsburg, because it does not have a paid-up capital of \$100,000 as required by the act of 1876, regulating joint stock companies.

The company was chartered in 1852, but went out of business in 1891. It is now attempting to revive itself under its old charter, with only \$12,000 paid up capital. The opinion says it is "the policy of the state not to permit an insurance company to engage in business on so meager a capital."

IMMENSE POTATO CROP.

Increase of 210,000 Barrels in Yield From South Jersey.

From figures received from the various shipping points it is estimated that from south Jersey alone more than 4,000 carloads of potatoes will be shipped this year.

This will bring to the farmers more than \$1,200,000 for their crop of 640,000 barrels. This is an increase over last year of 240,000 barrels. The crop has returned to the growers an average of \$100 per acre, which, after deducting the cost of growing and marketing, shows a nice profit.

The Farmers' Exchange has transacted more business than was anticipated and has had to increase its force of clerks.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Watson

"A TRAMP ABROAD."

Interesting Letter from Mr. August J. Rehbein.
(Continued.)

The San Joaquin Valley extending northward from the Tehachapi Mountains to the Sacramento Valley, and lying between the Coast Range on the west, and the Sierra Nevada on the east, forms a basin 250 miles long and from 50 to 60 miles wide. The San Joaquin river runs north through this valley uniting with the Sacramento river and flowing westward into San Francisco Bay, thence through the Golden Gate into the Pacific Ocean. It was an extremely hot day when we took this journey from Los Angeles to San Francisco through this valley. We had to close our car windows to keep the hot air out, but with the temperature at 95 or 100 degrees in the shade, we felt no exhaustion from the heat. The dryness of the air renders this extreme heat less felt than it would along our eastern coast where the air is more moist. Through this valley we passed groves of oranges, lemons, olives, dates, figs, grapes, and other semi-tropical fruits, giving evidences of its wealth where water has been applied through irrigation. According to the census of 1902, 908,182 acres of land in this valley alone was under irrigation, and this out of a total acreage of 1,708,720 under irrigation throughout the state, and we were told that it was safe to assert, that more than two million acres are being watered at this time. In California this brief statement will illustrate what has, and is being accomplished in reclaiming that which was once called "Desert Land." We reached Fresno, halfway up the valley, at noon. Here is the center of the largest raising producing district in the world, about five-sixths of the total production of the United States, or from 50 to 60 thousand tons comes from the Fresno district. Also the celebrated Smyrna fig—the fig of commerce—is now produced here in perfection. They call it the Calimyrna fig. At Merced, a small country town in the heart of the valley, is where the Yosemite Valley Railroad can be taken to the picturesque and wonder valley of the Yosemite.

We continue our journey north, passing through Lathrop, Tracy, Port Costa, where the great warehouses which receive the products of the grain fields of nearly all the State, are situated, and arrive at San Francisco at 7:45 o'clock. We left Saturday night at 9 o'clock, by the Overland Route for Denver, Col., and the east. We had as our companion on this trip to Denver, Prof. Clark, of Stanford University, who gave us some very interesting information in regard to the scenery we traveled through. We were up early the next morning; our train was climbing the sides of the Blue Canyon, where we had a beautiful view down the gorge some two thousand feet. Along this part of our journey, for a number of miles the track is protected by snow sheds, but the sides of the sheds are latticed so the scenery is not entirely lost. We reached the summit, 7018 feet above the sea, at 7 o'clock. As we passed on, we saw to our left, down in the valley, Independence, Donner and Webber Lakes. The unfortunate Donner party camped by the lake of that name, snowed in, in the winter of 1846-47, losing 43 of its 83 members. We arrived at Truckee at 8 o'clock a. m. This is a lumbering and railroad town of about two thousand people. We follow the mountain side down the canyon of the Truckee river, and at 10 o'clock we are at Reno, at the foot of the Sierra Nevada Mountains. Reno is the most important and substantial of Nevada cities. At Sparks, a short distance from Reno, we set our watches one hour ahead from Pacific to mountain time. Our next important stop is Hazen, where passengers change cars who wish to go fortune hunting in Southern Nevada, among the mines. We could name the Rawhide, Fairview, Wonder, Tonopah, Goldfield, Bullfrog and a score of camps already well-known to prospectors and stock brokers, that are reached by the N. C. R. R. from Hazen. This being the 4th of July, most all the places we passed through were decorated for the occasion. At 7:17 p. m. we are at Battle Mountain. Here in the early sixties was the scene of a fierce fight between the Immigrants and Indians. The Indians were worsted, but they claim to this day "heap white men killed." Eastward our train follows the old overland trail to Lucin, across a region for half a century described in geographies as the "Great American Desert," now said to be good fertile land requiring but the touch of water to make it productive. Just before retiring, our porter informed us, that those wishing to be called in the morning in time to see the Great Salt Lake Cut-off, would be accommodated upon the payment of two bits, 25 cents. We depended upon ourselves, saved our quarter and was up at 4:30 just before our train reached Lake side. We cross the marsh and soon we have the dense green water of the lake on either side of us. Looking ahead we can see the track gradually come together and fade away in the sea. We travel thus for twenty miles over the water, seventeen feet above the lake surface. It's a beautiful bright morning, the sun is just rising above the distant mountain. What an enchanting and fascinating sight!

