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NO. 25

BREWER'S DEATH.

Supreme Court Justice Succumbs In Bath.

WAS SEIZED WITH APOPLEXY.

Wife Hears Sound of Falling Body. Death Cripples Court on Pending Oil and Tobacco Case Decisions.

Washington, March 29.—David Josiah Brewer, associate justice of the United States supreme court since 1880, dropped dead from apoplexy in the bathroom of his home here in his seventy-third year. Up to the time of his death he had been apparently in good health and spirits.

Mrs. Brewer heard his body fall and went to investigate the cause. A physician who was hastily called said death was almost instantaneous.

Close application to the work of the supreme court in the Standard Oil and tobacco cases undoubtedly hastened Justice Brewer's death. He had been devoting himself ever since the recent arguments to the study of the oil trust case, and he had a volume of the record of the case in his hand when death overtook him.

It is probable that his death will have a far-reaching effect on important cases now pending before the supreme court. He was one of the progressive members of the court and inclined to a liberal construction of the laws.

He sat in both the tobacco and Standard Oil cases, both of which are on the eve of being decided. It has been the general expectation that the vote of the court in these cases would be close. There is a strong likelihood now that conditions may be reversed one way or the other over the decisions as they would have been rendered had Justice Brewer lived.

Justice Brewer's passing makes the second vacancy by death on the supreme bench since the beginning of the Taft administration. The first death was that of Justice Rufus W. Peckham, who was succeeded by Horace H. Lurton.

David J. Brewer had been a justice of the United States supreme court for more than twenty years. He was appointed by President Harrison to succeed Justice Stanley Matthews, and he was sworn in on Jan. 6, 1890.

The son of a missionary, he was born in Smyrna, Asia Minor, in 1837, but was brought to America before he was a year old.

Like his father, his grandfather and his great-grandfather and a number of his uncles, he was an alumnus of Yale having taken his degree in 1856.

After leaving college young Brewer studied law in the office of his uncle, David Dudley Field, in New York and was graduated from the Albany Law school in 1858. The next year he removed to Leavenworth, Kan., where he became United States commissioner and judge of the probate and circuit courts.

In 1865 he was appointed a United States district judge and remained on that bench for four years. In 1869 he became county attorney and from 1870 to 1884 was a justice of the supreme court of the state of Kansas. From 1884 to 1889 he was a judge of the United States circuit court.

He was the author of several books, among them "The Pew to the Pulpit," 1867; "The Twentieth Century From Another Viewpoint," 1899; "American Citizenship," 1902; "The United States a Christian Nation," 1905.

MRS. LONGWORTH RICHER.

She Receives \$10,000 a Year Under Will of Maternal Grandfather.

Boston, March 29.—Mrs. Alice Roosevelt-Longworth, wife of Congressman Nicholas Longworth and daughter of former President Roosevelt, receives a yearly income of \$10,000 under the will of her maternal grandfather, George C. Lee, the Boston banker, filed here.

Mrs. Longworth, who is the only grandchild, shares equally with Mr. Lee's children in the division of the estate, which is divided equally into six parts. Mr. Lee was one of the founders of the Boston banking house of Lee, Higginson & Co.

IVORY COAST BLOODSHED.

Kroos and Fantees Butcher and Eat Frenchmen in West Africa.

London, March 29.—The steamship Salaga, which has just arrived at Liverpool from west Africa, reports that there has been an uprising of the natives on the Ivory Coast.

The Kroos and Fantees attacked the French, killing thirty-four whites, of whom they ate several.



News Snapshots Of the Week

A train known as the "Billionaires' Special" left California for New York with six private cars carrying Andrew Carnegie, Mrs. Russell Sage, Edwin Gould and W. Seward Webb. John F. Klein, ex-Pittsburg alderman, on his way to penitentiary confessed, and as a result indictments against sixty Pittsburg officials have been returned for grafting. Eugene N. Foss, a Democrat, was elected congressman from a Boston Republican district on high cost of living platform. Superintendent of Insurance William Hotchkiss has uncovered a graft fund among fire insurance companies. The widows of Presidents Harrison and Cleveland will get \$50,000 a year pension. President Taft, after a hard week of traveling, returned to Washington happy as a boy, he said. Mount Etna is active again.

MEETING OF ROAD SUPERVISORS

FARMERS SHOULD HELP

A Reduction in the Cost of Hauling From 25 Cents to 12 Cents Would Mean an Annual Saving of Over \$250,000,000.

