

JOHN F. CARROLL

Former Leader of Tammany Whose Illness Alarms Friends.



New York, Aug. 22.—Although he is reported very much better, John F. Carroll, president of the Fourteenth Street bank and former leader of Tammany Hall, is at the Hotel Nassau, Long Beach, N. Y., suffering from an acute attack of liver and intestinal troubles.

Although the fact of his illness has just become public, it is said his condition has been such as to cause serious anxiety on the part of his friends during the last six weeks.

PICKING GEDEL JURY.

Accused Boy's Mother Assists Defense in Its Selection.

New York, Aug. 22.—Paul Geidel, the bellboy accused of the murder of William H. Jackson in the Hotel Iroquois on July 26 last, is on trial before Judge Crain in Part II of general sessions. Geidel is a wreck. His eyes show much weeping. He scarcely looks his age of seventeen and shows none of the coolness and self-restraint often seen in men accused of murder.

James C. Cleary and G. Gray, the counsel for Geidel, had kept dark the line of defense which they intended to employ. It was therefore something of a sensation when the defense started by demanding an adjournment on the ground that the most important witness for the defense was not present in court. Frederick Sheehan, counsel said, was the important witness' name, and he came from Scranton. Adjournment was refused, and the missing witness reported in court a few minutes later. While questioning the first juror the defense asked and obtained the privilege of having Mrs. Geidel, the boy's mother, sit between the boy's counsel and help them pick jurors.

Assistant District Attorney Nott, conducting the prosecution and backed by District Attorney Whitman, who was present in court, made vigorous objection to Mrs. Geidel's being allowed in the foreground of the trial, but was overruled.

Six jurors have been accepted.

FORCE POLICE TO ACT.

Boston Italian Quarter Being Searched For Revenue Officer's Assailants.

Boston, Aug. 22.—The official inquiry into the killing of Lieutenant William A. Whittier of the revenue cutter Androscoggin has begun. The city officials also are investigating his death after having been prodded by Captain Daniels of the Androscoggin, and the result is that the Italian quarter is being combed in search of the men who assaulted the dead officer.

The investigation was begun by a special board of inquiry consisting of Lieutenant C. D. Parcier, president; Lieutenant W. C. Maglachan and Lieutenant A. E. Stika. A. C. Roache, assistant engineer; Frank Gleason of Brookline and George H. Farwell of Dorchester were examined by the board. The board did not conclude its sitting. The findings will be forwarded to Washington. The colors of the cutter remain at half mast.

STILL OUT AT LIVERPOOL.

Conciliation Committee Fails to Satisfy Street Car Men.

Liverpool, Aug. 22.—The conciliation committee which is attempting to settle the labor troubles here has run into another deadlock.

The latest muddle was caused by the refusal of the committee representing the street railway companies to guarantee the reinstatement of the striking employees. The union strike committee thereupon ordered the dockmen, truckmen and others whose troubles had apparently been settled to remain out.

Taft to Lay Stone.

Washington, Aug. 22.—President Taft has promised to lay the cornerstone of the new Oakland (Cal.) municipal building when he visits San Francisco in October.

Weather Probabilities.

Fair, slightly warmer today; Wednesday unsettled; moderate south to southwest winds.

WHY THEY GO ON A STRIKE.

British Railway Employee's Side of Their Troubles.

UNDERPAID AND OVERWORKED

While Roads Declare Enormous Dividends—Pension Fund Really a Source of Income to Employers and of Little Benefit to Men.

A few thousand shareholders in the railroads of Great Britain divide among themselves each year the enormous sum of \$215,000,000. There are fifty-one highly paid managers, who receive salaries of \$1,155 per week. One general manager who directs a small Scottish line gets \$25,000 a year.

Now, as an offset to these high priced people there are 150,000 employees whose average wage is less than \$5 per week, while another 350,000 average \$5.60 per week. Altogether there are about 534,000 employees in these low earning positions.

When a previous strike was threatened evidence was given before the labor commission that many employees worked seventy hours per week for \$3.36. The railway workers get less wages per man than any other trade in England.

The following statement was made by an employee of a British railway and throws considerable light on the recent strike situation and rectifies in part the grievances behind the present industrial upheaval in the United Kingdom:

At the Beginning.

"I began life in a signal box as a lad, earning \$1.50 per week. Every other Sunday I had to work for nothing. I suppose it was because I was only a boy and couldn't help myself. At the same time if my time was worth anything it ought to have been paid for.

