

ACCIDENTS TO SUBMARINES HAVE COST 187 LIVES IN 8 YEARS

Great Britain Has Been Most Unfortunate While France Comes Second.

THE recent wreck of the British submarine A-3 off the coast of the Isle of Wight recalls the fact that there has been a great loss of life in submarine accidents in the various navies of the world in the last eight years, the number reaching nearly 200. Not all of the disasters have been caused by collisions with other vessels of the fleet or with merchant vessels, but a number have been due to explosions in the under water vessels. Great Britain has been the most unfortunate in submarine boat accidents, eight having occurred in as many years, with the loss of life placed at sixty. Lives were sacrificed in all of these accidents except two. Most of the British disasters have been primarily due to gasoline explosions. France closely follows Great Britain in the number of men killed in submarine disasters, the total for that country being fifty-seven. Russia is next with forty-four, followed by Japan with thirty-two, Italy with eight and Germany with three.

The parent ship of the British submarine fleet, the Hazard, which was in collision with the A-3 recently, had an experience once before in a submarine accident, though through no fault of its own. This was back in 1905, and it was the first grave accident on account of an explosion of gasoline fumes. It was on A-5 of the British navy. The little boat had been taking gasoline aboard, stowing it in the tanks from the Hazard preliminary to a special run. Nearly two hours after the work of filling the tanks was done and while the crew was clearing the submarine up for the trip a violent explosion took place within the boat. The explosion led to the death of six men.

The First Accident.

British submarines belonging to the A class have been singularly unfortunate. The first accident to a vessel of that class was on March 18, 1904, when the steamship Berwick Castle sank submarine A-1 off the Isle of Wight. One officer and eleven men were lost in that collision. Then came the A-5 disaster in Queenstown harbor in February, 1905, in which six men were killed and twelve injured. Four months later fifteen lives were lost in the English submarine A-8 off Plymouth after a gasoline explosion. The vessel was sunk off the breakwater at that place. All the men were supposed to have been at once drowned, but subsequently succeeded in signaling that they were alive. The afternoon of the accident a heavy explosion occurred over the position where the boat sank. The disaster happened while the A-8 was proceeding to sea for practice, accompanied by another submarine and a torpedo boat.

In November, 1905, the third accident to a submarine of that country took place when the A-4 sank during maneuvers at Portsmouth. The crew was rescued. In June, 1907, a lieutenant and three men were killed by an explosion of gasoline on the submarine C-8. Two years later the C-11 was sunk by the steamship Eddystone off Halsborough lightship near Cromer, England. Thirteen members of the vessel's crew went to the bottom with her. A flotilla of eight submarines was proceeding in a southerly direction when the Eddystone ran in among the vessels and collided with C-11. The submarine went down immediately. The second accident to the A-1 occurred off Plymouth in August, 1911, when two officers and five men were dangerously injured by an explosion of petrol.

Disasters in Russia.

Shortly after the first British submarine accident the Russian navy was visited by a disaster when the dive boat Delfin sank at her moorings in the Neva near St. Petersburg. This accident cost the Russians twenty-four lives. Another accident to a submarine of that country took place in June, 1909, when the Kambala was sunk in the Black sea during maneuvers. The submarine flotilla was conducting a series of night attacks against a battleship squadron. During the operations the Kambala unaccountably left her course and swung across the bows of a battleship. The two vessels collided, and the smaller boat sank immediately. Two officers and eighteen men of the crew perished.

The first accident to a French submarine occurred in July, 1905, when the diveboat Farfadet was sunk off Bizerta, Tunis, and fourteen lives were sacrificed. A little more than a year later the French Lutin sank near where the Farfadet had gone down, and sixteen men were lost. In May, 1910, the English channel steamboat struck the French submarine Pivovose two miles off the French coast. Twenty-seven lives were lost in this accident. Two weeks later the boat was found and towed ashore. The body of the helmsman was found at his post in the steering tower. The trapdoor leading from the tower to the compartment below was closed. The log book of the commander was recovered, and it contained a complete record of the submarine's

Russian, Japanese, Italian and German Navies Also Have Had Disasters.

last plunge. The final entry was made at 1:55 o'clock on the afternoon of the day the Pivovose was struck.

