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70th YEAR.--NO. 64

HONESDALE, WAYNE CO., PA., FRIDAY, AUGUST 9, 1912.

PRICE CENTS

50 YEARS OF PROGRESS

Wayne Agricultural Society Will Observe Golden Anniversary September 30, October 1, 2 and 3.

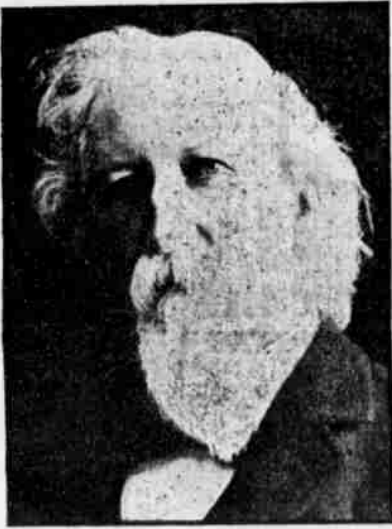
The Wayne County Agricultural Society is fifty years old. Its golden anniversary will be celebrated in a brilliant manner this fall, the dates falling on September 30, October 1, 2 and 3. It promises to be the banner year and the management will leave no stone unturned in endeavoring to make it such. It is a great honor for any organization to celebrate its 50th anniversary and according to reports the commemoration of this year's Wayne county fair will be one that will linger long in the minds of old and young. The attractions will be brighter, better, bigger and more varied. There will be better horse racing, one reason being that larger premiums will be given; the bands will play sweeter music and as a whole it will be THE fair, and the best ever held on the society's grounds.

Fifty years ago the Wayne County Agricultural Society was organized with the following officers:

President, Ephraim W. Hamlin, of Bethany.
Vice-President, P. W. Lerch, South Canaan.
Secretary, William H. Ham, Honesdale.

Treasurer, S. D. Ward, Honesdale.
Directors: S. K. Vall, Lebanon; E. H. Clark, Cherry Ridge; A. K. Hoxie, Buckingham; E. K. Norton, Clinton; Wm. Hartwell, Damascus; E. W. Hamlin, Bethany; Samuel Allen, Honesdale; E. R. Jones, Salem; P. W. Lerch, South Canaan; Orrin Lester, Mt. Pleasant; A. Flower, Texas; C. P. Waller, Honesdale; Ephraim Pullis, Lebanon; C. P. Waller, Honesdale; W. H. Ham, Honesdale; A. B. Walker, Salem.

Every member of the board of directors and officers, with the single exception of William H. Ham, one



W. H. HAM.

First Secretary, 50 Years Ago, Now Last Survivor of Board of Directors.

of Honesdale's esteemed citizens, have passed over the unseen river.

The Citizen was loaned the first premium list booklet published by the society, which advertised the first annual exhibition held in Honesdale, October 7, 8 and 9, 1862. It was a 20-page pamphlet and contained the constitution, by-laws and premium list. In the latter were a number of interesting articles listed, for instance a premium of \$1 was offered on the following: Farm Implements—divided into three sub-divisions.

Division No. 1 offered a premium of \$1 on the best farm gate with hangings; \$4 for the best mowing machine; \$1 for the best ox yoke, bows and pins complete; \$1 each for the best cooking stove, parlor stove, wood, and ditto coal. A foot note says: "In addition to the above, \$5 and five volumes of books will be at the disposal of the committee, for discretionary premiums."

Division No. 2 premiums were given on wheelbarrows, oxcarts, carriages, harness, etc. Division No. 3 a premium of \$3 was offered to each of the following: Best pair fine boots, coarse boots, best side sole leather, best side upper leather, second best side upper leather, best side harness leather, best three calf skins tanned.

Under items of interest scheduled for the first day of the fair was horse racing. The subhead read as follows:

HORSES—SPED AND ACTION.
Trotting—best two in three. At 5 o'clock p. m.

Best three-year-old colt 1/2 mile in harness, \$5; second best, \$3; third best, \$2.

Best stallion, gelding or mare one mile in harness, \$10; second best, \$5; third best, \$3.

Trotting, best two in three—Best horse in harness one mile, \$5; second best, \$3; third best, \$2.

For best exhibition of horsemanship by a lady, a silver cup; second best, a riding hat or \$5; third best, a riding whip.

