

FATALITIES IN WRECKS.

Manchester Disaster Recalls
Disasters of Late Years.

319 KILLED SINCE 1907.

In the United States and Canada—179
Deaths in Railroad Accidents in
1909—List of the Wrecks With Sta-
tistics.

The recent wreck of the Lehigh Valley train at Manchester, N. Y., when more than thirty persons were killed and twice as many injured, recalls the fact that in thirty-nine railroad wrecks in this country and Canada in the last three years 319 persons were killed. In this list the greatest number of fatalities, 179, occurred in 1909. Here is the list:

1908.
Feb. 7.—Delaware, Lackawanna and West-
ern railroad train wrecked on Hacken-
sack meadows; one killed.
Feb. 16.—Toledo and Western Traction line
car hit by train of Michigan Central;
seven killed.
Feb. 24.—Stage wrecked by Ontario and
Western train at Nyack; six killed.
July 5.—Head-on collision on Rome, Wa-
tertown and Ogdensburg railroad near
Boonville; five killed.
July 17.—White Mountain express on New
York, New Haven and Hartford wrecked
at Greenwich; one killed.

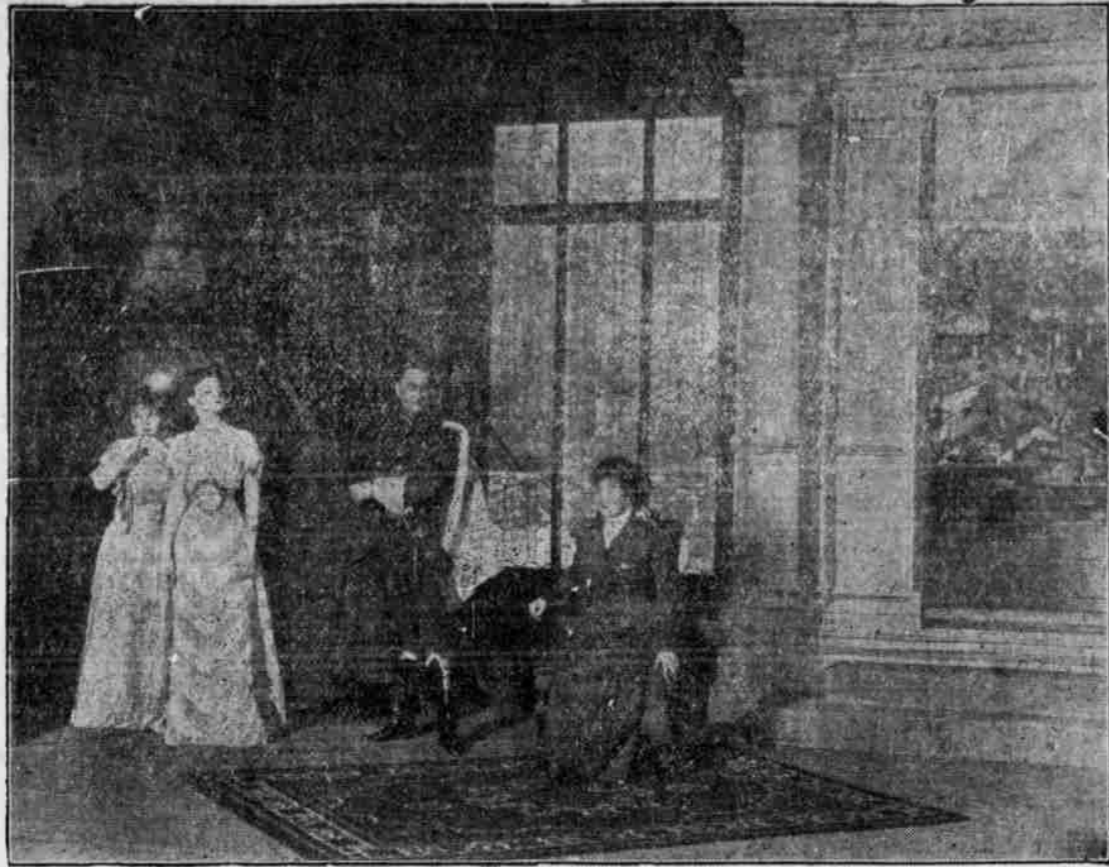
1909.
Jan. 17.—Head-on collision on Denver and
Rio Grande railroad between Dotsera
and Spruce Creek, Colo.; twenty-one
killed.
Dec. 13.—Twentieth Century Limited of
New York Central runs into rear of
delayed express at North East, Pa.;
six killed.

