

NEW YORK BARGE CANAL.

Stupendous Work, Second Only to the Panama Canal.

The Erie canal, reaching across New York state and connecting the Great Lakes at Buffalo with the Hudson in 1825 and for many years opened in 1825 and for many years it was the most important waterway in the country. It was originally proposed by Gov. DeWitt Clinton, who wanted the federal government to carry on the work and own the canal. Uncle Sam would not agree, however, to undertake a purely state canal, even though it was to be of such value to the whole nation, and finally New York state shouldered the job. The introduction of railroads and other changes however eventually put the Erie canal practically out of business. It was too small to meet the demands of modern traffic and often in dry seasons the feed-water would give out and the canal-boats would be stuck in the mud along the route. For years it was a much-debated question in New York what the state should do with its long ditch. Finally it was proposed to reconstruct it on an up-to-date basis and make it into a barge canal, big enough to accommodate boats of 3,000 tons. This called for an expenditure of \$119,000,000, but the people by a referendum vote agreed to stand it.

An article in the Williamsport Grit gives interesting details about the stupendous undertaking. While the new barge canal does not possess all the spectacular interest that the Panama canal does, it is a work which at any other time would command nation-wide and even world-wide interest and admiration because of its magnitude and boldness. The excavations will total upwards of 110,000,000 cubic yards and 3,000,000 cubic yards of concrete will be required—which is more than half as much as the Panama canal calls for in each case. But the canal will cost the state only a little over a fourth as much as the Panama ditch will cost the nation. Nearly 25,000 men, mostly foreigners, are now at work on the line, which covers altogether a stretch of nearly 500 miles. The route of the main canal, from the Hudson to Watford, near Troy, to the Niagara river at Lockport, near Buffalo, is about 320 miles, but there are also three branches being built. One of these side-steps is to Lake Champlain, another to Lake Ontario and the third to Lakes Cayuga and Seneca. The net rise from the Hudson to Niagara is 565 feet. Altogether 57 big locks, over 200 bridges and 30 dams must be built. The rise from Watford to Lake Champlain is 112 feet, the fall to Lake Ontario 198 and the rise to Cayuga and Seneca 71. The locks are like so many steps in a flight of stairs, though the comparative ascent of course is much smaller.

For getting over the ridge between the Hudson and the Mohawk a flight of five locks with a total lift of 170 feet in a distance of only a mile and a half is necessitated—making the greatest flight of locks in the world. For quite a stretch the bed of the Mohawk is canalized. At Little Falls there is a lock with a lift of over 40 feet, which will be the highest single lock ever constructed. The canal makes use of Onondaga, Onondaga and Cross lakes, but when it reaches Lyons it follows the line of the old canal to Lockport. When done it will have a minimum depth of 12 feet of water and a width at bottom of 75 feet. Several huge reservoirs are being built to store water to feed the canal. The great Delta reservoir near Rome will bring the waters of the Black river into the ditch. The dam here will be 85 feet high and 1,100 feet long and itself calls for 85,000 cubic yards of masonry. The plans provide for the completion of the canal in 1915—the same year that the Panama canal will be formally finished. It is believed that the new waterway when in operation will give lower freight rates not only to the people of New York state but to those of a large part of the country.

IMPROVEMENTS OF HIGHWAYS.

Harrisburg, Pa., July 15.—Systematic maintenance of the 8,000 miles of road embraced in the 236 main highway routes of Pennsylvania's comprehensive plan for improvement of highways has been inaugurated by the State Highway Department, and the work is expected to show decided results before the end of summer. Maintenance of the roads taken over by the commonwealth is imposed upon the State by the Sproul main highway act of 1911, and supervision of repair and upkeep is vested in superintendents having charge of one or more counties each.

