



70th YEAR--NO. 54

HONESDALE, WAYNE CO., PA., FRIDAY, JULY 5, 1912.

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July 13 2 CENTS

JOHN KALLIGHAN KILLED IN WILKES-BARRE

Former Honesdale Boy—Fell From Four Story Building Tuesday—Remains Will be Brought to Honesdale.

Ten months to the day from the time his sister, Miss Mary Kallighan aged thirty-five years, met death as the result of a roller-coaster accident in Coney Island, New York, John Kallighan, aged forty, an ironworker, of 148 Meridian street, West Scranton, and a former resident of Honesdale, was killed on Wednesday in a fall from a building on which he was working in Wilkes-Barre.

The injury and death of Mr. Kallighan has in it many points of similarity with the tragic end of his sister. Both accidents happened on the day before a holiday. Miss Kallighan having been killed on the night before Labor Day, Sept. 3, 1911. Mr. Kallighan's death occurred July 3, 1912, the day before a holiday. Both were unmarried. The body of John Kallighan was brought from Wilkes-Barre and taken to the home of his aged mother by Funeral Director E. A. Cusick, who, ten months previously, had brought from New York the body of his sister.

John Kallighan, an ironworker of unusual ability, had been working on the Wilkes-Barre job only two days, having left home Monday to take up his work. The accident occurred on the third day of his absence from home, and here again there is a striking similarity with the death of his sister, who was visiting friends in New York only two days when the accident that caused her death occurred.

Kallighan was working on the fourth story of the Dorrance Reynolds apartment house on South Main street, Wilkes-Barre, at 2 o'clock Wednesday afternoon. The street was crowded at the time as a large throng of pedestrians had gathered to watch the ironworkers putting into place a steel girder. Kallighan was working near the edge of the girder when he became dizzy or suffered sunstroke, no one knows which, and fell headlong.

In the fall from the fourth story, a distance of 100 feet to the ground, Kallighan struck across a beam at the first floor, and it is believed that he was unconscious when he struck the cement floor in the basement. Fellow workmen rushed to his assistance, surgeons were called and Kallighan was taken to the Mercy hospital, where it was found that his skull was fractured and that he had received internal injuries. He died within an hour after he was received at the hospital.

Mr. Kallighan was born in Honesdale. He is survived by his mother, Mrs. Catherine Kallighan; one sister, Mrs. John Smith, of Brooklyn, N. Y., and three brothers, Michael, of New York, and Thomas and William Kallighan of Scranton.

The funeral will take place Saturday morning. Services will be held in St. John's church, Honesdale, interment in St. John's cemetery.

MRS. ALICE CARROLL DIES SUDDENLY

Passes Away in Bethany While Daughter Is After Medicine—Coroner P. B. Petersen Called —Inquest Deemed Unnecessary.

Leaving her mother, Mrs. Alice M. Carroll, alone for a few minutes while she went to a neighbor's to get some medicine to relieve her sufferings, Mrs. George Styles, who lives on the Bethany turnpike, found her mother dead when she returned.

Mrs. Carroll had been affected with heart trouble for some time and on Tuesday she was very ill. As night came on the pains grew more severe. Having no medicine in the house to relieve her mother of the excruciating pains, Mrs. Styles went to the homes of James Burke and John Lippert to get the necessary medicine. Securing it, Mrs. Styles hurried back home, being absent only a short time. When she opened the door she found that her mother was dead, having passed away during her absence. Mrs. Styles called for Coroner P. B. Petersen, who by the way was Mrs. Carroll's physician, having called upon her in the morning.

Coroner Petersen claimed death was due to neuralgia of the heart. He deemed an inquest unnecessary.

Mrs. Carroll died between half past four and five o'clock. She was 50 years of age, and had lived near Bethany for several years and was well known. Mrs. George Styles survives.

The funeral was held on Thursday morning at 10:30 o'clock from the house. Interment was made in East Duberry cemetery.

REAL ESTATE TRANSFERS

Helen L. Young, of Damascus, to Tyman F. Bush, same place, lands in Damascus township; consideration, \$1.

James H. Torrey, substitute executor of the estate of Stephen Torrey, deceased, of Honesdale, to Fred W. Kreitner and William H. Kreitner, certain lands in Honesdale borough; consideration, \$3,500.