"When I was old enough to handle baggage and do the work of a porter around the stations I got 50 cents more a week for two years and then I was raised to \$2.50 per week. Though doing a grown man's work, I only got \$2.50 per week for two years, because there is a rule by which one cannot get more than this sum until one is eighteen years old, no matter what work he does.

"Besides doing portering, I had to do 'fogging' or putting fog signals on the track when required. This work is very dangerous, but we get no extra pay for it whatever. Sometimes after a full ten hour day portering, or pulling about heavy baggage, I have to go on 'fog duty' nearly all night, especially in December, when we have those heavy fogs. The railway gives us no extra pay for this, but allows us 12 cents' worth of 'grub.' They would not have allowed us the 12 cents' worth of 'grub' only the men used to get so hungry they would quit work to get food, and that endangered the lives of passengers. So the company gave us the allowance of actual food, but no increase of money.

"For our first twelve hours' work of 'fogging' we get, as I said, 12 cents' worth of 'grub.' If our work lasts longer than twelve hours we get another 18 cents—in 'grub,' not money. Working all day as a parcel porter and then working all night at 'fogging' is pretty rough. It is a wonder more trains don't go to smash, the men are often so exhausted and sleepy. Some of the men meet with accidents at times because they get too tired to look sharp every instant.

Wages \$5.28 a Week.

"My wages are now 22 shillings (\$5.28) per week, out of which the company each week takes 18 cents for what it calls 'provident and pension.' That is to give us a pension after we get to sixty-five years. But, let me tell you, mighty few of us live that long. If you leave the company after paying into this fund for ten years you don't get a cent back. It is all velvet to them. Every single man—married ones, too—must pay into this fund. The company must get a snug little sum, considering that so few reach the pension age.

"As a mere porter and without fogging I work ten full hours a day and often have extra work at night. For the night work all the extra pay I get is 44 cents. I have often worked from 6 a. m. to 6 p. m. and then right on to 3 a. m. next morning, just getting this 44 cents and no more.

"The company allows us no time for food, so we have to snatch it when we get a chance. This means doing heavy work often on insufficient food and sometimes without any at all. Some of this work is very dangerous, as we often have to get down on the tracks and shift parcels from one platform to another. Men are often killed by passing 'specials.' The parcels often weigh 150 to 200 pounds.

"I am married and support as best I can a wife and one child on \$5.28 per week. Less 18 cents for 'provident and pension,' less \$1.80 per week for two rooms for rent in a slum quarter, less, say, 32 cents for coal, leaves \$2.98 for self, wife and baby."

French Workmen's Pension Law.

The French workmen's pension law calls for a contribution of about \$1.60 a year by each beneficiary, an equal sum by his employer, and the state

SENATOR OWEN.

Who Asks Senate to Investigate Causes of 1907 Panic.



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Washington, Aug. 22.—An investigation into causes leading to the panic of 1907 and the benefits secured from it for any persons or corporations is asked in a senate resolution offered by Senator Owen of Oklahoma. Immediate consideration was not asked.

The resolution names as an investigation committee Senators Kern of Indiana, Works, California; Reed, Missouri; Page, Vermont, and Clark, Wyoming.

SIGNS STATEHOOD BILLS.

Citizens of Two Territories Witness Ceremony at White House.

Washington, Aug. 22.—President Taft signed the joint resolution admitting the territories of New Mexico and Arizona to the Union, which was passed by congress after his veto of the first statehood measure. A score of New Mexicans and Arizonians who have been at the capital for several months working for statehood were present at the signing of the bill. Delegate Cameron of Arizona and Delegate Andrews of New Mexico held a little reception in the president's office, accepting the congratulations of their friends.

Under the terms of the joint resolution it is still necessary for the voters of Arizona to eliminate the recall of the judiciary provision from the constitution before statehood can be granted. New Mexico will come into the Union practically automatically after an election has been held for the selection of state officers and representatives in congress. At this election votes will also be cast upon several amendments to the constitution which are suggested by congress. If, however, recall is not stricken from the constitution by this vote the election for the officers is void and Arizona remains a territory.

ATWOOD NEARING SYRACUSE.

Aviator Disappointed Large Crowd by Alighting in Field.

Syracuse, Aug. 22.—Harry Atwood arrived at Amboy, ten miles west of this city, on his cross country flight from St. Louis to New York. Twenty-five thousand persons were waiting to greet him in the city, but the young aviator merely turned off his power and dropped quietly into a field where not even a lone farmer awaited. The flight from Lyons covered about 100 miles.

At Auburn 10,000 men and women greeted Atwood at the grounds of the Owego Golf and Country club. Atwood declared that the hardest part of his trip had been between Rochester and his landing place. The constant whirr of his motor bothered him greatly.