This repair work is practically one of the largest tasks undertaken by any state in road improvement, and while the amount accomplished this year will be limited, owing to the comparatively small portion of funds at hand for the purpose, the organization of operations will be a long step in the line of progress. The State has been divided into districts comprising from four to eight counties, and those districts have been sub-divided, the smaller divisions being in charge of the road superintendents who are responsible to the engineers in charge of the larger areas. The superintendents are organizing their forces for repairs, and roads which have been neglected or damaged will be put into shape for good travelling, especially those in the vicinity of market towns, so that farmers may be given the advantage of better roads and town residents obtain farm produce more easily. Gradually the work is to be extended as funds are made available by the legislature for repair of all State roads, which will naturally result in a stimulus to local improvement on township highways, many of which connect with main highways.

Repairs will consist of removal of humps, dragging, patching, under-draining and ditching, roads which have been built by the State since the organization of the Highway department in 1903 will be put into good condition wherever they have been allowed to run down, special care will be taken to improve the drainage.

It is believed to be possible to put many roads into shape to last under proper maintenance for years to come, at least until they can be reconstructed out of the \$50,000,000 bond issue for permanent road building which will come before the legislature of 1913 for final action and then be submitted to the people for ratification in the form of an amendment to the constitution. The voting of this money to be spent throughout a term of years and according to a well thought out, definite plan will be of lasting benefit to rural communities and put Pennsylvania in the front rank of progressive states.

RATTLER 5 FEET 9 INCHES LONG

Freddy Westbrook, Aged 7, Brought Him in With Great Unconcern.

Freddy Westbrook, the seven-year-old son of Engineer and Mrs. A. V. Westbrook, of Port Jervis, had a snake experience recently over which his immediate relatives are still gasping. Freddy has been at Westcoaling Lake, Pike county, Pa., with his mother. With two youngsters about his own age he went into the woods nearby and the three presently returned with a perfectly good rattlesnake, measuring five feet nine inches in length and carrying nine rattles and a button. The snake was completely dead and Freddy explained unconcernedly that a stick and some stones had done the work.

His mother had the snake skinned and will have a belt made therefrom while Freddy would just as soon dispatch enough of the Pike county reptiles to have an entire suit of clothes made for himself if opportunity offers.—Union.

ANTHRACITE SHIPMENTS.

Anthracite shipments last month, the first full month of mining since the suspension of work in the spring, amounted to 6,199,428 tons. This is about 16,000 tons less than the shipments in June, 1911, but is greater than the tonnage shipped in June of any other year.

The total shipments for the half-year ending June 30 amounted to 26,104,761 tons, as compared with shipments in the same period of 1911 of 25,309,582. This falling off is explained entirely by the suspension that began on April 1 and lasted until the end of May.

The Lehigh Valley was the largest shipper last month with 1,175,688. The Philadelphia and Reading railway was second with 1,174,452 tons. The shipments of the other railroads were: Central Railroad of New Jersey, 850,788; Delaware, Lackawanna and Western, 836,365; Erie, 798,906; Delaware and Hudson, 670,331; Pennsylvania, 555,674; Ontario and Western, 227,224.

LOOKOUT.

(Special to The Citizen.)  
Lookout, July 13.

A terrific thunder storm passed over this place the 4th. The picnic was quite well attended. Quite a sum was realized to apply on the pastor's salary.

Mrs. Bowen and son, Wesley, returned last week from Paterson, N. J.

Mr. and Mrs. Will Moore and son, of Damascus, spent the Fourth at this place.

Mr. and Mrs. Grant Hawley and sons and Mr. Kingsbury, also Roy Hawley and wife were entertained at Lewis G. Hill's on Sunday.

Mrs. George Blum and two children, of Hawley, are visiting friends at this place.

Lydia Flynn, who has spent the winter at Allegheny, Pa., attending school, is home for the summer vacation.

John Blum of Erie, Pa., is spending his vacation at his home near Braman.

Mrs. Norman Tyler is very sick of pneumonia.

George Knapp, Jr., of Norwich, N. Y., spent last week with friends at this place.

Mrs. J. G. Hill attended the funeral of Miss Cuddle at Hancock on Tuesday of last week.

Mrs. John A. Hill recently entertained her brother and his daughter of Sidney, N. Y.