For best exhibition of horsemanship by a gentleman, a curb bridle and martingale; second best, pair of spurs; third best, youat on the horse.

The advertising was limited to two pages, a great contrast with the present premium list. Among the number were:

C. F. Young's Delaware and Hudson Canal Freight Line between New York, Olyphant, Pittston, Honesdale, Providence, Port Griffith, Carbondale, Hawley, Archbald, Dunmore and intermediate points; also dealer in hemlock, basswood and hardwood lumber.

R. J. Menger, general store; W.

W. Weston, flour, grain, etc.; Allen House, Samuel Allen, proprietor; C. P. and G. G. Waller, F. M. Crane, Samuel Dimmick, counselors and attorneys-at-law; Wayne County Hotel, D. O. Jones, proprietor; Isaiah Snyder, dry goods; S. A. Terrell, hardware; C. Petersen, jeweler.

The officers for 1912, fifty years later: President, W. L. Ferguson, Seelyville; vice-president, E. P. Jones, Ariel; secretary, E. W. Gammell, Honesdale; treasurer, J. V. Starnes, Bethany; directors, J. V. Starnes, W. E. Perham, E. W. Gammell, L. A. Patterson, T. Y. Royd, J. V. Starnes, H. C. Jackson, J. L. Sherwood, J. E. Lee, R. J. Murray, E. P. Jones, E. E. Kinsman, F. Hollenback, T. B. Clark, R. F. Martin.

FEWER SIGN POSTS NOW ADVOCATED

Local Autoists Favor the Elimination of Many Road Signs—A State System Advocated.

While the Motor Club of Harrisburg members are strong advocates of sign posts, warning signs, etc., they will shortly take up the question of having certain signs eliminated. In the opinion of many autoists there are too many signs in some sections.

Once upon a time the trouble was, according to a local autoist, there were not enough signs. Now they say the multiplication and duplication is confusing, particularly so when there is a popular turn that has a whole forest of posts growing upon it. The touring motorist finds so many versions of the distances to be traveled and of the names of the towns nearby that he may be excused for being puzzled.

In some cases signboards have too much on them. They attempt to tell too much about the countryside and the letters and numerals are cramped so that they can be read only by a person who must come to a full stop and often must dismount to get close enough to see. Then again there are sign posts made of metal which do not in every case survive the weather and the stone-throwing as they should. Such sign posts often are signs of nothing, or else are barely decipherable.

A group of motorists was discussing this recently and one of them suggested that there should be an editing or weeding out of sign posts and that not every one who was willing to erect markers should be allowed to do so. His suggestion was that uniform types of signs should be put up; markers which should be accurate and not too much encumbered with names. He thought the thing to do would be to have the State establish such a sign posting system, paying for it out of the automobile fees received.

Sign posting is done pretty well in some sections nearby through private enterprise, but not everywhere so. One great trouble is that signs are put up and not renewed, so that they become indistinguishable. With a State system of inspection this would be obviated. The signs could be made of wood, which has proved to be better for the purpose than almost anything else. Metal signs are fine and really legible as a rule, but as targets for small boys they are tempting and do not survive as long as the others.

SUFFRAGETTES IN PRISON.

May be Pardoned—Judges and Members of Parliament Closely Guarded—Fear of Assassination.

(Special to The Citizen.)

LONDON, Aug. 8.—The police have doubled their efforts in keeping watch of the suffragettes who have threatened to assassinate persons for sentencing Miss Gladys Evans and Mrs. Mary Leigh to prison for two years.

These women attempted to burn the theatre of Dublin. The public is greatly agitated over the situation and the assassination of the judges, and several members of parliament are being closely guarded. It is believed the suffragettes may be pardoned.

150 MINERS ENTOMBED.

Fifty of This Number Have Been Saved—Rescue Parties in Search of Remainder.

(Special to The Citizen.)

DUSSELDROF, PRUSSIA, Aug. 8.—One hundred and fifty miners are imprisoned, many of whom are believed to be dead. The accident was caused by an explosion of gas followed by a fire in a coal mine at Derthe, a small town near here. Fifty of the men were taken out. They were badly burned and it is feared they will die. Rescue parties are endeavoring to get the remainder of the miners.

THURSDAY ANNIVERSARY DAY

Stourbridge Lion, First Locomotive to Turn Wheel in America, Did so 83 Years Ago—Comparison of Locomotives.