A GOOD PASTOR GONE.

Rev. James R. Miller, the well-known writer and Presbyterian minister, died at his home in Philadelphia on Wednesday, aged 72 years. Dr. Miller was widely known through his literary efforts. He has been editor of the Presbyterian Board of Publication since 1880 and his writings have been translated into nearly every foreign language.

BINDERS FOR MACADAM ROADS.

Important Uses of Asphalt Noted in Report of United States Geological Survey.

The by-product of the oil industry is fast supplying the demands for asphalt in the United States. Asphalt commerce has always been guided rather by the uses to which the material could be put than by the discovery of new deposits. Thus asphalt was first brought to this country from the region of the Dead Sea and elsewhere in the East for making asphalt varnish, and especially for "japaning" metals. Asphalt found in an impure mixture with water and clay in the great asphalt lake of Trinidad has been used in large quantities for street paving.

Bessemerizing Asphalt.

More recently the petroleums from California and Texas have furnished, in the course of their utilization, large supplies of asphaltic residues. A man who has shown his genius in many other lines, Walter P. Jenney, was among the first to conceive the idea that this asphaltic material could be "bessemerized"—that is, blown with air in a way that would make it silky and even elastic to a certain extent. Elastic material for roofing and even substitutes for rubber in automobile tires have been obtained from asphaltic residues by this blowing process or by treating with sulphur. This sulphurization of asphalt has even been applied with good effect to elaterite and similar hard asphalts from eastern Utah. The extension of this interesting bessemerizing process holds out attractive possibilities—for example, that the same raw material may be used in both the elastic tire of the automobile and the road over which it runs.

To Lessen Wear from Automobile Traffic.

The chief feature of the asphalt industry in 1911, as shown by an advance chapter from "Mineral Resources," published by the United States Geological Survey, "The Production of Asphalt, Related Bitumens, and Bituminous Rock," by David T. Day, is the great extension of the use of residues from the asphaltic varieties of petroleum as binders in the surfaces of macadam roads in order to prevent the rapid deterioration of these roads from automobile traffic. The asphalt used for this purpose showed a gain in quantity from 159,424 tons in 1910 to 234,951 tons in 1911. It is noted also that the importation of soft asphalt from Venezuela, which is admirably suited for this purpose, is increasing.

HORSE RUNS AWAY WITH 25 POUNDS OF DYNAMITE.

The running away of one of H. P. Plum's livery horses with a wagon containing about 25 pounds of dynamite caused considerable excitement on Main avenue Wednesday morning. Mr. Moulton, of the Hawley Coal company, tied the horse in front of the Syndicate building while he went up to the Elite club rooms for a few moments. He tied the animal with a line, which caused the bridle to break when, shortly afterwards, the horse became frightened at an automobile. The animal apparently did its best to set off the dynamite, as it turned every available corner before it was captured. No one was injured and fortunately no damage was done.—Hawley Times.

LIGHTNING KILLS HORSE.

Severe thunder storms passed over northern Wayne county Thursday afternoon and evening. During one of these storms a horse belonging to Clarence Hopkins, Rileyville, was killed. It was standing alongside its mate and harnessed to a wagon when the bolt of lightning struck the horse. Charles Irwin, a young man employed by Mr. Hopkins, was near the team and was stunned when the lightning killed the horse. He was rendered unconscious for a little while, but from reports, was not seriously injured.

JOHNSTON GETS THE DECISION.

East Las Vegas, N. M., July 4.—The Jack Johnson-Jim Flynn forty-five-round fight for the heavyweight championship was brought to a close in the ninth round today by the state police. Captain Fernoff, of the state police, personal repre-

Jesse, son of Dr. and Mrs. Chas. G. Corson, of Rileyville, died Tuesday of typhoid pneumonia, aged 17 years.

Jesse was well known in Honesdale, having attended school here. He was a sophomore. While in Honesdale he boarded at the home of Mr. and Mrs. C. F. Bullock. Mr. Bullock speaks in words of highest praise concerning the character of Jesse. He had a host of friends.

During the revival meetings held last winter in the Methodist church, Jesse was one of the converts. His pastor, Rev. Will H. Hiller, preached the sermon at his funeral, which was held Friday morning at 10 o'clock from the Honesdale Methodist church. Interment will be made in Waymart.