Ezra Maudsley, of Damascus, and Ellis Maudsley, of Rileyville, spent the Fourth at this place.

Mildred Teepie, who has been visiting her grandparents, E. Teepie and wife, returned to her home at Pond Eddy on Tuesday.

L. L. Teepie and F. M. Lester enjoyed an auto trip to Callicoon and North Branch recently.

Born, to Hubert Lake and wife, a son, on the Fourth of July.

MILK INSPECTOR GIVES OUT RULES.

Ten simple rules for the care of milk during the extremely hot weather have been compiled by Fred Widmayer, Scranton's food inspector, and every housewife should cut them out and paste them on her pantry wall. Inasmuch as the lactical fluid is consumed in quantities by every family, particularly the ones which include small children, its purity is a strong factor in the health of the community.

Inspector Widmayer's ten hot-weather rules are as follows:

No. 1—Have the milk left in a protected place, not in the sun.

No. 2—Put the bottle in ice water, or next to the ice in the refrigerator as soon as delivered and keep it there.

No. 3—Always keep the milk in the bottle until ready to use it.

No. 4—Wipe mouth of bottle with a clean cloth, before pouring milk out of it.

No. 5—Never pour milk back into the bottle.

No. 6—Do not add new milk to old milk; neither add warm milk to cold milk.

No. 7—Keep a cap or cover on the bottle all the time.

No. 8—Do not use the milk bottle for anything except milk.

No. 9—Always return bottles absolutely clean, even if they are washed by the milkman before refilling.

No. 10—Remember that the lowest priced milk is usually the poorest and dirtiest.

—Subscribe for The Citizen.

HOME BUILDING ADVANTAGES.

The mail order house is constantly hammering away on low prices, saving money for its patrons, etc. But are the merchants of this town doing likewise? The campaign of the mail order houses has convinced thousands of country people that they can buy more cheaply by mail than at home and they get millions of dollars in orders in return.

To get these orders the mail order houses have overcome tremendous obstacles—obstacles that are not in the way of the home dealer at all. Yet they have persisted in advertising, advertising, advertising, low prices and money saving, while the local dealer has with more or less, perhaps less, calmness permitted trade that by all the laws of commerce is his, slip from his grasp.

One phase of this situation, if it were not pathetic, would be ludicrous; the mail order house is using to get this trade a medium—the local newspaper—that is a thousand times more effective for the local dealer if he would but use it. The mail order house must advertise a catalog; the local dealer can advertise articles. The buyer by mail can not see the thing he would buy for weeks after he has paid his money; the home buyer sees the item before he buys it and gets it as soon as he pays for it. Moreover—and this is the most important fact of all—he has an opportunity to compare different grades of the article he proposes to buy; all grades look alike in a picture in a catalog.—East Stroudsburg Press.

JUDGE E. B. DILLON.  
He is the Republican Nominee For Governor of Ohio.



Judge E. B. Dillon of Columbus, O., who is the Republican nominee for governor, is forty-three years of age and is now serving his third term on the common pleas bench. He was born at Ironton, O., graduated from the Ohio Wesleyan university, studied law at London, O., and was admitted to the bar in 1891. For several years before he was elevated to the bench Judge Dillon was attorney for the dairy and food department of the state of Ohio.

ENGLAND ASKS CANAL DELAY.

Requests That Legislation Be Held Up Pending Note.

Washington, July 11.—Great Britain has taken the step of asking that the pending bill for the operation of the Panama canal be held up until the British ambassador may present to this government a note on the question. It is rarely that any foreign government undertakes to forward any matter of international business by a request that may be regarded as interfering with the internal affairs of the United States. The gravity of the situation as viewed by Great Britain may be imagined from the manner and method taken to bring her attitude on the operation of the canal to the attention of this government.

It is not known just what the communication may be that is to be presented by the British ambassador. It is not supposed that there is any intention or desire on the part of Great Britain to delay action by congress on the canal, but yet the proposal for diplomatic consideration of the questions involved implies that there may be such a protracted discussion of the use of the canal as to postpone all legislation on the canal to another session.