At the meeting of the supervisors of Wayne county at the court house on Monday afternoon at the court house, A. W. Long, of Scranton, delivered an interesting address on "Earth Roads." It should be read by every person interested in the making of good roads, and we are glad that we can give the address in full. The address follows:

Of the different kinds of roads, the earth road is the cheapest in first cost, and is by far the most common. By the term earth road is meant one whose surface consists of the native soil.

There are 2,151,570 miles of public roads in the United States. Of this, mileage statistics show that about 7 per cent. are improved. We may infer from this that 93 per cent. of the roads in the country are bad roads. In Pennsylvania the total road mileage is 99,041, of which about 700 miles have been improved.

During the crop-year 1905-06, 85,487,000,000 pounds of farm products were hauled over dirt roads from farms to shipping points. It is evident from this fact that the slightest saving in the cost of hauling per ton would assume striking proportions when considered for the entire country.

Investigations have established the fact that the average cost of hauling per ton per mile is about 25 cents; on stone roads in ordinary conditions, 12 cents; on earth roads containing ruts and mud, 29 cents; on sandy roads when wet, 33 cents; and on sandy roads when dry, 64 cents.

A reduction in the cost of hauling from 25 cents to 12 cents, would mean an annual saving of over \$250,000,000. Sometimes the statement is made that the cost necessary to build these roads would increase taxation, but the reverse is true. If the present cost of moving farm products to market is 25 cents per ton per mile, and by improved roads it is reduced to 12 cents per ton, we have a net saving of 13 cents on every ton hauled. It is estimated that the average farmer lives five miles from market, including his return trip there is, therefore, a loss of \$1.30 to the acre, cost of moving his crops to market. If he farms 80 acres the tax of bad roads makes a loss in the moving of his crops to the farmer of over \$100 per year. The cost of steam transportation in this country is about three quarters of a cent per ton per mile. The cost in the Old country, where they know the value of good roads, is 8 cents per mile.

In all forms of road construction the most important consideration is that of drainage, since no road, whether earth or stone, can long remain good without it. Drainage alone will often change a bad earth road to a good one, while the best stone road may be destroyed by the absence of proper drainage. Water is the natural enemy of earth roads, for mixed with dirt it makes mud, and mud makes bad going; no road, however well made otherwise, can endure if water collects and remains on it. A perfectly drained road will have three systems of drainage, under drainage, side ditches, and surface drainage.

If natural drainage does not exist, artificial methods must be used. The best natural drainage is usually found upon a loose gravel or a sandy soil, especially when the grade of the road is somewhat above the surrounding country. If the land is dry and the sand deep enough to absorb quickly even the heaviest rains, no special attention need be given to drainage, other than to provide the proper crown to the surface of the finished road to divert the water from it. Frequently the country is so low and level that the surface of the road is likely to be kept continually wet from seepage. Under-drainage without grading is better than grading without drainage; and, in general, it may be said that there is no way in which road taxes can be spent to better advantage than in subsurface drainage.

The best and cheapest method of securing under-drainage is to lay a line of 5-inch farm tile or 6-inch terra cotta pipe 3 or 4 feet deep on one or both sides of the roadway. The ordinary farm tile is satisfactory for road drainage. Tiles are laid simply with their ends in contact, care being taken to turn them until their ends are reasonably close, and with a slight fall to keep them clear. There is no danger of the grade of the tile being too great; the only difficulty is to secure sufficient fall. If possible the fall should be three inches in 100 feet, and care should be taken that the tile is laid to a true grade with a free outlet.

A tile drain is a permanent improvement with no expense for maintenance, the benefit being immediate and certain; and therefore it is doubtful if money can be spent on earth roads to better advantage than in laying tile. The side ditches are to receive the water from the surface of the traveled way, and should carry it rapidly and entirely away from the road. No good road can be obtained with side ditches that holds the water until it evaporates. Public funds can often be more wisely used in making ditches in adjoining private lands than by making ponds at the roadside in an attempt to improve the road by raising the surface. It is cheaper and better to allow the water to run away from the road, than to try to lift the road out of the water. If it can be prevented, no attempt should be made to carry water a long distance in side ditches; for large bodies of water are hard to handle and are liable to become very destructive. Side ditches should discharge frequently into the natural water courses, and in order to accomplish this it may be necessary to carry the water across the road, which would necessitate putting in a pipe culvert. As a rule side ditches will not have too much fall, but sometimes a ditch straight down a hill will have so much as to wash rapidly, in which case it is an advantage to pave the bottom with cobble stones.

