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NO. 75

MOURN FOR GOV. JOHNSON

Minnesota and Nation Feel His Loss.

PRESIDENT GRIEVED

Taft Receives News of Death While at Omaha.

END CAME AFTER LONG FIGHT

Minneapolis, Minn., Sept. 21.—Not only Minnesota but the whole nation mourns the death of Governor John A. Johnson, who died in hospital at Rochester, Minn., six days after an operation for abscess in the intestines.

The end came after a heroic fight for life on the part of the governor and was a sad disappointment to hundreds of thousands in all parts of the country who watched the bulletins from the sick man's room hour after hour and who had come to hope that he would recover in spite of the terrific odds against him.

President Taft, who had been among the most optimistic of the governor's



GOVERNOR JOHNSON.

friends and who showed his cordial and kindly sympathy both in public addresses and in private messages, received the news of the governor's death on his special train en route to Denver. He said he was inexpressibly grieved.

"Governor Johnson's death is a great loss to his state and to the nation," he added.

The governor died shortly after 3 o'clock this (Tuesday) morning, central time (4 o'clock eastern time). He was conscious almost to the end, and his last words were addressed to his wife.

TO REMOVE FULTON'S BODY.

Inventor's Grandchildren Consent to Have It Placed in Mausoleum.

New York, Sept. 21.—The surviving grandchildren of Robert Fulton, in a letter addressed to Cornelius Vanderbilt, president of the Fulton Monument association, have given their sanction to the removal of Fulton's body from a vault in Trinity church here to a mausoleum on Riverside drive.

It is proposed to expend \$3,000,000 on the structure. Of this \$40,000 has been subscribed. Those identified with the movement include James J. Hill, John D. Archbold, Jacob H. Schiff, E. H. Gary and William E. Corey.

Have on Mississippi Coast.

Pascagoula, Miss., Sept. 21.—This coast has been in the throes of a gulf storm for twenty-four hours, the wind blowing at the rate of forty miles an hour, accompanied by heavy rains. A dozen or more wharfs have been swept away.

Heavy Damage at Natchez.

Natchez, Miss., Sept. 21, by Telephone to Memphis.—A high wind is prevailing, and the electric light wires have been broken by fallen trees. The damage here by the storm is very heavy.

TAFT AT DENVER.

President Receives a Glad Welcome In Colorado.

URGES RATE LAW AMENDMENT

Says He Will Recommend to Congress Important Changes In Interstate Commerce and Antitrust Laws.

Denver, Colo., Sept. 21.—President Taft, leaving the insurgent states of Minnesota and Iowa behind him, passed through Nebraska and entered Colorado on his way to the Pacific coast, receiving a glorious welcome in this city.

The president found at Omaha a street car strike. By his special request a suspension of hostilities was declared, and Mayor James C. Dahlman ordered that no attempts be made to run cars during the president's stay.

At Des Moines the president delivered the second of the important declarations of policy he has outlined for his trip. He addressed himself to the interstate commerce and antitrust laws and detailed at length the recommendations for amendments to these statutes that he will make to congress in his message of December next.

Mr. Taft recounted the passage of the railway rate bills several years ago, in which the interstate commerce commission was given authority to fix specific rates, and continued:

"The rate bill has now been in operation some three years, and it must be admitted that it has not furnished the relief against unduly discriminatory rates with the expedition and effectiveness which were expected. The Republican platform promised additional legislation in aid of enforcing the interstate commerce law, and I have been engaged in the consideration of what I ought to recommend to congress in order to comply with that promise.

"An examination of the decisions of the commission and the resort to the courts by way of temporary injunctions fully justify the conclusion that one of the defects of the present interstate commerce law is the delay entailed by litigation in the court over the correctness of the order in the commission. The court appeal cannot be abolished, because it is a constitutional right. Something must be done to reduce its effect by way of delay so that the decision of the court shall be prompt, final and effective."