Taft Names Dodge Judge.

Washington, July 11.—President Taft sent to the senate the nomination of Judge Frederick Dodge of Boston to be circuit judge for the first circuit. This is a victory for Senators Crane and Lodge. The president some days ago had determined to appoint Judge Parsons of New Hampshire.

Yonkers Postoffice Has Heat Victim.

Yonkers, N. Y., July 11.—Robert L. Beer, assistant postmaster of Yonkers, was this city's first heat victim. He was prostrated while riding in a trolley car and was taken to St. John's hospital. Later he was removed to his home.

Will Kill Potato Bug.

To kill the pesky potato bugs use the following formula, which is endorsed by the U. S. Agricultural department. Spray with a mixture of half pound Paris green, three pounds unslacked lime, fifty gallons of water. The lime should be slacked in a little water forming a thin paste. Mix the lime and Paris green and add enough water to make fifty gallons of solution.

LODGE NOTES

A blast upon the Modern Woodmen's bugle horn is worth 1,200,000 men.

A site has been selected for Pittsburgh's \$250,000 Municipal Tuberculosis hospital.

Too many assessments late in life spoil the insurance for the aged member. Answer: Pay more while young.

The death rate from tuberculosis in Paris is over three times that of London and twice that of New York or Berlin.

All that is cheap and glitters is not sound life insurance. The poor man should, above all others, bear this in mind.

Necessity is the mother of the level premium. It compounds interest for the poor man and gives him safe insurance as cheap as it can be purchased.

The fire losses of the United States and Canada for the first five months of the year 1911, January-May, inclusive, footed \$108,998,809, and for the same months of 1912, the losses aggregated \$118,314,309.

A proposition to organize a County Mutual Benefit Insurance Society in Polk county, Missouri, has been stilled by the discovery that such insurance ultimately costs \$10 per \$1,000 per year and leaves a few old members to hold the bag.

The 196th Battalion of the Bronx Modern Woodmen of America at its recent reception at Ebling's Casino was reviewed by Major Ferdinand Schussler of the 151st Battalion. The Bronx Woodmen are confident of hauling down some of the prizes at the next Head Camp.

The annual Athenaeum contest was held at the Davenport (Iowa) high school May 24. The subject for debate was: "Resolved, That the initiative and referendum should be adopted in the state of Iowa, constitutionality granted." The negative won the unanimous verdict of the judges.

"Stand-pat" members of the Modern Brotherhood of America, in state convention at Cedar Rapids, Iowa, adopted resolutions declaring opposition to the progressive and sane legislation of the Denver convention of 1911, bringing rates up to a safe standard, and pledging support to the repeal of these rates. Some members of the Modern Woodmen are agitating for the same reason, but that Society is writing all business on the new rates and plans.

Wealthiest Order in America.

According to the annual report of Grand Secretary Frederick W. Robinson, presented at the convention in Portland, Ore., the total value of property owned by the subordinate lodges of the Benevolent and Protective Order of Elks, at the close of the fiscal year, March 31, was \$20,391,832.45, which makes the order the wealthiest in America.

Portland Lodge, 192, is the richest, surpassing by a goodly margin all other subordinate bodies in the order, its assets being \$345,684.01. New York comes second with \$335,700.43.

The total membership in the order as shown by Secretary Robinson's report is 384,724, a net increase of 25,965 in the last year.

Thomas B. Mills, of Superior, Wis., chairman of the board of grand trustees, was elected grand exalted ruler recently to succeed John H. Sullivan of New Orleans.

Rochester, N. Y., was selected by acclamation for the 1913 convention. Other elections by acclamation were Dr. Charles H. Ward of Pasadena as grand esteemed loyal knight, and Edward Leach of New York, re-elected grand treasurer for the sixth successive time.

The other officers elected were: Grand esteemed leading knight, Jas. L. King, Topeka, Kans.; grand esteemed lecturing knight, Floyd R. Maxwell, Marshalltown, Ia.; grand secretary, Fred C. Robinson, Dubuque, Ia.; grand trustee, J. J. Faulkner, East St. Louis, Ill.; grand inner guard, John Lee Clark, Albuquerque, N. M.; grand tilter, Patrick H. Shields, Clarksburg, W. Va.