The drainage of the surface of a road is very important, and is provided for by making the surface crowning and keeping it smooth. The slope from the center should be enough to carry the water freely and quickly to the side ditch. The slope from the center to the side should be about 1 inch to a foot. In crowning the road the material should be dumped and spread in layers as even as possible, before being driven over.

In building a new road it is very important that no stumps, branches of trees, or other matter subject to decay should be overlooked and left in the road bed, as at such points weak places are sure to be developed in the course of time. One way to improve an old road advantageously is to lessen the grades; by cutting down the hills and filling up the hollows.

Grade resistance is the force on a

grade to keep the load from rolling down the slope. It is independent of the nature of the road and depends only upon its angle of inclination. Grades are ordinarily expressed in terms of the rise or fall in feet per hundred feet, or a per cent. of the horizontal distance; thus a 1 per cent. grade means a rise or fall of 1 foot in 100 feet. Under average conditions, on a good hard road a work horse can draw up a short 10 per cent grade but one-third the weight which he can draw on a level. Up a longer 5 per cent. grade, but two-thirds the weight which he can draw on a level. In other words, to reduce the grades at any time and all points on a road, from a maximum of 10 to 5 per cent. enables material or merchandise to be transported over the road for one-half the former cost per ton per mile.

It is necessary to have a tractive force of 58 pounds to haul 1 ton 11 miles, including the ordinary vehicle over a good macadam road on a grade of 1 per cent., which would be equivalent to hauling the same load over 1 1/2 miles of level road. On a 10 per cent. grade it would require a tractive force of 238 pounds, which would be equivalent to hauling the same load over 6 1/4 miles of level road, so you will see the importance of reducing the grades on your roads. I might say that the width of tires has little effect on traction when used on a hard road bed, but assists very materially in maintaining a permanently hard and smooth surface.

One of the most common defects of ordinary country roads is that distance has been saved by a disregard of the desirability of easy grades. The curving road around a hill may often be no longer than the straight one over it; for the latter is straight only with reference to the horizontal plane, but curved as to the vertical plane, while the former is curved as to the horizontal plane, but straight as to the vertical plane. Both lines curve, and the one passing over the hill is the one called straight only because its vertical curvature is less apparent to the eye; for instance, the bale of a pail is the same whether up or down.

In the matter of grades a road nearly level is the most desirable, but as it can seldom be obtained we have to take into consideration the effect of grades upon the cost of operating the road. The grade may be reduced by going around the hill or by cutting down the hill. If the slope to be ascended is a long one the first method should be employed, but if the grade is short, the second method is usually the better. Increasing the length adds to the cost of construction and of transportation, while cutting down a hill adds only to the cost of construction. In a broken or rough country a proper adjustment of the grades is the most important part of road building, and the better the road service, the more necessary is such an adjustment.

All grades are objectionable for two reasons: First, because a grade increases the amount of power required to move a load up it, and secondly, because a grade may be so steep as to limit the amount of the load that can be moved over the road. As a chain is no stronger than its weakest link, so a road is no better than its steepest grade. The fixing of the proper maximum or ruling grade is very important. On long maximum grades it is wise to provide a little stretch of nearly level road upon which to let the team rest.

Considering only the cost of transportation level road is the best; but it costs less to maintain a road upon a slight grade than one perfectly level. On any road longitudinal ruts are liable to form and interfere with the surface drainage and, therefore, if the road is perfectly level in its longitudinal direction, its surface

can not be kept free from water without giving it so great a pitch crosswise as to expose vehicles to the danger of overturning. On a level road every rut will hold water, which will soak into the road and soften it whether it be earth or broken stone; whereas with even a slight longitudinal grade, every wheel track becomes a channel to carry off the water. It is a common observation that earth roads running up hill and down are better to travel upon than level ones. The harder the road material the less necessity for longitudinal drainage of the surface. In filling up a hollow or cutting down a hill, the employment of a light longitudinal grade may decrease the cost of construction, and also the cost of maintenance. The important principle to remember is that a slight longitudinal grade is an advantage; although over a long stretch of level country it may not be practicable to secure it.