1910.
Jan. 21.—Canadian Pacific passenger train
leaps tracks near Espanola; twenty-
seven killed.
Jan. 25.—Twentieth Century Limited on
New York Central wrecked near St.
Johnsville, N. Y.; two killed.
March 3.—Atlantic Coast Great North-
ern train at Wellington, Wash.; thirty-
five killed.
March 21.—Rock Island train on Chicago
Great Western line wrecked at Green
Mountain, Ia.; forty-five killed.
July 4.—Cincinnati section Twentieth Cen-
tury Limited hits freight at Middle-
town, O.; nineteen killed.
Aug. 8.—Passenger train on Northwestern
Pacific collides with work train near
Ignacio, Cal.; twelve killed.
Aug. 21.—Freight train on Central Ver-
mont railroad in smashup at North-
field Falls; seven killed.
Aug. 25.—Two sections of Montreal and
Boston express of Grand Trunk line
wrecked near Durand, Mich.; six
killed.
Sept. 12.—Train on Hoeking Valley rail-
road derailed near Lemoyne, O.; three
killed.
Oct. 20.—Hoeking Valley train derailed near
Harpster, O.; two killed.
Oct. 26.—Electric locomotive on Pennsylv-
ania railroad hits hand car near Har-
rison, N. J.; two killed.
Nov. 13.—Michigan Central train hits trol-
ley at Kalamazoo, Mich.; six killed.
Dec. 22.—Owl express on Pennsylvania
railroad wrecked near Millstone, N. J.;
three killed.
Dec. 24.—Eastbound express on Pennsylv-
ania railroad hits westbound train at
Nevada, O.; six killed.
Dec. 24.—Norfolk and Western train
wrecked near Williamson, W. Va.;
four killed.

1911.
Jan. 2.—Passenger train wrecked on Mol-
ler's Creek railway near Van Lear,
Ky.; six killed.
Jan. 4.—North Coast Limited on Northern
Pacific collided with Burlington ex-
press at Cheney, Wash.; five killed.
Feb. 5.—Express train on Grand Trunk
wrecked near Paris, Ont.; four killed.
Feb. 8.—Memphis Special on Southern
railroad wrecked near McDonald Sta-
tion, Chattanooga; ten killed.
Feb. 8.—Bollor of Missouri, Kansas and
Texas locomotive exploded at Smith-
ville, Tex.; ten killed.
Feb. 13.—Philadelphia and Reading train
wrecked near Tamaqua, Pa.; one
killed.
March 19.—Buffalo trolley hit by Dela-
ware, Lackawanna and Western rail-
road train; two killed.
March 25.—Dixie Flyer of Atlantic Coast
line wrecked on trestle over Allapaha
river, near Tifton, Ga.; ten killed.
June 3.—Train on Minneapolis, St. Paul
and Sault Ste. Marie line wrecked near
Vergas, Minn.; one killed.
June 7.—Four freight trains on New York,
New Haven and Hartford railroad col-
lide near Fairfield, Conn.; five killed.
June 15.—International Limited on Grand
Trunk derailed near Bowmanville, Ont.;
one killed.
June 23.—Philadelphia and Reading train
wrecked in Philadelphia tunnel; one
killed.
July 11.—Federal express on New York,
New Haven and Hartford railroad
plunges over embankment at Bridge-
port, Conn.; fourteen killed; forty-
seven injured.
July 23.—Excursion train on Bangor and
Aroostook railroad wrecked near Ban-
gor, Me.; fifteen killed.
Aug. 2.—New York and St. Louis fast train
wrecked on Baltimore and Ohio at Es-
slem, W. Va.; two killed.
Aug. 12.—The Pennsylvania Special, the
eighteen hour flier, wrecked at Fort
Wayne, Ind.; four killed.

MAMMOTH SUNFLOWER.

Forty-two inches across, with fringe
of twelve inch petals.
A woman living near Aotini, Wash.,
has grown a sunflower the center of
which measures forty-two inches
across, with twelve inch petals, mak-
ing the total diameter of the sunflower
bloom sixty-six inches, or five and a
half feet. This giant flower is sup-
ported by a stalk that has expanded
and grown under the weight of the
bloom until it is five inches in diam-
eter at the base and about four inches
thick at the height of five feet. It was
grown at the top of a filed up well.
Recently a mushroom appeared from
this well and reached the abnormal
size of nearly three feet. It cracked
under the pressure of rapid growth
and rotted before it could be pre-
served.