DETAILS OF GURNEY PLANT ARRANGED.

Company Now Ready to Receive Bids Work on Plant at Engineer's Office in Philadelphia.

All of the details in connection with the new plant of the Gurney Electric Elevator Company, to be erected at Honesdale, Pa., have been arranged, and the company is now ready for bids upon the several portions of the work. The plans and specifications will be on exhibition at the office of the company at Honesdale, and at the office of the engineers, Messrs. Day & Zimmerman, 608 Chestnut street, Philadelphia, on Monday, July 22, and following days, and the bids are to close at twelve o'clock noon on Monday, July 29. Bids will be received on Excavating and Grading, Concrete Work and Cement Floors, Structural Steel, Cut Stone, Brick Work, Steel Sash, Saw Tooth and Monitor Sash, Carpenter Work, Millwork, Lumber, "Tar-Rok" Floor, Painting and Glazing, Roofing and Sheet Metal Work, Plumbing and Drainage, Heating System, Steel Vault Doors, Kinneer Doors, Plastering and Hardware. It is the intention of the company to push the work through to a quick completion, and preference will be given in every instance to local contractors and those in the immediate surrounding section.

Menner & Co. will sell out their remaining stock of waist sutting at remarkably low prices. 55el 8

SENATE PASSES NAVAL BILL.

It Authorizes Two Battleships and Carries More Than \$130,000,000.

Washington.—The Senate has passed the naval appropriation bill carrying appropriations for the new fiscal year aggregating more than \$130,000,000.

This was several millions in excess of the estimate submitted to Congress and about \$15,000,000 more than the aggregate as the bill passed the House. The Senate adopted the provision authorizing two battleships of the first class.

An amendment was offered by Senator Johnston of Alabama cutting down the number of battleships to be built next year from two to one, but this was defeated by a vote of 43 to 12. The senate then adopted the amendment authorizing the two dreadnaughts.

On a point of order made by Senator Hristov of Kansas the amendments creating the grade of Admiral and providing for two Vice-Admirals in the navy were struck out.

Another Consignment of HORSES



from South Dakota HEAVY DRAUGHT AND DRIVING HORSES

All horses will be SOLD AS REPRESENTED M. LEE BRAMAN

Allen House Stable, Church St.

REPORT OF THE CONDITION OF THE HONESDALE NATIONAL BANK

AT HONESDALE, WAYNE COUNTY, PA. At the close of business, JULY 14, 1912.

Table with columns for RESOURCES and LIABILITIES. Resources include Loans and Discounts, U.S. Bonds, etc. Liabilities include Capital Stock, Surplus Fund, etc.

Total: \$1,960,140 58

State of Pennsylvania, County of Wayne, ss. I, Lewis A. Howlett, Cashier, of the above named bank, do hereby solemnly swear that the above statement is true to the best of my knowledge and belief.

Subscribed and sworn to before me this 21st day of June, 1912. R. A. SMITH, N. P.

Correspondents: H. Z. RUSSELL, ANDREW THOMPSON, HOMER GREENE } Directors

—If you have anything to advertise send your ad to The Citizen.

Collars ironed with smooth edges and plenty of room for the tie to slip easily, That's Our Way

THOS. F. BRACY, Honesdale Agent LACKAWANNA "THE" LAUNDRY Scranton, Pa.

MENNER & CO. Keystone Stores People who demand a maximum of beauty and value will find here at very low prices a rare opportunity To Secure Real Bargains In Ladies' Wash Ratine and Linen Suits One Piece Dresses In White, Figured Lawns, Pique and Linen. Kimonas, House Dresses, Wrappers, Stylish and Cool for Hot Days. Dust and Traveling Coats of Silk, Fine Wool and Linen. Children's Summer Dresses for Dress, Traveling and play wear. Very cheap in price and stylish in cut. MENNER & CO.