He announced that he would urge the establishment of an interstate commerce court of five members to consider appeals from orders and rates fixed by the interstate commerce commission.

He will also recommend legislation to prevent one interstate railroad company from owning stock in a competing line and compelling roads thus owning stock to dispose of their holdings within a given time.

Legislation to prevent the overissue of stocks and bonds and the watering of stocks will be strongly recommended, the president's proposition being that no stocks or bonds shall be issued except by permission of the interstate commerce commission after an inquiry has been made into their necessity.

The giving to shippers of the choice of route of the shipment of freight is another important provision which the president favors.

In taking up the antitrust law President Taft said that he knew of no way in which a distinction could be made between "good" and "bad" trusts, for he regarded all combinations to suppress competition and to maintain a monopoly to be in the same category, whether the terms of the illegal contract should be regarded in some instances as "reasonable" or "unreasonable."

The president also discussed at some length the proposal to except labor unions and farmers' organizations from the operation of the antitrust law. Specifically to except these organizations, he said, would be vicious legislation, but he pointed a way in which they could be relieved of some of the onerous restrictions now placed upon them, but at the same time be held amenable to injunctions, which form of procedure he believes adequate to deal with any violations by the unions.

Parcels Post to Dutch Guinea.

Washington, Sept. 21.—President Taft has signed a parcels post convention with Dutch Guinea. The weight of the packages is limited to eleven pounds, and no limit is placed on the valuation.

Middleweights Fight a Draw.

Glens Falls, N. Y., Sept. 21.—Bartley Connolly of Maine and Joe Thomas of California, ex-middleweight champion, fought ten rounds to a draw here. Both finished strong.

RUSH TO NEW YORK

Metropolis Filling With Hudson-Fulton Visitors.

HOTELS WILL BE OVERTAXED.

Many of Them Are Already Crowded and Turning People Away. A Million Strangers Expected For the Fete.

New York, Sept. 21.—The long heralded "Hudson-Fulton rush" is on. By trains, steamship and motor cars the out of town contingents are coming in. On Fifth avenue today one sees few faces that bear the stamp of the New Yorker. People from Schenectady, Portland, Keokuk, Harrisburg and the south through the shopping district. You meet them on every hand. They occupy more tables at the restaurants than the Gothamites. In fact, to the man who landed from Europe the other day the situation is bewildering. He finds it difficult to credit that he is home again.

For ten days or more New York is certain to have a million extra people in the streets. A good portion of this million, to be sure, will go home to their residences in New Jersey, the Hudson river valley or rural Long Island, yet a good many thousands must look for bed and board within the city.

The incoming sightseers are to be divided into three classes—such of them, that is, who elect to stay over night in the city. The vast majority will return home each evening, if their homes are within an hour's run.

Of the three classes of people who stay over night most of them will not patronize the hotels at all. They will go to boarding and furnished room houses.

The favorite scheme for the average visitor, who is in town to see all that he can see in the limited time at his disposal, will be to have a furnished room in a fairly central location, so that he can get his meals wherever he chooses. This will afford him a chance to sample all the various restaurants and see the life in them.

The second of the three classes will go to the dollar a day hotels of the older type, where they can get very good fare, comfortable surroundings and naturally not so many luxuries as they could obtain at the first class modern hotels. The third class, consisting of rather well to do people, will go to hotels.

Managers of hotels insist that they can meet the demands, no matter how many hundreds of thousands of visitors crowd the streets. And they declare that prices will not be greatly increased throughout the two weeks of festivities.

Many of the hotels are crowded now, however, and are turning people away. One of the leading hotel managers said today: "It's as much as we can do to take care of regular guests, and we can't arrange extra sleeping accommodations, because we need all our spare room to house the extra diners. We have decided to confine our efforts to catering to the daily transients who will come in for meals."

Special care is to be taken of passengers by the railroads, and every effort will be made to maintain a punctual extra train service. Special arrangements for the crowd that will witness Saturday's navel parade have already been completed.

