

MANAGER FOR TAFT CAMPAIGN

Five Men Under Consideration by President's Friends.

SECOND PLACE A FACTOR.

Selection For Vice President Will Influence Choice—Must Appear Insurgents—Political Exigencies May Call For Sacrifice of Sherman.

Five men are under consideration by intimate friends of President Taft, men by whose advice he will be partly guided, for chairman of the Republican national committee and manager of the next presidential campaign.

These are Charles D. Hillis, secretary to the president; Secretary Fisher of the department of interior; William Loeb, collector of customs at New York; Frank H. Hitchcock, postmaster general, and Representative Calder of Brooklyn.

It is candidly admitted that it is entirely too early to select a man for manager of the campaign. The final selection will depend upon the lineup after the nomination of Mr. Taft.

Much will depend on the nomination of a vice presidential candidate along with Mr. Taft. To keep the insurgents in line as far as possible the disposition of the Republican leaders when Taft is nominated will be to concede some important post to the insurgents to aid in obtaining their support. Whether this is to be the vice presidency or the chairmanship of the national committee remains to be determined from the situation at that time. If Vice President Sherman is again to go on the ticket with Mr. Taft there will be many advocates of giving the chairmanship to a progressive Republican.

If a progressive is nominated for second place on the ticket President Taft will select the best man he can among his acquaintances to handle the hunt for voters. Mr. Hillis has the inside track now. He has done clever political work so far, having shown tact and ability of a high order not only as secretary, but in the game of politics.

Mr. Hitchcock is not spoken of as frequently as heretofore because of repeated statements he has made to friends that he does not want to manage another campaign and that he earnestly wishes to get out of politics. He has practically turned the entire game of patronage over to Mr. Hillis and gives his time to the post-office department. But for the fact that the president has stated that he does not want to change secretaries again during his term Mr. Hillis would be a 10 to 1 shot as things now look, but the changes may again bring things to the point where Mr. Hitchcock may be forced to take charge at the request of the president.

Next to Mr. Hillis the man most mentioned is William Loeb. By reason of his long service with Mr. Roosevelt he is closely in touch with progressives all over the country. He would be acceptable to Roosevelt, and his loyalty to Taft is unquestioned. Many believe he would make an ideal man.

Representative Calder of Brooklyn is highly thought of by President Taft. He is a close friend of Mr. Roosevelt and a skillful man at the great game of political maneuvering. He has many friends who think his chances are good to handle the next campaign.

Secretary Fisher is discussed as a strong possibility, especially should Mr. Sherman be named for another term. He is recognized as a progressive, has the confidence of the progressive leaders of the west and is an able man. The only thing urged against him is his inexperience in large political matters. His aptitude, however, combined with recognized ability, may make him figure to a considerable extent in the calculations of the leaders as the chairman of the national committee next year.

TO SPELL FOR MONTHS.

Old Fashioned Bee Will Last From Fall to Spring.

An old fashioned spelling bee on the biggest scale ever attempted will have 14,500 contestants, pupils in the public schools of Kane county, Ill. The contest started with the beginning of the school year and will not be finished until next spring. In the beginning the championship of each room will be decided, then the championship of each school and next the championship of the city or township. The leaders of the cities and townships will meet for the final "spell down."

CHAMPION EATER.

Boston Man Devoured Fifty-eight Ears of Corn in Less Than Two Hours.

Another world's record was smashed by Charles W. Glidden of Boston, champion eater, who devoured fifty-eight ears of corn in one hour and fifty-five minutes. The previous record was fifty-four ears.

Mr. Glidden got up from the table after having finished his task and, pulling down his white vest, remarked:

"I feel satisfied. I never really have before. I do not feel as if I could eat another more for two weeks."

KEEL OF THE BIGGEST WARSHIP PUT DOWN.

Work started on the New York—Will Be Finished in 1914.

With the young grandson of the late Rear Admiral Sampson driving the first bolt, the keel of the superdreadnought New York, to be the biggest of Uncle Sam's fighting craft, was laid in the Brooklyn navy yard. Simple ceremonies marked the beginning of the work of constructing the great ship, which is to bear the name of the Empire State, heretofore borne by a cruiser. It is expected that the New York will be completed by the summer of 1914.

The new "peace preserve" is to be constructed on the same ways on which the battleships Connecticut and Florida and the collier Vestal have been built.

The first of the great steel plates was lifted and placed in position by a crane. When four keel plates had been laid eight small boys stepped forward and drove in the first bolts, all of nickel. The honor of putting in the very first one fell to W. T. Cluvertus, Jr., the five-year-old son of Lieutenant Commander Cluvertus and a grandson of the late Admiral Sampson, whose flagship in the naval operations of Santiago in the Spanish war was the cruiser New York.