FOOTBALL FIELD ROMANCE.

Former Yale Player Wins Bride Through Clever Work.

New Haven, Conn., Aug. 22.—A romance of the football field is disclosed in invitations received in this city to the marriage of John Nathan Levine of Waterville, Me., a former Yale football player, and Miss Florence Newton Flanders of Orange, N. J., sister of Carl S. Flanders, who played on the Yale eleven with Levine. The two men roomed together at college, and it was after one of the big football games here that Levine met Miss Flanders. The marriage is set for Sept. 6 at Orange.

Market Reports.

BUTTER—Firm on top grades; receipts, 9,421 packages; creamery, specials, per lb., 30c.; extras, 27c.; thirds to firsts, 24c. to 25c.; state dairy, common to prime, 19c. to 20c.; process, seconds to specials, 15c. to 17c.; factory, current make, 12c. to 13c.; packing stock, 17c. to 18c. CHEESE—Steady; receipts, 1,195 boxes; state, whole milk, specials, colored, per lb., 13c. to 14c.; fancy, small, 12c.; large, 12c.; undergrades, 10c. to 11c.; dairies best, 14c.; state, part skims, 10c. to 11c.; hard skims, 10c. EGGS—Irrregular; receipts, 17,909 cases; fresh gathered, firsts, per doz., 17c. to 18c.; seconds, 16c. to 17c. POTATOES—Firm; Long Island, per bu., or bag, \$2.50; Jersey, \$2.50; sweet, Jersey, No. 1, per basket, \$1.50; southern, yellow, per bu., \$2.50; white, \$2.50; red, \$2.50; yams, southern, \$1.50. HAY AND STRAW—Steady; timothy, old, per 100 lbs., \$2.50; new, \$2.40.

ONE MILLION PATENTS ISSUED

Ohio Inventor Gets Distinction Sought by Many.

AMERICA LEADS THE WORLD.

Thirty Per Cent of All Patents Have Been Issued in This Country—Nearly 10,000 Granted Before Serial Plan of Numbering Was Adopted.

Announcement of the issue of the millionth patent (since they have been serially numbered) was announced recently by Commissioner Edward B. Moore. It was issued to an Akron (O.) man for a puncture proof tire for automobile and other vehicles, depending upon rubber springs for its resiliency.

Commissioner Moore said the application came up in the regular order of business, was numbered and carried through the regular channels and was signed without ceremony. Numerous requests were received from various inventors for this distinction, but they were not heeded.

Englishman Got First Patent.

This patent, although numbered 1,000,000, is in reality not the millionth for the reason that prior to July 28, 1836, there were granted 9,957 patents without numbers, so that counting from the first patent granted, July 31, 1790, and including the 9,957 unnumbered patents, the millionth patent would be the one numbered 990,043, issued April 18, 1911. The first one was granted to Clarence Thorvald Hasen of Lancaster, England, for a machine to make tubes from fibrous materials.

The American patent system was founded by an act of congress April 10, 1790. Thomas Jefferson, then secretary of state, inspired it and may be said to have been its father. He took great pride in it, it is said, and gave personal consideration to every application that was made for a patent during the years between 1790 and 1793.

Under this act applications for patents were examined by a board of commissioners consisting of the secretary of state, the secretary of war and the attorney general, and after having been passed upon by this tribunal they still required the certificate of the attorney general and the signature of the president. The first board consisted of Thomas Jefferson, secretary of state; Henry Knox, secretary of war, and Edmund Randolph of Virginia, attorney general. The first patent was granted to Samuel Hopkins on July 31, 1790, for manufacturing potash and pearlash.

Fees Then and Now.

The act of 1790 prescribed the following fees for the granting of patents, which are in striking contrast with those exacted today: "For receiving and filing the petition, 50 cents; for filing specifications, per copy sheet containing 100 words, 10 cents; for making out the patent, \$2; for affixing the great seal, \$1; for indorsing the day of delivering the same to the patentee, including all intermediate services, 10 cents." Today the government fees amount to \$35.

In 1793 the patent laws were revised, and from that time until 1836 no system was maintained and every application that was made was granted. In 1836 congress passed new laws that are the foundation of the present patent laws. It was in this year that patents were first numbered, July 28, 1836. Patent No. 1 was granted to John Ruggles of Thomaston, Me., for a locomotive steam engine for inclined planes. Since that time 1,825,000 applications have been made, of which 1,000,000 have been granted. There are 90,000 pending; the rest are abandoned. These represent an approximate expenditure of \$47,000,000 in government fees from the inventors alone.