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We felt repaid for our extra effort in early rising, and this ride across Salt Lake will linger in our memory long after many other things are forgotten. The old road-bed around the north shore of the lake, for a distance of 147 miles, has been abandoned. This Cut-off from Lucin to Ogden, a distance of 103 miles, a saving of 44 miles, is built across the heart of the lake, and so nearly straight that it is only 1708 feet or a third of a mile longer than an air line, with practically no grade. Before we leave let me say a word about Salt Lake. The Lake is eighty-three miles long and fifty-one miles wide; its greatest depth is thirty-three feet, and it is 4,200 feet above tide water. Save only the Dead Sea of the Holy Land this is the most salty body of water on the globe, the former containing 24 per cent. of solids, the Great Salt Lake 22 per cent. In other words every five pounds of the Salt Lake water contains one pound of salt of which thirteen ounces are common salt. The Atlantic Ocean water contains only 3 1/2 per cent. of solids. No fish live in this salty water of Salt Lake. We reached Ogden at 7:10 a. m. and left at 8:20, giving us time to see some of the town. Ogden has broad paved streets, good stone and cement sidewalks, well-kept lawns, some beautiful homes, solid business buildings, a large Mormon temple and has a population of about twenty thousand. The Wasatch range of snow-capped mountains looked to us to be about two or three miles back of the city. Prof. Clark told us it was seven miles to the foot of the mountains.

AUGUST J. REHBEIN.
(To be Continued.)

JAMES TIGHE'S AUTO OVERBOARD.

While the City of Newburgh, a ferryboat plying between Newburgh and Fishkill, and conveying eleven automobiles belonging to the party of Excelsior Hook and Ladder Company of Middletown, was making the landing at Fishkill, Friday a. m., the boat struck the ferry slip with such force as to cause the last auto on the boat to start backward. The heavy machine owned by James P. Tighe, formerly of Hawley, struck and carried away an iron rod extending across the end of the boat and the machine plunged into the river. Alton J. Vail, the well known lawyer of Middletown, was the only occupant of the car at the time and he was precipitated into the river with the machine, but quickly arose to the surface.

F. O. Rockefeller who is an expert swimmer threw off his coat and plunged into the river to the rescue and was able to hold Mr. Vail above water until further assistance was rendered and both men were pulled out, none the worse for their adventure beyond the involuntary bath and accompanying discomforts.

The accident caused great excitement for a few minutes, but after an hour's delay, during which Messrs. Vail and Rockefeller dried their garments, the party proceeded on the journey to Poughkeepsie.

The "drowned" car was in charge of "Joe" Clark, the well-known chauffeur, and he and the other passengers were promenading the deck when the accident occurred. Before Mr. Clark could reach the machine to apply the emergency brakes the car went over the end of the boat into the river.

The auto sank into thirty feet of water, and was raised by means of a derrick on a steam dredger which is at work near the Fishkill docks.

The matter of fixing the blame for the damage to the machine has not been fully decided as yet, but Mr. Tighe, who so kindly loaned

the auto to Excelsiors for the trip to Poughkeepsie, will not lose anything through the accident.

There has been talk that the Samuel Parrott Dredging Co., of Newburgh, which raised the automobile from the river, would claim salvage costs. This is not so, for the dredging company was employed by the ferry company to raise the machine, and was paid \$30 for the job. This the Excelsiors have paid or will pay.

It is said that it will cost about \$650 to repair the automobile. It is probable that the machine will be sent back to the factory where it will be made as good as new and be returned to Mr. Tighe.

Legal blanks at The Citizen office.

LYRIC THEATRE

BENI. H. DITTRICH, - LESSEE AND MANAGER

One Night Only
WEDNESDAY SEPT. 1

Hal Reid's Great Success

IN CRIPPLE CREEK!

A story of the far West, containing every element of the successful drama.

Sensation, Heroics,
Pathos, Comedy, Music
Special Scenery and Effects. Presented by a good cast.

PRICES--15, 25, 35 and 50c

8:30 SEAT SALE opens at the box office at 9 a. m., Wednesday, September 1st.

SPECIAL SALE

—OF—

SUMMER GOODS

—AT—

MENNER & CO.,
General Stores, Keystone Block
Honesdale, Pa.

Sale of
WASH-UP
GOODS
-AT-
Very Low Prices

HENRY Z. RUSSELL,
PRESIDENT.
ANDREW THOMPSON
VICE PRESIDENT.

EDWIN F. TORREY
CASHIER.
ALBERT C. LINDSAY
ASSISTANT CASHIER.

HONESDALE NATIONAL BANK.

This Bank was Organized in December, 1836, and Nationalized in December, 1864.

Since its organization it has paid in Divid to its Stock holders,

\$1,905,800.00

The Comptroller of the Currency has placed it on the HONOR ROLL, from the fact that its Surplus Fund more than equals its capital stock.

What Class? are YOU in?

The world has always been divided into two classes—those who have saved, those who have spent—the thrifty and the extravagant.

It is the savers who have built the houses, the mills, the bridges, the railroads, the ships and all the other great works which stand for man's advancement and happiness.

The spenders are slaves to the savers. It is the law of nature. We want you to be a saver—to open an account in our Savings Department and be independent.

One Dollar will Start an Account.

This Bank will be pleased to receive all or a portion of YOUR banking business.