The New York will have a length of 573 feet, a breadth of 95 feet 2 inches, a total displacement of 27,000 tons and engines of 28,000 horsepower. Her major armament will consist of ten fourteen-inch guns. She will be one of the first vessels of the navy to be armed with fourteen inch rifles.

With a displacement of 5,000 tons more than that of the Florida, the New York when launched will be the biggest and most powerful fighting ship ever constructed for the United States navy. She and her sister ship, the Texas, will be larger in every way than the Florida, which, it is expected, will soon be ready to go into commission at the Brooklyn yard.

WORKING ON 16 INCH GUNS.

Naval Experts Prepare For Coming of the Forty Thousand Ton Warship.

As soon as some other nation begins to arm its warships with fourteen inch guns, the caliber of the rifles which will compose the main battery of the newest designed dreadnoughts of the American navy, the United States will seriously consider the sixteen inch gun for battleships. The largest gun on foreign vessels today is the 13.5 inch, adopted by Great Britain and Russia.

The problem of a sixteen inch gun is already being worked out in connection with imaginary 35,000 and 40,000 ton battleships, so as to be prepared to take an advanced step whenever foreign competition warrants it. For rifles of that caliber a warship must necessarily have a displacement of at least 31,000 tons to resist the terrific recoil. These plans demonstrate, it is said, how materially is the evolution in naval construction and ordnance in one country controlled by the progress of others.

With the size and strength of warships growing from year to year in this worldwide endeavor to excel naval experts are beginning to wonder when and where the climax will be reached. With the 26,000 and 27,000 ton ships building the navy department is planning to make the displacement of the two battleships authorized by the last naval act 28,500 tons. That is certainly not the end, for it is believed that the next dreadnoughts will be at least 30,000 tons.

NEW CANCER CURE.

Burning the Affected Tissues is Latest Hope, Physicians Say.

Members of the American Electro-therapeutic association, at their convention held in Philadelphia, witnessed an operation which, it is declared, will make possible a certain cancer cure if performed in time.

The method was entirely new, and the operation was witnessed by fifty or more physicians. The theory is to burn the tissues affected and thus prevent the further spread of the disease. A strong electric current through steel needles dipped in zinc was employed. The zinc undergoes a chemical change when the electric current is applied and emits a chemical that destroys the parts to which it is applied. This leaves nothing but a burn to be cured.

CAT CAME BACK.

Made Trip of a Hundred Miles Between Illinois Cities in Eight Days.

The old adage about the cat coming back has been exemplified by a four-month-old Maltese kitten owned by Edward Giffel of Carlyle, Ill. The kitten traveled more than a hundred miles in eight days, reaching its native home, which establishes a record.

Mr. and Mrs. Giffel formerly made their home nine miles north of Bridgeport, more than a hundred miles east of Carlyle. A few weeks ago they removed to Carlyle. Giffel took the kitten along. The cat was dissatisfied and finally mysteriously disappeared. Giffel received a telegram in answer to a letter of inquiry from the kitten's old home announcing its safe arrival there.

"L" For Mexico City.

Mexico City is to have an elevated railway service planned on the style of the one in Berlin, where the cars hang from a single rail. It will place the suburban villages within a few minutes of the heart of the capital.

WHEN THE PRESIDENT TRAVELS

Elaborate Plans Taken to Make the Coming Western Trip a Success.

When President Taft goes traveling, especially on such a long trip as the one he began last Friday evening and to continue until November 1, it requires a great deal of planning and fine work on the part of his private secretaries, the secret agents, who are charged with the responsibility of the president's safety, and on the part of the railroad officials of the country. The president will be 47 or 48 days on his contemplated trip, and every minute of every day of the time he is to be away has been provided for by the officials of the 26 different railroad systems over which he will travel have co-operated with each other; the schedule which has been made up shows just what hour or fraction of an hour at which the president is to arrive at and depart from the different cities and towns included in his itinerary.

It wasn't until the President was on his way to Beverly from Rochester, N. Y., where he had attended the encampment of the Grand Army that he and his secretarial force had worked the list of invitations down to some thing like the limits of possibility, but still not low enough to make it practicable to get them all in the program. On his way from Albany to Boston the president had the passenger agent of the Boston and Albany, who was accompanying the train, invited down to Beverly to go over the matter with Assistant Private Secretaries Smithers and Rudolph Forster. City Passenger Agent C. E. Colony of the Boston and Albany went to Beverly and after two days and a half of conferences with the private secretaries was given a tentative itinerary for the trip, all done in typewriting, but subject to change.

This proposed itinerary had to be submitted to A. S. Hanson, general passenger agent of the Boston and Albany, because it is customary for the passenger agent of the road on which the president begins a trip to make arrangements with the officials of all the other railroads over which the president proposes to travel, and Mr. Hanson was on the job from the start.