After your road is once graded and crowned one of the best ways to keep it in good condition is by frequent applications of the split log drag. This work should be done by farmers along the road. They should be regularly employed and provided with drags. Usually this work is to be done when the fields are too wet to work in, and plenty of farmers can be found who will do it for little compensation. It is plain that if this work were carried out it would not be necessary to use a large road machine on the road once in ten years, and a rivalry would be encouraged among the farmers as to which would keep his road in the best condition for the least money. When this condition is reached the problem of gutters is solved. A farmer should have three or four miles of good road, or less—what he is willing and able to take care of. If the work is done at the proper time, immediately after a rain, and done well, the earth road will pack smooth, and the traffic will spread all over the road, and there will be no ruts. When there are no ruts in the surface of a well crowned road, the road is smooth and dry within a very short time after it stops raining, and the water is in the gutters.

When the township roads are all put in good condition and are being well maintained, then let the townships buy stone crushers and road rollers. There are plenty of stone all along the highways, and in adjoining fields, which can be gotten with but little expense, and after that, with capable men the maintenance of the roads is only a question of patience and pay roll.

ONLY \$50,000 FOR AFFECTION.

Judgment Against Laura Biggar Reduced to That Sum From \$75,000.

New York, March 29.—Justice Crane in the supreme court handed down a decision reducing to \$50,000 the judgment of \$75,000 obtained by Mrs. Agnes Mary Hendrick in her suit against Laura Biggar, the actress, for alienating the affections of her husband, Dr. John C. Hendrick.

Justice Crane announced that if Mrs. Hendrick agreed to accept the \$50,000 he would deny the motion for a new trial.

PAULHAN HITS WRIGHTS.

Calls Them Birds of Prey and Says They Acted in Bad Faith.

Paris, March 29.—Paulhan, the aviator, arrived here today angry and disgusted at his experiences in America. He said: "Wilbur and Orville Wright are like birds of prey. They acted toward me with incredible bad faith. Owing to their persecution I had to flee from America, losing \$40,000, which is owing to me by my manager there."

WILL CONFESS ALL

Wolter Promises to Tell of Ruth Wheeler's Fate.

MOVED BY LETTER FROM GIRL.

Murdered Young Woman's Umbrella Found In Suspect's Home—Her Body Probably Burned In Open Fireplace.

New York, March 29.—Upon Katie Muller, the so-called wife of Albert W. Wolter, the supposed murderer of Ruth Wheeler, rather than upon Wolter himself it depends whether or not the prisoner will ever tell what took place when the little stenographer went to Wolter's rooms in East Seventy-fifth street looking for a position. While Wolter was being grilled by Inspector Titus a note was brought to the Tombs prison from Katie Muller for Wolter. Inspector Titus handed the note to Wolter, who kissed the missive passionately, then read it through, with hysterical outbursts. "Oh, my God!" he sobbed as he finished reading the letter, "she loves me still!"

"Then why not tell the truth and save her?" asked the inspector. "I will write her," was the sobbing reply. "When I get an answer from her saying she forgives me I'll tell the truth."

And with that the police had to be content. Not another word would Wolter say except to add: "Come see me Wednesday, I shall have her answer by that time. Then I will confess all." Then, turning to Inspector Titus, who had been very gentle with him



ALBERT W. WOLTER.

throughout all the questioning, Wolter said, "What I tell I will tell to you alone."

Later developments strengthen the police in the belief that Wolter had something to do with the white slave trade.

This belief of the detectives is strengthened by the finding of postcards that Wolter addressed to a number of young women.

Still another link in the chain of circumstantial evidence against Wolter was added when the police found Ruth Wheeler's umbrella in Wolter's room. This umbrella was identified by the murdered girl's mother and sister, who said that Ruth had the umbrella when she left home last Thursday. Katie Muller said that it was one of three that she found in the closet when, in accordance with Wolter's order, she moved their few belongings. One umbrella was Wolter's, she said, one her own, and the other was unknown to her. But finding it in the closet, she took it along.

Another find that strengthens the police in their belief that the dead girl was burned in the open fireplace was the discovery of a brick in the hearth to which were adhering a piece of burned flesh and a bit of ribbed underwear. This underwear was like that worn by the dead girl. Two towels partly burned also came to light. Likewise Wolter admitted that the shirt found wrapped up on the fire escape was his. This shirt was in a separate package under the body.

Who Wouldn't, Eh? One task that man Will do with vim Is teach a pretty Girl to swim.