FRENCH WARSHIPS ARRIVE.

Three Battleships to Represent France at Hudson-Fulton Celebration.

New York, Sept. 21.—Looking very fierce and picturesque, the turret battleships Justice, Liberte and Verite assigned by France to represent her in the Hudson-Fulton celebration steamed up the bay and the North river. They are the finest warships in the French navy and rank next to the Dreadnought class. They are the second division of the Mediterranean squadron.

As they passed Fort Jay, on Governors Island, guns from their minor batteries boomed hoarse salutes, which were answered fraternally by the fort.

The Justice, the flagship, a fighter of 14,635 tons, bore Rear Admiral L. M. Le Pord and Jean Gaston Darboux of the French academy, the mathematician and scientist, who will represent during the festival the learning and civic virtues of his country.

Rice Crop Nearly Destroyed.

Crowley, La., Sept. 21.—The heaviest wind and rainstorm in this section for years prevails here. Many trees in this city and neighboring towns and parishes have been uprooted, and much damage has been done to buildings. Two-thirds of the rice crop has been destroyed.

DR. COOK LANDS.

Taken From Steamship by Host of Admirers.

WIFE IS FIRST TO GREET HIM.

Explorer Guest of Honor at Luncheon—Says He Has No Fears of Result of Controversy With Peary.

New York, Sept. 21.—Dr. Frederick A. Cook, fresh from receiving royal honors in Denmark as discoverer of the north pole, was taken today from the Danish steamship Oscar II, and escorted to Brooklyn by a demonstration of honor such as few Americans returning to their native shores have been accorded.

A delegation of more than 1,000 friends went down the bay on the steamer Grand Republic and welcomed the explorer at quarantine. Mrs. Cook and the children, on a special tug, had reached the Oscar II, ahead of the larger vessel, and Mrs. Cook was the first to greet her husband, whom she had not seen for more than two years and for whose safety she had often trembled.

Members of the Arctic club and Dr. Cook's fellow townsmen of Brooklyn



DR. FREDERICK A. COOK.

formed a committee which took Dr. Cook off the vessel and escorted him to Brooklyn, where he was guest of honor at the Bushwick club. After a luncheon at the clubhouse Dr. Cook joined his family at the Waldorf-Astoria.

Bird S. Coler, president of the borough of Brooklyn, officially welcomed Dr. Cook on the Grand Republic, and Miss Ida Lermann, daughter of the treasurer of the Brooklyn committee, placed a garland of roses about Dr. Cook's neck.

On the pier when the steamboat landed and the streets through which the explorer passed crowds cheered him enthusiastically, and he seemed delighted at his reception.

"I have no fears as to the outcome of the controversy with Commander Peary," he said in the first talk to the newspaper men. "My story has been told and my records cannot be disputed. All will come right in the end."

"It is good to be an American. It seems about ten years since I left," he added. "Instead of only two and a half. I would much prefer to have landed quickly and quietly without a repetition of the scenes at Copenhagen. I hope that I shall be left in peace with my family by tonight at least."

Music, cheering and a display of colors greeted Dr. Cook in the streets of Brooklyn. A triumphal arch had been erected opposite his old home, under which a parade of automobiles, with the explorer in the foremost, passed en route to the Bushwick club.

Alexander Begg of Washington, representing the National Geographic society, represented the society on board the Grand Republic. He will also attend the banquet to Dr. Cook at the Waldorf.

BOMBARDMENT OF MELILLA.

Spanish Artillery Throw Shells Among Women and Children.

Melilla, Sept. 21.—The Spanish army continued its advance against the Moors today.

The enemy made slight resistance to the vigorous attack, which was covered by artillery fire, from which great execution resulted, many houses being demolished.

Some of the houses showed white flags. The Moors, women and children, were seen running for their lives everywhere, but were cut off by falling shells.

A group that took refuge in a cemetery was riddled with shrapnel.

OBITUARY.