A Salvage Plant.

Germany had her first submarine accident a little over a year ago when the U-3 sank in the harbor of Kiel. Three officers were lost, and twenty-seven of the crew were saved.

Most of these fatalities to submarines might have been prevented had there been at hand or within reasonable distance the proper appliances for quickly locating the sunken vessel and raising her to the surface. Germany had a suitable salvage plant available, and it proved its efficiency by raising the U-3 within three hours after reaching the scene of the disaster. This plant consists of a seagoing salvage dock capable of navigating under its own steam and was built expressly for the raising and docking of sunken submarines.

One Disaster in Italy.

Italy has been fortunate with her submarines, as there has been but one disaster, and that in April, 1909, which cost eight lives. That accident was attributed to carelessness alone. At that time the Foca was badly damaged by an explosion of gasoline fumes. The little vessel was lying in the bay of Naples, and her crew was engaged in completing the replenishment of her fuel supply. In fact, her gasoline tanks had been actually filled. Petrol fumes hung about the boat and found their way into the superstructure through the open manholes on the deck. The gas gathered in the superstructure space, and a spark from a cigarette or from the stack of a passing vessel was all that was needed to cause the explosion.

Japan, as well as England, Germany and France, has a remarkable tale to tell of heroism shown by sailors in submarine accidents. On April 15, 1910, Lieutenant Tsutomu Sakuma and fourteen sailors smothered when submarine No. 6 sank during maneuvers in Hiroshima bay. The lieutenant left a record of the two hours and forty minutes after his boat was sunk, written while he was dying. The message was found in the conning tower of the submarine after she had been brought to the surface. In part the death log read:

"Words of apology fall me for having sunk his majesty's submarine No. 6. My subordinates were killed by my fault, but it is with pride that I inform you that the crew, to a man, have discharged their duties, as sailors should, with the utmost coolness until their dying moments.

"It was while making a gasoline dive that the boat sank lower than was intended, and in our attempt to close the sluice the chain broke."

The case of this Japanese officer is unique in the history of submarine disasters.

History of the Submarine.

The first steps toward the practical adoption of submarines in modern fleets were taken in France. The Gyronote of 1886 was the earliest example. She was about thirty feet long and weighed about thirty tons. When submerged she had a speed of six knots, and at the surface rather more. This vessel was followed by the Gustave Zede in 1891, a vessel 148 feet in length, weighing 265 tons, and having a speed of eleven knots at the surface and eight knots under water.

Simultaneously with the movement in France attention was directed in the United States to the performances of submarines built by Holland. In 1896 after twenty-one years' continuous work the Plunger was laid down from Holland's designs under a contract with the navy department. She was eighty-five feet long, weighed 165 tons and was propelled at the surface by steam engines, oil fuel being used in the boilers.

It is urged that submarine navigation is still in its infancy, almost untried and that with patience and skillful management it may soon become safer, if not more enjoyable, than surface navigation. Submarines are vastly more dangerous to friends than to foes, according to the records. They are still in the class of scientific toys with the records of 187 killed, besides many injured.

NEW CHINESE BILLS OUT.

Republican Government Issues Ten Dollar Treasury Notes.

New ten dollar treasury notes of the Chung Haw republic, with its capital at Nanking, China, have been received in this country. The bills contain on their face the following in English: "The Chung Haw republic promises to pay the bearer \$10 in gold on its formation at the state treasury or its agents abroad. (Signed) Sun Wen, president; Lee Ghenone Hop, treasurer."

There is also a picture of the blazing sun with rays of light radiating to the four corners. The back of the bills are engraved in Chinese and contain a picture of the republican flag.

LAST TREASURER OF CONFEDERACY IS DEAD.

Micajah Henry Clark Was Confidential Clerk to Jefferson Davis.

Micajah Henry Clark of Clarksville, Tenn., who died recently, was the confidential clerk of Jefferson Davis, president of the Confederate States of America, throughout the existence of that government and the last treasurer of the Confederacy.