Besides his parents, one brother, and a sister survives.

Photo by American Press Association.
sentative at the ringside of Gov. McDonald, declared that it was no longer a boxing contest; that it was a brutal exhibition and that Flynn's foul tactics made its continuance impossible. He jumped into the ring with his deputies and drove the fighters and official who followed him to the corners. Referee Ed W. Smith then announced that Johnson had won and the fight was over.

THE CITY HALL IS NOW BEING REMODELED

Architect H. F. Weaver in Charge of Making Change—To Be Occupied by Government for Postoffice.

Bright and early Wednesday morning Architect H. F. Weaver and a force of carpenters, plumbers and electricians started dismantling the south side of the town hall, which will be used as the postoffice.

All the partitions will be removed from front to rear of the building and heavy I beams will be placed on iron columns to support the second floor. The first partition at the present entrance, which is of brick, will be removed. The brick will be used in building vaults for the safe, which will be located at the rear of the building. A new partition will be erected close to the stairway leading to the second floor, affording more space for the lobby and also dividing the first floor from the second, thus doing away with the present hallway.

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The arrangement inside will be made as convenient as possible. The lobby will extend from the front, taking in one large plate glass window, to part way down the corridor, or as much space will be used as is necessary to take care of the lock boxes, registry office and delivery window.

Practically an entire new equipment including rural delivery assorting cabinets and furniture, distributing tables, lock boxes, etc., will be purchased by the town council for the new office.

The new quarters for the council will be located on the second floor, probably in a section now occupied by the firemen. The town's treasury till or vault may be placed at the rear of the building so access to it can be made from the second floor.

41 KILLED; AS MANY INJURED

In Wreck on Lackawanna Near Corning, N. Y.—Witnesses Say No Flag Was Out—Coroner Starts Inquest.

Corning, N. Y., July 4.—Westbound Lackawanna passenger train, No. 9, from New York, due to arrive at Corning at 4:47 a.m., composed of two engines, a baggage car, three Pullmans and two day coaches, in the order named, were demolished at Gibson, three miles east of Corning at 5:25 o'clock Thursday morning by express train No. 11, due at Corning at 5:10 a.m. Forty-one persons were killed and between fifty and sixty injured. Many of the victims were holiday excursionists bound to Niagara Falls, who had boarded the train at points along the line. Only twenty-four have been identified.

The wreck was the worst in the history of the road. Its cause, according to Engineer Schroeder of the express, was his failure to see signals set against his train. The morning was foggy and he said he could not make them out.

The wrecked train stood on the main track blocked by a crippled freight train. There was no flag out, according to Engineer Schroeder. The signals Engineer Schroeder declared it was too foggy to see were just around a curve.

The flying express plunged past them and crashed into the rear of No. 9, bringing death to nearly two score of its passengers.

The Local Dead.

Following is the list of the local identified dead:

John Zimmer, 123 North Main avenue, Scranton.

Mrs. John Zimmer, 123 North Main avenue, Scranton.

Miss Edith A. Hess, 746 Adams avenue, Scranton, Pa.

Mrs. Rees H. Jones, 712 South Main avenue, Scranton.

Death of Jesse Corson.

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A HOMEMADE FLY POISON.

Beat together the yolk of one egg, one-third cupful sweet milk, one level tablespoonful of sugar and a level teaspoonful of black pepper. Put on plates and set where flies abound. After a few hours, says Emma P. Telford, you will find the floor covered with dead or stunned flies. Sweep up and burn.

PONT DEVELOPMENT.

Director Norris to Improve Facilities by Modern Methods—To Break Monopoly and Encourage Commerce by Municipal Management.

Philadelphia, July 4.

Convincing examples of the handicaps under which a port is placed through private ownership of its waterfront, and which at the same time show how conflicting interests and varied management render valuable frontage virtually useless, often idle and tenantless, are not lacking under present conditions in the Port of Philadelphia, where, strip by strip, the harbor front passed into private control years ago.

While it is true that under the present practical and aggressive management of the Dock Department the unfavorable results of such conditions have been minimized so far as has been possible, it is equally true that unless there is a change of policy the remedy cannot accomplish much more than it already has.