As the president is to travel over 25 railroads in addition to the New York Central system it was necessary for Mr. Hanson to get in touch with the officials of those roads to see if they could handle the business on the dates tentatively fixed by the president, and representatives of all the roads conferred with Mr. Hanson. Then when the special train had been arranged for the itinerary had to be taken back to Beverly for revision, a number of changes were made and last week Tuesday morning President Taft put his "O K" on it. Then the procedure began to be more simplified.

In connection with the arrangements for caring for the president's train each railroad company was required to guarantee to keep its train as nearly on time as possible, and under no circumstances to run it ahead of its schedule. People will wait for a delayed train to see the president, but they miss him if the train is ahead of time. There will be about 12 or 14 men in the president's own party, including secretaries, stenographers and secret service agents. On the train arrangements have been made for the accommodation of nine newspaper men, who will be with the president throughout the trip, and there will also be an expert telegraph operator, so that in case of a wreck, breakdown or other delay, he can climb a pole and make telegraphic connections.

Mark your ballot thus:

For Prothonotary,

JOHN N. SHARPSTEEN.

CANDIDATE FOR PROTHONOTARY.



JOHN N. SHARPSTEEN.

To the Republicans of Wayne Co.: I take this means of announcing myself as a candidate for the nomination of Prothonotary at the primaries, Sept. 30, 1911.

To most of you I am known personally. During my seventeen years of service as a clerk in the Honesdale postoffice my efforts have been to perform my duties faithfully and courteously to the patrons of the office and the public generally.

To the voters with whom I am not personally acquainted I would say that, since a severe injury sustained by my father a few years before his accidental death when I was sixteen years old I have tried to make an honest living. My birthplace was in Texas township, district No. 4, Wayne county. My school days were limited to the district school and the Honesdale High school. As a boy of eleven years I spent my summers slating picking on the Delaware & Hudson dock and attended school during the winter. I also spent several summers working on a farm in Cherry Ridge.

After school I entered the office of the Honesdale Iron Works, known now as the Guernsey Electric Elevator Co., where I stayed a number of years and later entered the Honesdale postoffice serving two years under William F. Briggs. I then went to the Carbondale Lumber company as a bookkeeper, remaining with them until the appointment as postmaster of Miss Mary E. Gerety, who later became the wife of Hon. C. A. McCarty. In June, 1896, I returned to the Honesdale postoffice where I have been employed ever since. In coming before the people and asking their assistance and vote at the coming primaries, let me say that I am no tool of any boss or bosses. I simply desire in common with every American citizen to better my condition. Your support will be appreciated and if nominated and elected I will devote all my time and attention to the duties of the office to which I aspire and will resign my present position.

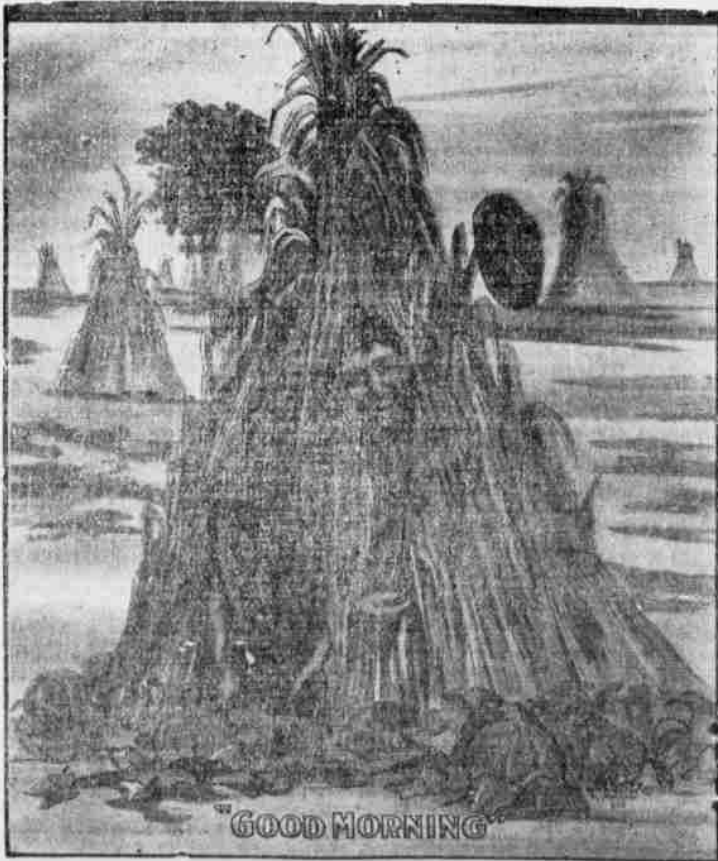
As the son of the late Newton Sharpsteen, veteran of the Civil war, I have an interest in and sympathy with all veterans.

Most cordially yours,

J. N. Sharpsteen.

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