Entering the Confederate service at the outbreak of the war, Mr. Clark was with President Davis until the cabinet disbanded at Washington, Ga., after fleeing from the capital at Richmond. Besides performing the services of a confidential clerk to Mr. Davis, Mr. Clark assumed the duties of treasurer of the Confederacy. With coffers empty of coin and a paper currency of little value, he endeavored to furnish the money to finance the shattered armies that endeavored to hold the field against the Union forces.

Last summer the federal government sent Galliard Hunt of the Congressional library to see Mr. Clark at his home in Tennessee and get from him all the data which he had concerning the Confederacy. Mr. Clark turned over to Mr. Hunt all the relics and information he possessed except the last official signature affixed by Jefferson Davis. This signature Mr. Clark gave to the Confederate museum at Richmond.

Mr. Clark was born in Richmond Sept. 4, 1830. In 1855 he moved to Clarksville, Tenn., and engaged in the exportation of tobacco to England, France, Germany, Belgium and Holland.

In 1861 he married Miss Elizabeth Kerr of Lynchburg, Va. At the close of the war he returned to Clarksville and resumed his business.

SHY AT MONEY TRUST PROBE.

The Pujo Resolution is Sidetracked by Other Business.

Washington, Feb. 20.—The Pujo money trust resolution is still resting on a legislative sidetrack. Representative Daizeil of Pennsylvania, the ranking Republican member of the rules committee, directed attention to an error in the resolution, with the result that it was again shunted aside. Unless time can be found for its consideration late today the resolution, owing to special orders for tomorrow, Thursday and Friday, must go over until Saturday.

The delay in this case is without significance so far as the ultimate fate of the money trust inquiry is concerned. The resolution will be passed by the house without opposition in due season. An effort may be made to amend it, but a canvass of the house discloses that a majority favors the resolution in its present form. Efforts that have been made to induce the Republican insurgents and insurgents on the Democratic side to join in a movement to inject a lot of "whereases" in the resolution reciting alleged wrongful practices on the part of the so called money trust have failed.

The telephone is talkative. The telegraph is chatty. But on matters interrogative The dictophone is batty. —Cincinnati Enquirer.

"Was there anything complimentary written about your show?" "Yes," replied Mr. Stormington Barnes; "most of the tickets." —Washington Star.

I would like to waste a sonnet To a maid with modish bonnet. A soft, appealing something that my boundless love would tell, But I lack the time. Oh, curses! I have got to pen some verses For Perkins' Pleasant Pkery Pills that pay me twice as well. —Buffalo News.

"You say she worries herself unnecessarily over trifling things?" said one of two women who were speaking about the ways of another. "Worries" was the answer. "Why, she's more trouble to herself than a family of children." —New York Sun.



FOR RELIABLE HEATING & PLUMBING

CONSULT S. E. Morrison 12th and Kimble St. HONSDALE, PA.

COUNTY REPRESENTATIVE FOR "CAPITOL" Boilers and Radiators. "LEADER" Air pressure water systems. "GOULD" Pumps. "STAR" Windmill.

The above goods represent the best products in the market. The use of them coupled with our 26 years' practical experience at the business insures you a lasting and satisfactory job. Correspondence Solicited. Both 'Phones.

EUGENE SCHMITZ.

Ex-Mayor of San Francisco Again on Trial For Graft.



Copyright by J. E. Farley.

San Francisco, Feb. 20.—The biggest and probably the last of the graft trials has begun. The man at the bar is Eugene E. Schmitz, three times labor union mayor of San Francisco. He was convicted of extortion five years ago in the same uprising that sent his university trained boss, Abe Ruef, to prison for fourteen years, but he got off on a technicality and since has been a rover under \$335,000 bail awaiting the action that has now come under another swarm of indictments against him founded on evidence obtained by Detective Burns.

Ruef has been brought from prison in the expectation that in order to gain immunity from prosecution on indictments still pending against him—even a pardon is talked of—he will recite as a witness the inside story of the days when the city's public utilities were being sold to the highest bidder.