Under these laws (act of 1793) the board of commissioners was abolished, and the power to grant patents was vested in the secretary of state. It was not until 1836 that the office of commissioner of patents was established. Henry L. Ellsworth was the incumbent.

Grinding Out 35,000 a Year.

America leads the world as an inventive nation, France coming next, with 445,000 patents; then Great Britain, with 430,000; Germany, with 250,000; Belgium, 240,000; Canada, 135,000. The Bahamas and Liberia share the "booby" prize, with two patents each. The total number of patents granted by all nations of the world is 3,150,000, of which 30 per cent have been granted by the United States.

The patent office is now granting patents at the rate of 35,000 a year, applications being received at the rate of 65,000 per annum, the examination of which requires 375 examiners.

Owing to the enormous increase in the business of the patent office in the last few years its building has become very much overcrowded, and Commissioner Moore hopes that congress will appropriate the \$7,000,000 now in the treasury to the credit of the patent office for a new building.

More Railroad Employees.

Nearly 200,000 new employees were added to the pay rolls of the railroad companies of the United States between June 30, 1900, and June 30, 1910, according to the annual report of the interstate commerce commission.

ALL FAVORS APPRECIATED.



Republican Candidate for the Nomination of Register and Recorder. W. B. LESHER, Sterling, Wayne County, Pa.

FOR PROTHONOTARY.



A. H. HOWELL, WHITE MILLS.

Kindly investigate my life, character and qualifications, and then, if possible, give me your vote. If elected I will attend to the duties of the office myself and will try to prove to all that no mistake was made in my selection.

FOR COUNTY COMMISSIONER.



FRANK D. WALTZ, Newfoundland, Pa.

Subject to the Republican primaries, Saturday, Sept. 30, 1911.

FOR TREASURER.



W. W. WOOD.

DEMOCRATIC CANDIDATE FOR SHERIFF.

I respectfully ask the Democratic voters of Wayne county to give me their earnest support at the primary election to be held Saturday Sept. 30, 1911.

Sincerely yours, F. C. KIMBLE, Honesdale, Pa. coltf.

FOR COUNTY COMMISSIONER.

I hereby announce myself as a candidate for the nomination for the office of County Commissioner subject to the decision of the Republican voters at the coming primaries. EARL ROCKWELL, Lake Ariel, Pa.

631f

PROFESSIONAL CARDS.

Attorneys-at-Law.

H. WILSON, ATTORNEY & COUNSELOR-AT-LAW. Office adjacent to Post Office in Dimmick office, Honesdale, Pa.

W. M. H. LEE, ATTORNEY & COUNSELOR-AT-LAW. Office over post office. All legal business promptly attended to. Honesdale, Pa.

E. C. MUMFORD, ATTORNEY & COUNSELOR-AT-LAW. Office—Liberty Hall building, opposite the Post Office, Honesdale, Pa.

HOMER GREENE, ATTORNEY & COUNSELOR-AT-LAW. Office over Reif's store, Honesdale, Pa.

CHARLES A. McCARTY, ATTORNEY & COUNSELOR-AT-LAW. Special and prompt attention given to the collection of claims. Office over Reif's new store, Honesdale, Pa.

F. P. KIMBLE, ATTORNEY & COUNSELOR-AT-LAW. Office over the post office Honesdale, Pa.

M. E. SIMONS, ATTORNEY & COUNSELOR-AT-LAW. Office in the Court House, Honesdale, Pa.

PETER H. ILOFF, ATTORNEY & COUNSELOR-AT-LAW. Office—Second floor old Savings Bank building, Honesdale, Pa.

SEARLE & SALMON, ATTORNEYS & COUNSELORS-AT-LAW. Offices lately occupied by Judge Searle.

CHESTER A. GARRATT, ATTORNEY & COUNSELOR-AT-LAW. Office adjacent to Post Office, Honesdale, Pa.

Dentists.

DR. E. T. BROWN, DENTIST. Office—First floor, old Savings Bank building, Honesdale, Pa.

DR. C. R. BRADY, DENTIST, HONESDALE, PA. OFFICE HOURS—8 a. m. to 6 p. m. Any evening by appointment. Citizens' phone, 33. Residence, No. 88-X.

Physicians.

P. B. PETERSON, M. D., 1126 MAIN STREET, HONESDALE, PA. Eye and Ear a specialty. The fitting of glasses given careful attention.

Livery.

LIVERY.—Fred. G. Rickard has removed his livery establishment from corner Church street to Whitney's Stone Barn.

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