To-day, Thursday, August 8, is the 83rd anniversary of the running of the first locomotive in America or on the Western continent for that matter. Honesdale was the place of distinction and the Delaware and Hudson Railroad holds the honor as being the road over which the trial trip was made. The "Stourbridge Lion," a seven-ton locomotive, was the first engine to make this historical trip.

Great changes and advances have been made in locomotive building during these four score and three years. A comparison between the Stourbridge Lion, which was made in Stourbridge, England, and shipped to this country under the commission of Horatio Allen, with the latest Baldwin Locomotive production is very striking to say the least. Through the courtesy of the Baldwin company, of Philadelphia, we are enabled to reproduce a cut of one of the heaviest and most powerful locomotives built at these works.

The cut representing locomotive No. 1700, built by the Baldwin Locomotive Works of Philadelphia, is of the Mallet type and one of the heaviest engines ever built at these works. The locomotive is for the Atchison, Topeka & Santa Fe Railroad. It is one of the largest locomotives in the world and is longer than the new all-steel coaches of the Pennsylvania railroad. From the point of the pilot to the rear of the tender the distance is 98 feet, 3 1/2 inches. The weight of the engine in working order and the tender loaded is 668,900 pounds. There are four cylinders each having a diameter of 27 inches and a stroke of 28 inches. Each of the 16 driving wheels is 56 inches in diameter. The tender will hold 9,000 gallons of water, and 30,000 pounds of coal. Quite a contrast between this huge locomotive and the quaint "Stourbridge Lion."

After reading the above and making the contrast with the Stourbridge Lion we stand in awe as we gaze at the magnitude of this great, huge locomotive.

The story of the running of the Stourbridge Lion and its first engineer, Horatio Allen, is one often



THE STOURBRIDGE LION.
First Locomotive to Turn a Wheel in America—Event Occurred at Honesdale, August 8, 1829—Weight, Seven Tons.

repeated but one which we never tire of listening to, because of its local historical setting. After viewing Honesdale a few days ago a traveling salesman remarked to a member of the Stourbridge Lion Monument association: "No wonder the Stourbridge Lion wanted to make its initial trip in Honesdale, it is such a beautiful place to make a start in one's career. No wonder the people of Honesdale honor the Stourbridge Lion, they should also honor their town by erecting a monument to this national event. There is no reason why the railroads will not help in the project," he continued.

Horatio Allen was resident engineer of the Delaware and Hudson Canal company in Honesdale. In 1827 he was commissioned by the company to purchase in England three locomotives for use on its railroad together with bar iron for the rails. He returned to America in the summer of 1829 he brought one of them, named the Stourbridge Lion, by way of the Hudson river to Roundout on the Hudson river and thence by the Delaware and Hudson canal to Honesdale for its trial trip. On the circular head of the boiler a lion's head had been painted, hence the name, Stourbridge Lion.

On August 8, 1829, eighty-three years ago to-day, Horatio Allen stepped upon the platform of the locomotive, opened the throttle valve and started the first engine that turned the wheel on a railroad in America on its three-mile trip and back, over the creaking trestle and through the deep woods of Wayne

FLIES SWARM TO THIS OFFICE

4,800 Flies Sent in by 10-Year-Old Waymart Lad—Is Trying for \$10 Prize—Others Hustling.

Forty-eight hundred flies swarmed into The Citizen office on Tuesday. They were caught by a young man 10 years old and represented lots of swatting and banging.

The Citizen's contest will be open until the last of September, which will give the young men and girls, too, to be sure, a chance to have swatting bees morning, noon and night. Flies are easy trapped. They are dumb things and can be caught without much effort. Yes, there are 4,800 less flies buzzing in and out of your house since one of our contestants sent us his collection of the most deadly animal on this earth. His letter reads as follows:

Waymart, Aug. 5, 1912.

The Citizen:

Sir:—I would like to join your fly killing contest and have sent you a box of flies for a beginning. I am ten years old and would like to try for the \$10 prize.

(Signed).

Yes, Walter, The Citizen thinks you made a pretty good beginning. Four thousand eight hundred flies is a pretty good start toward a \$10 goal. Send us in some more flies, then again more and more and you will give the Honesdale boys a pretty good chase.