Mrs. Lucy Decker, widow of John T. Decker, died at her home in Hawley, Saturday, Sept. 11, 1909, at about 5 p. m. Death was due to heart failure. Deceased was one of the early settlers of Hawley and was held in high esteem by all who knew her. She was born in Berlin township, Wayne county, in March, 1836, and was therefore 73 years and 6 months of age. She is survived by one step-son, W. D. Decker, of Dunmore, and the following sisters: Mrs. Sarah Shattuck, of Honesdale; Mrs. Benj. Mandeville, who has made her home with Mrs. Decker for the past six years, and Mrs. Eunice James, of Binghamton, N. Y. Mr. Decker died Aug. 22, 1908. The funeral was held from her late home Tuesday morning at 10:00 o'clock, Rev. R. C. H. Catterall officiating. The remains were interred in the family plot at Indian Orchard cemetery.

Arthur W. Brown, one of the oldest and best known residents of Starrucca, died Friday, Sept. 10, 1909, as the result of an operation for appendicitis. Mr. Brown had been sick for some time and about a week ago it was decided that an operation was necessary and it was performed on Thursday afternoon by Dr. Reed Burns, of Scranton, assisted by Dr. E. W. Downton, of Starrucca, and Dr. Peck. Owing to his weakened condition he never recovered from the effects. The funeral was held from the Methodist church at Starrucca, Rev. L. W. Sanford, officiating. Mr. Brown was born Feb. 22, 1857, and was the youngest son of Elisha and Anna Benson Brown. He married Miss Kate Shew of Jackson, who survives him with three children, Allen Ward, Wanita and Tracy. He is also survived by one sister, Mrs. Ralph Howard, and three brothers, Fletcher, Dorr and Harvey of Jackson. At the time of his death he was a member of Freedom Lodge, F. and A. M. of Jackson, school director and justice of the peace, as well as president of the Starrucca Agricultural Society.

William Seeman, for many years a merchant of Honesdale, but during the last quarter of a century a resident of New York City, died at his home on Sunday morning, in the 87th year of his age. The remains were brought to Honesdale yesterday and interred, with Masonic services at the grave. A special car accompanied by a Rabbi conveyed the relatives to Honesdale. Mr. Seeman was one of the first jewelers in Honesdale and prior to the fire of 1875 conducted his jewelry store on the site of the old Savings Bank building. He then moved to the building now occupied by Erk Bros., in the Keystone block, where he continued until he left for New York City. Since in the metropolis, the deceased had been in the large wholesale grocery business with Seeman Bros. until about five years ago. Mr. Seeman is survived by six sons and two daughters, namely: Daniel, Joseph, Sigmund, Isaac, Carl, Rudolph, Mrs. Beno Cohn and Mrs. Morris Samuels, all of New York City. The Misses Weiss, of Park street, are nieces of deceased. He was a most excellent citizen, a revered father and beloved friend to his acquaintances.

John J. Baisden, a former resident of Hawley, and a well known boat builder at Sleightsburgh, N. Y., died very suddenly of valvular disease of the heart while seated at a table eating his dinner in Ormerod's Hotel at Sleightsburgh, on Thursday morning, Sept. 2, 1909. Mr. Baisden was born in Chatham, England, August 24, 1831, and came with his parents to America in boyhood, attending school in Rondout and Kingston. He learned the trade of boat building in Rondout with Bridger & Bishop, remaining with them until 1849, when he went to New York City, finding employment at Greenpoint until 1853, when he returned to Rondout, where he framed the barge Joseph P. Davis. In 1854 Mr. Baisden removed to Mongaup, Sullivan county, where he embarked in the business of building boats for the Delaware and Hudson Canal company. In 1857 he returned to Rondout for a short time, coming to Hawley in the fall of that year. Here he engaged in building boats for the canal company and for the Pennsylvania Coal Company, remaining in Hawley until 1882, when he went to New Salem, N. Y., and bought docks there and at Eddyville, where he engaged in the building and repairing of boats. Later he acquired the boatyard at Sleightsburgh, continuing business at both places until the present time. Mr. Baisden was married January 1, 1852, in Kingston, to Miss Mary E. Schoonmaker, who died in 1903. A few years ago Mr. Baisden married Miss Kate Ellison, of Sleightsburgh, who survives him, together with

