

SPEECHES TO BE TAKEN BY THE MICROGRAPHONE.

Instrument Similar to Dictograph to Be Put to Novel Use.

No stenographers will be needed when delegates to the eighth international congress of applied chemistry, which is to meet in New York Sept. 6 to 13, read their papers in four languages.

No delegate to the congress will be permitted to speak from the floor. Whoever has anything to say must mount the rostrum and stand under the apparatus, so that his words may be recorded on a phonograph cylinder.

CHANGE THE MONTH STONES.

Jewelers Want More Expensive Gems Than the Ancient Rule Gave.

To soothe the quite understandable resentment of young women born in those months of the year that are traditionally represented by cheap and not very attractive birthstones the American Retail Jewelers' association at its session in Kansas City has decided to make a complete change in the list of jewels that have, by time honored tradition, been considered the birthstones for the various months of the year.

Protests against the ancient and accepted lists have become so numerous in this jewelry loving age that the jewelers, catering to the desires of the young women (and old women) whose longings have ever been transplanted in terms of dollars and cents in the jewelry shops, have decreed the list of birthstones hereafter as follows:

- January—Garnet. February—Amethyst. March—Bloodstone and aquamarine. April—Diamond. May—Emerald. June—Pearl and moonstone. July—Ruby. August—Sardonyx and peridot. September—Sapphire. October—Opal and tourmaline. November—Topaz. December—Turquoise and lapis lazuli.

TAKES SERMON AND REPENTS.

Woman Made Penitent by Manuscript in Clergyman's Suit Case.

After reading the manuscript of a sermon she found in a suit case she had stolen a young woman tried to make restitution. The Rev. Hugh Charles McBride, pastor of the Disston Memorial Presbyterian church, in Philadelphia suburb, owns the case, which contained a sermon entitled "Right and Wrong."

Recently Mr. McBride received a letter signed "Heartbroken Young Woman." The writer confessed she had stolen the case. She said she had read the sermon and her conscience troubled her. She tried to send it to Atlantic City, where the clergyman is staying for the summer, but found it would cost more money than she had. She then pawned two razors and with the money put the case in a storage house.

It is safe to say she will never steal another sermon.

WRITES BOOK WITH FOOT.

Unable to Use Hands, Girl Operates Typewriter With Toes.

Three years ago Miss Ebbie Gladys Virtue of St. Paul, Minn., now aged twenty-four years, but a physical dwarf since childhood, started to write a book. She labored at it many hours a day, revising and revising. Recently it came from the press—a neat volume of 175 pages—and she is happy.

When three months old Miss Virtue was stricken with spinal meningitis. Grown to womanhood now, her mental strength is marvelous, but she cannot use her hands.

Every word of the book was written on a typewriter by the use of one foot. Holding a pencil between her toes, she clicked off the thousands of words, striking the keyboard with the pencil and paying little attention to fatigue. Three times did she rewrite the entire manuscript before she was satisfied.

A MUMMY 18 INCHES TALL.

One of That Height Found in New Mexico Cliff Dwellings.

An ancient mummy eighteen inches high, in a good state of preservation, has been found at the cliff dwellings on the upper Gila, near Silver City, N. M., and instructions have been received to forward it to the Smithsonian institution at Washington.

Careful examination shows indisputable evidence and confirms the idea of many scientists that the old cliff men were a dwarf race.

The most striking feature of their dwellings was very small doorways and extremely low ceilings.

Baby Weighed Eighteen Pounds.

"Mother and baby are doing fine," was the information given out from the home of Mrs. Antone Crosso of Grand Junction, Colo., who gave birth to a boy whose weight was just one-fifth of that of the mother. Mrs. Crosso weighs ninety pounds, while the weight of the child is eighteen pounds.

SIDELIGHTS ON TRAFFIC OF PANAMA CANAL

Probably Will Carry More Than 10,000,000 Tons by 1915.

THERE are other considerations involved in the question of Panama canal tolls than those relating to foreign treaties and domestic railroads. For example, there is the problem of making the big ditch self sustaining.

No one has made a more exhaustive study of the Panama canal tolls than Professor Emory R. Johnson of the University of Pennsylvania, who was a member of the isthmian canal commission from 1899 until 1904 and was appointed by President Taft in 1911 a special commissioner to report on Panama canal traffic, tolls and the measurement of vessels. He is also the author of the report to the isthmian canal commission on the industrial and commercial value of the isthmian canal in 1901.

His preliminary statement, prepared at the behest of the president and the secretary of war, has just been published by the government. It comprises the first five sections of his more extended report, which is to appear later. He also contributes to the August issue of the North American Review an article entitled "Panama Canal Traffic and Tolls," and the statement which follows incorporates the conclusions of Dr. Johnson as expressed in these two publications.