Director George W. Norris, of the Department of Wharves and Docks, after a thorough study of conditions in a dozen other ports, where problems similar to those confronting Philadelphia have been successfully solved, has frankly announced his attitude, declaring unqualifiedly in favor of the municipality owning and controlling its own front-front.

"For," said the Director in stating his position, "I find private ownership a relic of business methods of half a century ago, not at all in accord with the progressive principles which must be adopted now if Pennsylvania's port at Philadelphia is to compete successfully with other Atlantic seaboard ports that are now spending millions of dollars in improvements and the higher standardization of port facilities.

"Such a condition creates both the temptation and the means for the arbitrary regulation of competition and the artificial depression of commerce. It puts the port facilities under a dozen, perhaps a hundred, different executive heads, among which there are often bitter antagonisms, and the inevitable result is a reaction upon the port's development. These conditions are a direct additional tax upon the port's commerce and tend to discourage a natural expansion."

"A port is the point of exchange between the methods by which commerce is transported. It is the point where of necessity land carrier and water carrier meet and tranship their cargoes. Every consideration of sound business economy demands that the most equitable conditions shall obtain at such a point and that private enterprise shall not stop in there and be virtual dictator to both railroads and steamship lines so far as concerns the port facilities are concerned.

"Competition is the safeguard against exorbitant rates. Monopoly regulates or entirely vitiates the effects of competition. Private control of a harbor's facilities gives to such persons or corporations exerting such control a monopoly of the port's business. For if they have not that business already, they have at their command the means of turning it into their own channels, or, as an alternative, denying it to any other part of the port, and denying it at the same time to the community depending upon such port for commercial intercourse with over-water countries."

Another variety of objection applying to private ownership is that small wharves, without either the water or the pier space for accommodation for modern vessels fall into disuse and represent so much valuable portion of the port's water front.

An instance of this is had in the efforts of the owners of Pier 9, South Wharves, in the Port of Philadelphia, to sell. The present pier is only 220 feet long and 55 feet wide. It has a water space of 32 feet on one side and 40 feet on the other. In all probability this pier will remain unenlarged so long as it remains private property, and just that much available water-front is denied vessels which could not dock or turn in such cramped quarters.

Another instance is the private ownership of a 16 foot stretch of pier front between two municipal piers at the foot of Race street. Still immediately south of Market street ferries here a pier 149 feet long and 63 1/2 feet wide cannot be widened for another illustration is that of Pier 1, greater commercial purposes because of the scant 74 feet of water space on the south side, while recent legislation prohibits any widening of piers which will diminish the docking space to less than 150 feet.

SPORTING NOTES.

Honesdale was defeated twice July 4th by Jermyn. The morning game was called at ten o'clock and was witnessed by a large crowd of fans. The batters were, Gregory and Jacobs for Honesdale, and Mearay and Miller for Jermyn. The score was 10 to 6 in favor of Jermyn.

In the afternoon Jermyn was defeated by Breidenstein by a score of 10 to 8. Breidenstein was in the box at the start but they hammered him so hard that Honesdale went in and held the visitors down for the rest of the game but the damage had been done. Batters for Honesdale: Breidenstein, Hessing and Jacobs; for Jermyn, Watkins, Mearay and Miller. There was a good crowd at the games.

The Honesdale base ball team has arranged to play a series of five games with White Mills. The first exhibition will take place on Saturday of this week on the local field. An interesting game is looked forward to. It is hoped that the game will be well sustained. The boys are deserving of a big crowd.

\$250,000 TO BE DISTRIBUTED TO TOWNSHIPS

Amount Appropriated by Legislature For Building Roads Throughout State in Townships Which Collect Cash Road Tax.

Drawing of warrants for the distribution of a quarter-million dollars among townships of Pennsylvania which abolished work tax and collected their road taxes in cash was begun at the State Highway Department recently, but such a large amount of clerical work is required that it will be weeks before the money is paid out to the hundreds of boards of supervisors which will receive it. Highway Commissioner E. M. Beloborod has been fortified with an opinion from the Attorney General as to the payment that such townships as collect their taxes in cash and file reports are entitled to share in the distribution.

The last Legislature made an appropriation of \$500,000 for this object and half of it is available.