the following children: John S. Baisden, of Kingston, N. Y.; Walter Baisden, of Edgewater, N. J.; Louis Baisden, of Athens; Mrs. Willis Tut-hill, of Hawley; Mrs. James Fowler, of Sleightsburgh; Mrs. A. M. Cooper, of New Salem. The funeral was held the Sunday following his death from his late home at New Salem. Interment was made at Montrepose cemetery, Kingston.

The School Bell.

The call of the school bell is again heard in the land, and a host of sun-brown young folks have commenced digging away at their books ago.

How we wish that the young people could get the idea that opportunities are before them that soon will pass forever. The young people hear their elders debating educational theories, criticizing fads and new ideas, and get the impression that the schools are not much good. But in spite of all foolish experimenting, the schools of to-day offer a far better opportunity than their fathers ever got, and the boy or girl that does not get what he can out of them is punishing himself terribly.

In twenty years many a boy will be working along on scanty day wages because he fooled away his school hours and failed to get into the habits of patient industry and investigation. Many a woman in twenty years will be called an ignoramus because she failed to store her mind with the common facts of life, but preferred to make up faces at the other girls, and tip winks at the boys. Think it over young folks!—Ex.

Uncle Sam's New Gun.

At the Midvale Steel company's plant, a new gun is being built for the United States navy, a 14-inch breech-loading rifle, which will out-rival anything in existence. The instrument of destruction was designed by Rear Admiral Mason, chief of the ordnance, and son of a Susquehanna county (Pennsylvania) farmer. There are army rifles of larger bore, but they are no more powerful.

When the 1400-pound steel projectile leaves the muzzle of the piece it will have an energy great enough to lift a weight equal to that of the water displaced by the proposed 26,000-ton battleships and the battleship Mississippi thrown in one foot in one second. Those three ships displace, combined, 65,000 tons of water. At a distance of five miles a shot from that gun will penetrate 12 6-10 inches of Krupp armor. The heaviest side armor carried by any battleship is about 12 inches.

FULTON'S KIN A SUICIDE.

Takes Poison and Leaves Note for Celebration Committee Chairman.

Charles Kenneth Moore, grand-nephew of Robert Fulton, builder of the steamer Clermont, killed himself by drinking cyanide of potassium in his room on Columbus avenue, New York.

Not an hour before his death Moore had completed a letter to Herman Ridder, chairman of the executive committee of the Hudson-Fulton celebration, asking what provisions had been made for relatives of Robert Fulton during the coming celebration.

Mr. Moore was a civil engineer and was in the employ of the Pearson Construction company on the work of the Pennsylvania tunnel. While working in the tunnel he was stricken with the bends and was compelled to give up work, but his salary went on.

On the trial trip of the Clermont a few days ago Mr. Moore was one of the passengers.

Cook's Answer to Peary's Charges.

When told that Peary had charged him with "Gold Bricking" the people, Dr. Cook, in a few forcible sentences, which may be commended to the consideration of students of the art of expression, makes an appeal to the common sense of the world which cannot be disregarded and indicates his intention of establishing his right to the title of North Pole discoverer beyond any dispute. "If I have handed out a gold brick," he says, "I have gold-bricked Capt. Sverdrup, Commander Hovgaard, King Frederick, the Danish and Norwegian public, the President of the United States, my benefactors, my friends and my family, and am deserving of utter ostracism by all decent people." Further, he declares that consideration of his data by competent scientists will settle the truth or falsity of his claims without delay, and that if he were a fakir he would not now be sailing to the United States, where he would quickly be found out and branded as he deserved.

Remember the Wayne County Fair.