Will Cost \$15,000,000 Per Year.

Dr. Johnson directs his inquiry first to the annual revenue from the canal necessary to meet the charges of operation and the interest upon the investment. The maintenance of the canal, it is estimated, will come to \$4,000,000 including the expenses of the zone government. Placing the total investment at the conservative figure of \$375,000,000, the interest at 3 per cent would be \$11,250,000. On this basis of computation it would be necessary for the canal to earn \$15,250,000 a year.

The question of what charge to levy per ton upon the traffic requires for a satisfactory answer complete knowledge as to (1) the amount of available traffic, (2) the effect tolls would have to prevent traffic and (3) the prospective rate of increase of traffic. The author's researches go to show that had the canal been open in 1910 the registered tonnage of vessels that might have used the waterway to advantage would have been 8,328,920. The chief items in this total of entrances and clearances are the 3,148,400 tons representing the commercial intercourse of Europe with western South America and that from the oriental countries east of Singapore and Oceania. To take the forward look, it is estimated by a close study of the rate of normal increase that the traffic by 1915 would amount to a total net registered tonnage of 10,500,000. It is declared conservative to put the rate of increase for the Panama canal at 50 per cent in a decade. In the decade of 1910 the gain of the Suez canal was not less than 70.26 per cent.

Saving In Coal.

Besides the relative distance by the Panama canal as against competing routes, two important factors affecting the volume of the traffic are the tolls charged and the cost of the coal consumed. Panama with reasonable tolls will get the traffic of Hawaii and of the west coast of North and South America, but it is to be borne in mind that the bulk of commerce of Pacific Asia and Australasia will be readily diverted to Suez if the charges at Panama are deemed excessive. "The commerce between the central or agricultural portion of Chile and Europe would probably be diverted from the Panama canal through the strait of Magellan by tolls of \$1 per ton net register were it not that the vessels engaged in this trade will desire to pass up and down the west coast of South America to engage in the trade at intermediate ports. An even greater advantage which the Panama route will have for shipping engaged in the European-Chilean trade will be the cheaper fuel costs. Vessels taking the strait of Magellan route from Chile to

NEW USE FOR TURKEYS.

Farmer Asks Check For Telling Them Eat Army Worms.

From a farmer at Groveland, Ga., came a tip to congress of a way to rid the south of the army worm. M. M. Kicklighter wrote a letter in red ink to the "house or senate," in which he said:

"I saw your advertisement in the Atlanta paper for aid to check the army worms. I had ten acres of corn, and the army worms had just started in. I drove my turkeys in my field, and they ate the army worms in two days, and if it had not been for my turkeys I would have lost 500 bushels of corn by those worms.

"So please send me a check for said amount, for that is the only way to destroy the army worms." Congress recently appropriated \$25,000 to eliminate the worm.

TOLLS AND PANAMA CANAL

Interest and Maintenance Will Amount to \$15,000,000 Per Year.

Europe must purchase large quantities of coal on the east coast of South America at prices 50 per cent above those that will prevail at Panama and at West Indian stations. The difference in coal costs by these two routes will be equal to a half or possibly more than a half of the canal tolls.

A freight steamship of some 3,000 tons register went last year from New York to the Philippines and back via the Suez canal. Her coal bill was \$20,868.75. If she could have been routed through the Panama canal and by way of San Francisco and Yokohama to Manila the coal would have cost \$18,222.50, which would have meant a saving of almost \$1 per ton of the ship's net ton register.

Suppose that the advance in tonnage using the Panama canal should be 60 per cent—and it may be more—between 1915 and 1925. In the latter year it would come to something like 17,000,000 tons. That the estimate is not excessive is shown by the fact that the Suez canal, at the present rate of increase, will show 20,000,000 tons in 1915 and 35,000,000 tons in 1925.

Saving In Distance.

There are some instructive tabulations of comparative distances. For instance, let us take the distances from Philadelphia to points on the Pacific seaboard via Panama and via the strait of Magellan. From Philadelphia to Portland, Ore., the isthmian route is 5,884 miles, and that via the end of South America is 13,532. To San Francisco the distance is 5,234 miles by the former route and 13,182 by the latter. As for European ports, taking Liverpool as typical, we find the distance to San Francisco 5,696 miles less by way of the isthmus than it is via Magellan. To Honolulu the saving is 4,463 miles and to Guayaquil 5,195 miles. Twenty days would be saved between New York and San Francisco by a sixteen knot vessel. These figures are sufficient to indicate the desirability, from the point of view of mere mileage, of utilizing the Panama canal.