SCENE IN ACT II—"BEVERLY"—AT THE LYRIC TUESDAY EVENING, SEPTEMBER 5.

CHRIST TO COME IN 1912.

Dowie Disciples File a Declaration With
Chicago Recorder.

The second advent of Christ upon
earth and the reuniting of the lost
tribes of Israel will occur some time
in November, 1912, according to a de-
claration filed in the office of the Chi-
cago county recorder.

This remarkable document, which
fixes the month of the second coming
of the Saviour, was drawn up and filed
by Harry L. Burnett and John Taylor,
disciples of the late John Alexander
Dowie, and asks that all the followers
of Zion rally to the support of the
King when he shall come.
"Before the year 1912 shall close
Jesus, the Christ and the Son of God,
will come forth from the eternal
throne once again to teach and preach
the gospel of salvation and to heal the
sick," reads the document.
"The Christ will be revealed in Zion
city, built by God's Elijah as a prepara-
tion of the way, unto all who await
his coming."

LIGHTNING CALCULATOR DEAD.

Hutchings, Who Helped Make Barnum
Famous, Passed Out at Eighty.
Professor William Street Hutchings,
for more than fifty years a famous
figure in the American show world, is
dead at the age of eighty. Most of

his fame came to him while with M.
T. Barnum, where he was known as the
lightning calculator.
He was born in New York Jan. 7,
1832, the son of a grocer. At twelve
years he was graduated from Hubbs
& Clark's academy, in West Washing-
ton street, and for a few years there-
after studied law. That not satisfy-
ing him, he went into a Massachusetts
town and played a part in "Uncle
Tom's Cabin." Barnstorming wasn't
overprofitable, and he migrated west,
working on a farm. In 1890 he ap-
peared at Barnum's museum, exhibit-
ing his ability as a calculator and was
engaged. He remained with Barnum
till the museum was burned the second
time and then went on the road. In
1872 he was with Forepaugh's cir-
cus in Washington and gave a private
entertainment to President Grant at
the White House.

KEPT VOW SIXTY YEARS.

Pendleton Shaved After Saybrook
Bridge Was Completed.
Keeping a vow registered sixty years
ago, Jonas Pendleton of Saybrook,
Conn., lost his patriarchal beard. When
he was twenty-one years old he swore
never to shave again till the Connecti-
cut river was spanned by a bridge that
linked Saybrook with Lyme. Six
decades have flown by, and Pendle-
ton has reached the age of eighty-one.
A year ago the bridge was begun,
and recently it was finished, and Pen-
dleton sought a barber shop to keep
his vow. The entire village was on
hand to witness the removal of Pen-
dleton's beard. Few of the villagers
had ever looked on his face. The barber
declined to accept compensation.
Pendleton declared after the opera-
tion that he felt twenty years younger.

Fire Destroys Wisconsin Town.
Antigo, Wis., Aug. 29.—The village
of Elmhurst, six miles south of here,
was almost wiped out by fire, which
destroyed a saw mill, \$700,000 worth
of timber, six stores and fourteen resi-
dences.

Killed by Deacon in Church.
Ashburn, Ga., Aug. 29.—R. G. Whid-
den, deacon, shot and killed J. M. Law-
son, another deacon, in a quarrel in
the church and then killed himself.

LADIES CAN WEAR SHOES
one size smaller after using Allen's
Foot-Ease, the antiseptic powder for
the feet. It makes tight or new
shoes feel easy; gives instant relief
to corns and bunions. It's the
greatest comfort discovery of the
age. Relieves swollen feet, blisters,
callous and sore spots. It is a cer-
tain relief for sweating, tired, ten-
der, aching feet. Always use it to
break in new shoes. Don't go on
your vacation without a package of
Allen's Foot-Ease. Sold everywhere,
25c. Don't accept any substitute.
For FREE trial package, address
Allen S. Olmstead, Le Roy, N. Y.

H. F. Weaver
Architect and Builder
Plans & Estimates
Furnished
Residence, 1302 East St.

FOR SHERIFF



JOHN THEOBALD,
Democratic Candidate.

Your support solicited at the com-
ing primaries, which will be held
Saturday, September 30.