A fly examined at the State experiment station at Storrs, Connecticut, was found to have 6,600,000 germs on it, and it's a poor excuse for a fly that can't support a couple of million germs.

A fly can lay 120 eggs in 14 hours and be bright and cheerful and ready to go back to her duties the next day. One fly may have several million descendants in a season; 98 per cent. of the eggs are laid in stables, and 2 per cent. in garbage and other filth.

The fly is supposed to kill between 40,000 and 50,000 persons in the United States every year. Every time it falls into a pitcher of milk it leaves a train of a thousand germs.

A poison harmless to human life is made by placing in shallow dishes a solution of two ounces of water, a little sugar, and one dram of bichromate of potash.

ACCIDENT AT BRAMAN.

(From Our Braman Correspondent)

George Blum, while taking a load of boarders to Hankins, N. Y., met with an exciting accident last Sunday. The horses became frightened while at the depot, upsetting the large canopy top wagon and precipitated a number of ladies and children to the ground. After breaking loose from the wagon and demolishing it they ran two miles, being stopped at Kellam's bridge by James Kemp. The occupants of the wagon escaped without any serious injuries except bruises and being badly frightened.

NEW COUNTY BRIDGES

County Commissioners Award Contracts to Erect New and Repair Old Bridges.

The Wayne county commissioners made the following awards on Tuesday afternoon:

Sterling bridge—New, county to furnish iron, concrete work to be done by Chapman & Bell, of Lake, to whom contract was awarded for \$390. Kipp & Ziegler's bid was \$400.

Stone arch bridge in Preston. Four bids received. Contract awarded to W. F. Branning, Ateo, for \$474.50. Other bidders were: Seaman, Breneman & Irwin, \$601; F. J. Varcoe, \$542; J. L. Sherwood, \$525.

New concrete arch bridge at Keen's. F. J. Varcoe received the contract, his bid being \$598. Other bids: Artemus Branning, \$793; Chapman & Bell, \$880. Seaman, Irwin & Breneman, figuring on John Mandeville's type of a bridge, \$875; their own, \$800.

The Hawley bridge spanning Middle Creek, at West Hawley will undergo considerable repairing. It will be raised and widened with new concrete abutments and concrete deck. Chapman & Bell's bid for the work was \$1,000 and the commissioners awarded them the job. Denison & Merderer's bid amounted to \$1,319.14.

The commissioners made arrangements for the decoration of the court during the celebration the later part of the month.

The sash and outside jail windows will be painted. New locks will be placed on the different cells.

An inspection of the court house was also made.

FORMER SCRANTONIAN MURDERED.

Body Found in Car Under a Quantity of Ties—Was Shot by Tramps.

(Special to The Citizen.)

SCRANTON, Aug. 8.—George MacAloon, aged 24 years, formerly of this city, was shot to death by tramps between Cleveland and Sandusky, Ohio. His sister, Mrs. Thomas Kadgen, of Scranton, received word yesterday of her brother's death and it was first feared that he was killed in a railroad accident. The man, however, was murdered. When the train reached Sandusky on the Lake Shore road MacAloon was identified by a crowd which had gathered. MacAloon's body was in a freight car under a quantity of ties.

SON SHOT; FATHER INJURED.

Mtrose, Aug. 7.—While speeding his automobile to Elk place, in response to a message that his son had been fatally wounded while playing with a rifle at a camp of boys, Captain J. C. Harrington, a Mtrose business man and town councilman, ran his car into a ditch and was himself seriously injured. Captain Harrington was picked up by a passing auto and rushed to the camp, but arrived too late to see his boy alive. With the excitement of the race over, Captain Harrington lost consciousness. He was brought back to Mtrose this evening and is in a serious condition, but it is expected that he will recover.

SPORTING NOTES.

The second game of the series with Hawley will be played here on Saturday. The local management expects to secure Gregor to pitch this game, and to make some other changes in the team which will prove beneficial.

White Mills won the third consecutive game of their series with Hawley on Sunday. Loll, the boy pitcher sensation that is pitching for White Mills, only allowed three hits, while White Mills got eight off "Gene" McClosky, former Tri-State Leaguer. The score was 3 to 2. Quite a number of fans from here witnessed the game and say it was very interesting.



Courtesy Baldwin Locomotive Works, Philadelphia. MALLET TYPE, MODERN LOCOMOTIVE; WEIGHT NEARLY 350 TONS.