In the opinion of Dr. Johnson "the tolls at Panama, in so far as they are a charge for a service rendered, may be made equal to the money equivalent of the services rendered by the canal to the commerce that derives the least benefit from the shorter route afforded by the canal. * * * Neither the tolls that shipping can pay for using the Panama canal nor the limits that any particular toll will give to the canal traffic zone can be determined solely by comparing distances via the Panama canal and alternate routes." But, taking into consideration the various factors that affect the reckoning, it is his conclusion that "it is not probable that any considerable share of the commerce of the Atlantic gulf coast of the United States with western South America would be diverted from the Panama canal by tolls of \$1 or even more than \$1 a ton net register." The traffic between this seaboard and Australia and New Zealand may be expected to use the Panama route if the tolls are not more than \$1 per ton. The traffic between Europe and New Zealand via Panama, at \$1 per ton, would probably not be more than 50 per cent of the total traffic.

"The possibility that the Panama canal may be used by at least a minor share of the shipping between Europe and the Pacific ports of Asia and the apparent prospect that New York may become a transfer point for a portion of the trade of Europe with the far east make it desirable that the tolls should be lower at Panama than at Suez." Suez tolls on Jan. 1, 1912, were \$1.30 per net ton for loaded vessels and 82 cents per ton for vessels in ballast. "It is uncertain what share of the traffic between Europe and the orient can be secured by the Panama canal in competition with the Suez route. In any event the Panama canal will obtain a small percentage of the total, but it will be well to assist the Panama route by lower tolls, in so far as that policy does not interfere with the establishment of tolls that will yield adequate total canal revenues."

TO REBUILD STEVENSON SHIP.

The Casco, Craft of Romance, Will Enter the Fishing Trade.

The schooner Casco, immortal as the ship of adventure in which twenty-four years ago Robert Louis Stevenson sailed away never to return, soon will be remodeled to enter the fishing business.

Stevenson sailed from San Francisco in 1888. Cruising through Oceania on the Casco in search of health, he gathered the material for "The Ebb Tide," "The Wrecker" and "In the South Seas." Many of the best letters in the collected editions were written squat legged on the Casco's sun bleached decks.

Ohio Women War on Gossip.

The women of Oakwood, one of Dayton's aristocratic suburbs, have formed a league to eliminate gossip. Any member who gossips on any subject will be expelled from the organization.

PANAMA'S CANDLE TREE.

Philippine Pill Nut Seeds Also Brought Here For Plant Bureau.

There are being brought to the United States plant bureau seeds of two rather remarkable trees.

One seed comes from the southern part of the island of Luzon, in the Philippines. It is from the pill nut tree and is said to be extraordinarily rich in flavor. The tree is a very large one, and the Americans in the Philippines think the nut is the finest grown. If a lighted match be held to a nut when roasted it will burn like a lamp, so rich is it in oil.

The other tree is found on the isthmus of Panama and is one of the most interesting trees of the tropics. It is called the candle tree, and it is quite worthy of its name, for when its fruit is ripe its branches appear as though covered with candles, for all the world like an old fashioned Christmas tree.

H. G. Prescott Dead.

H. G. Prescott, an American who took a prominent part in the movement which resulted in the independence of Panama, died in Panama recently. He was the first superintendent of the Panama railroad after the United States occupied the canal zone.

Female School Physicians.

Female school physicians have recently been appointed in four German cities—Munich, Nuremberg, Colmar and Hochst.

—Are you having a good time?

IN THE COURT OF COMMON PLEAS OF WAYNE COUNTY. Libel in Divorce.

No. 104 Oct. Term, 1911. HANNAH MARIA PITTAWAY, Libellant,

vs. ALBERT EDWARD PITTAWAY, Respondent.

To ALBERT EDWARD PITTAWAY: You are hereby required to appear in the said Court on the third Monday in October, to answer the complaint exhibited to the judge of said court by Hannah Maria Pittaway, your wife, in the cause above stated, or in default thereof a decree of divorce as prayed for in said complaint may be made against you in your absence.

F. C. KIMBLE, Sheriff. Searle & Salmon, Attorneys. Honesdale, Aug. 13, 1912. 65w4

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SEALED PROPOSALS.

Sealed proposals will be received by the trustees of the State Hospital for the Criminal Insane at Fairview, Pa., for the following items: One team of horses, one two-ton wagon, one set of harness, combs, brushes, netting, 75 bushels of oats, 2 tons of hay, one plow, one harrow, and other farm implements, one stone crusher, engine, screens, bins and roller. Detailed information may be received on application to

the Superintendent, Dr. Fitzsimmons. All proposals must be in the hands of the Trustees not later than August 21, 1912, the Trustees reserving the right to reject any or all bids.

WALTER McNICHOLS, Chairman.

Buildings and Grounds Committee, 611f.

—Remember the dates of the coming fair.

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