It may be beer or it may be wine. It may be booze that you think so fine; The cup that cheers is filled with laughter— But it always brings a morning after. —Cincinnati Enquirer.

"Why does that girl wear her hat while she's at work?" "She only came today and isn't sure how long she will stay." —Tatler.

Economy has so impressed A housewife named Viola She bought three slabs of Swiss cheese And importuned the dealer, "Please, Before I pay may I try these On our new planola?" —St. Paul Pioneer Press.

DR. E. F. SCANLON

The Only Permanent Resident Rupture Specialist in Scranton.

30 Years' Success in this City. Curing Rupture, Varicocele, Hydrocele,

Piles, and Fistula. Diseases of Men—Cured forever without operation or detention from business.

Dr. E. F. Scanlon says: "Trusses will not cure rupture."

Come to me and I will cure you so you will not need to wear a truss. INTERVIEW OR WRITE THESE CURED PATIENTS:

Thomas L. Smith, Orson, Wayne Co., Pa.—Rupture. Peter L. Allen, 22 Seventh Ave., Carbondale, Pa.—Hydrocele. Gilbert H. Knapp, Aldenville Wayne Co., Pa.—Rupture. J. H. McMahon, 331 North Lincoln Avenue, Scranton, Pa.—Rupture. Davis A. Gaylord, Pleasant Mount, Wayne Co., Pa.—Rupture. Office Hours: 9 a. m. to 5 p. m., and 7 to 9 p. m., Sundays, 12 to 1 p. m. Satisfactory arrangements may be made for credit. Consultation and Examination Free. OFFICES—43 Linden St., SCRANTON, PA.

KRAFT & CONGER INSURANCE

HONSDALE, PA.

Represent Reliable Companies ONLY

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the Signature of *Chas. H. Fletcher* **The Kind You Have Always Bought In Use For Over 30 Years.** THE CENTAUR COMPANY, 77 NUNN STREET, NEW YORK CITY.

NOT WITH BOASTING OR SELF-LAUDATION BUT WITH THANKFULNESS AND PRIDE



The Honesdale National Bank

makes the following statement of easily verified

FACTS:

- FIRST:—It is the oldest bank in Honesdale and has had SEVENTY-FIVE YEARS' EXPERIENCE.
- SECOND:—In its vaults on December 5th, 1911, it had in CASH \$104,548.33 and has more in quick assets, Government and High Grade Railroad Bonds, with approved Reserve Agents, etc., than its total DEPOSIT LIABILITY.
- THIRD:—It was chartered for the purpose of taking care of the banking needs of this community and is PREPARED to do it, paying three per cent. interest on SAVINGS ACCOUNTS.
- FOURTH:—Its Board of Directors comprises men of the highest standing, willing at all times to extend liberal accommodation upon satisfactory security.

OFFICERS:
HENRY Z. RUSSELL, President
ANDREW THOMPSON, Vice President
LEWIS A. HOWELL, Cashier
ALBERT C. LINDSAY, Asst. Cashier

DIRECTORS:
Henry Z. Russell
Edwin F. Torrey
Horace T. Menner
Louis J. Dorflinger
Andrew Thompson
Homer Greene
James C. Birdsall
E. B. Hardenbergh
Phillip R. Murray

One dollar will start an account, and you can send it by mail, and we will issue the book as you direct.

THE NORTHWESTERN MUTUAL LIFE INSURANCE COMPANY OF MILWAUKEE, WIS. Agency at Honesdale, Wayne Co., Pa. FROM THE 53 ANNUAL REPORT.

Total admitted assets	\$73,513,063.58
Total insurance in force	1,060,229,708.00
Total number policy-holders	125,481.00
New insurance reported and paid for in 1910	118,759,032.00
Increase in insurance in force over 1909	67,940,613.00
Total income for 1910	\$1,979,892.28
Total payment to policy-holders	\$2,869,892.00
Ratio of expense and taxes to income	13.78 per cent.

YOU WILL MAKE NO MISTAKE IF YOU INSURE WITH **M. A. TINGLEY, Agent, HONSDALE, PA.**