WAYNE COUN. CELEBRATION

Event to be Hit of Season—Everybody is Working Hard to Make it a Success—Prizes Offered.

From reports made by the executive committee at Tuesday evening's Wayne county celebration meeting it is claimed that the coming affair will place Old Home Week in the shade, providing the weather is good. Arrangements are being made for a celebration that will linger long in the memory of Wayne county people.

Several prizes will be awarded to out-of-town, county and local merchants, automobile owners, firemen and grangers for contests and displays that will be made. Many of these prizes are products of Honesdale's varied industries and are the best in their line.

To the most originally trimmed automobile driven by a lady the executive committee will give a handsome silver loving cup.

For the most artistically decorated car the premium awarded will be a beautiful cut glass vase, donated by the Irving Cut Glass company.

To a lady driving the best trimmed car the committee will donate the handsome cut glass Tunkard jug, made and given by the McKanna Cut Glass company.

For the best decorated float in the civic parade the executive committee will offer a cash prize of \$10.

For the best decorated carriage driven by a lady in the floral parade an exquisite cut glass candelabra, mounted with silver, gift of Krantz, Smith & Co., will be presented as the first prize and a beautiful cut glass vase, manufactured by the Crystal company, second prize.

For every grange turning out with a float in the civic parade, the Washburn Crosby company, through the Wayne Milling company, will give a sack of Gold Medal flour.

To the Grange having the best decorated float a cash prize of \$15 will be donated by the Business Men's Association; \$10 as the second prize by the same organization.

There will be a hose laying contest open to firemen. The beautiful cut glass wine set, given by the T. B. Clark Co. Inc., will be awarded to the successful company.

For the best drilled and neatest appearing company in the firemen's parade, August 28, a rich cut glass vase will be the prize. This beautiful piece of ware was donated to the committee by the Union Cut Glass company of this place.

Five fire companies have accepted the invitations extended, namely, Dunmore, Dickson City, Jernyn, Olyphant and Carbondale. Invitations have been sent to other companies but as yet no reply has been made. Some of the visiting companies will bring their fire apparatus.

The privilege and finance committees reported progress. The soliciting committee has commenced their work.

Music will be discoursed by the Honesdale and Jenkins' Boy bands, also by Maple City Fife and Drum Corps.

In addition to the several prizes offered the executive committee will offer a special prize of \$10 for the best trimmed building in Honesdale for the celebration.

Parties anticipating attending this great affair will be given late train service. The transportation committee has been successful in obtaining special rates and trains, which will be an incentive for thousands of Lackawanna Valley people to attend what promises to be the largest and greatest celebration of its kind ever to have been held in dear old Wayne. To make it the success that the general committee desires, the project must receive the hearty co-operation of every merchant and person in the town. Everybody can help just a little, either financially, trimming their homes or by sending out literature inviting friends and relatives to come to Honesdale for this event.

The executive committee is anxious to know how many persons have extra rooms in their homes which they can let to visitors during the celebration. Parties who will be in a position to take roomers will gratify the committee by notifying N. B. Spencer, general secretary.

When repaired and placed in first-class shape, the vacant store in H. C. Rettew's building will be used as headquarters for the celebration. Here out-of-town guests may register.

Chairman C. L. Dunning has appointed the editors of Honesdale's three newspapers as judges of the automobile parade, namely, B. F. Haines, C. E. Sanderoock and E. B. Callaway.

Death of James J. Joy.
James J. Joy died at his home at Deposit, N. Y., recently, from the effects of hemorrhage, which he suffered in the afternoon.

Mr. Joy, who was fifty-eight years of age, went to Deposit about four years ago from Equinunk, Pa., and engaged in the quarry business, which he had followed all his life.

Besides his wife he is survived by two daughters, Mrs. Charles Miller and Mrs. Willard Martin, of Deposit; also three sons, Clarence and Halsey, of Deposit, and Merritt, of Equinunk.

Married by Alderman.
Harvey J. Neish, of Andeys, N. Y., and Miss Ethel Hoyle, of Fisher's Eddy, N. Y., were united in marriage at 11:30 o'clock Tuesday morning by Alderman J. W. Campbell of Carbondale.

Mr. and Mrs. Neish will reside in Honesdale.