DEMOCRATIC Candidate for the Office of Register and Recorder of Wayne County.



CHARLES J. ILOFF,

FOR COUNTY COMMISSIONER.

I hereby announce myself as a
Republican candidate for the nom-
ination to the office of County Com-
missioner of Wayne county, and re-
spectfully solicit the support of my
friends at the primaries to be held
on September 30, 1911.

J. L. SHERWOOD.
Preston, Pa., Aug. 15, 1911.
65eoltf.

**LONG POND
NOW OPEN UNDER
NEW MANAGEMENT.**

FISHING, BOATING, HUNTING
FIRST-CLASS BOARD.

LAKE JAMES HOTEL
Lakeville, Wayne Co., Pa.

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We print postal cards.

A. O. BLAKE
AUCTIONEER & CATTLE DEALER
YOU WILL MAKE MONEY
BY HAVING ME
Bell Phone 9-U BETHANY, PA.

The Ideal Guardian



of the estates of your minor chil-
dren. It has the very best facilities
for the profitable and wise invest-
ment and reinvestment of the princi-
pal and accrued income - The Scranton Trust Co.
516 Spruce Street.

To the Farmers of Wayne Co.--

We Desire to Have You Patronize the
**FARMERS &
MECHANICS
BANK**

75 per cent. of the stockholders of
this Bank are Farmers

Open An Account in the Progressive Bank
Capital Stock \$75,000.00
Surplus and Profits \$17,000.00

Comparative Growth of Deposits:

June 1st 1907,	-	\$24,398.54
May 1st 1908,	-	\$109,896.20
May 1st 1909,	-	\$161,077.58
May 2nd 1910,	-	\$241,843.67
May 1st 1911,	-	\$272,500.68

Officers:

M. E. SIMONS, President. C. A. EMERY, Cashier

Directors:

M. B. Allen, W. M. Fowler, G. Wm. Sell,
George C. Abraham, W. B. Guinip, M. E. Simons,
J. Sam Brown, John E. Krantz, Fred Stephens,
Oscar E. Bunnell, Fred W. Kreitner, George W. Tisdell,
Wm. H. Dunn, John Kubbach, John Weaver, J. E. Tiffany,

One Hundred and Fifty Dollars in Gold and Mer- chandise will be Given Away Absolutely Free by The Clark & Snover Company

to the persons securing the largest number of points in the
the following contest:

1st Prize	.....	\$50.00 in Gold
2nd "	.....	25.00 " "
3rd "	.....	10.00 " "
Next 10 Prizes	.....	5.00 " "
Next 40 "	.....	One pound each of Clark & Snover "Striped" or Top Wave Tobacco.

Fifty-three Prizes in all, and every one worth working for

All you have to do to win one of these prizes, if you secure points enough, is to save the NEW CLARK & SNOVER YELLOW COUPONS, BEARING THE EXPIRATION DATE, JUNE 1, 1912. No others accepted in this contest), and either mail or bring them to The Clark & Snover Company's office, No. 112 Adams Avenue, Scranton, Pa., before 12 o'clock noon, October 31, 1911, and, in addition to the premiums listed on the backs thereof, you will be given credit for all the new coupons returned, beginning with the morning mail August 1, 1911, and closing with the last mail before noon, October 31, 1911, according to the following schedule:

Coupons marked "Value 1 Coupon" one point
Coupons marked "Value 2 Coupons" two points
Coupons marked "Value 5 Coupons" five points
Coupons marked "Value 10 Coupons," ten points

In addition to this, we will give contestants credit for two points each for every advertisement they send in, in which the name "THE CLARK & SNOVER COMPANY" appears. These advertisements may be taken from the newspapers, dance programmes, pay envelopes, or from any publication in which an advertisement containing our name appears.

This offer is open ONLY to CONSUMERS of Clark & Snover Tobaccos, and no jobber, dealer, coupon collector or broker is eligible to enter the contest, and coupons or advertisements turned in by any but CONSUMERS of our tobaccos will not be accepted for credit in this contest. Therefore, Mr. Consumer, if you want to win one of these prizes, hang on to your coupons.

Tell all your friends about this contest and get them to use CLARK & SNOVER "STRIPPED" or "TOP WAVE" Tobacco, and if they do not want to enter the contest, they can give you the coupons.

The Clark & Snover Co.
112 Adams Ave., Scranton, Pa.



FOR SALE BY
C. C. JADWIN.