

BEWARE OF THE FADS IN EDUCATION

State Superintendent Schaeffer Raises a Warning Voice in Report.

The schools of Pennsylvania have passed successfully through the transitory period caused by the enactment of the school code, and steps are being taken with vigor in every part of the State to provide vocational schools, says Dr. Nathan C. Schaeffer, State Superintendent of Public Instruction, in his annual report to the Governor on the schools of the State, and proof sheets of which appeared last week. The superintendent, however, takes occasion in his remarks to lift a warning voice against undertaking fads in education on the adoption of radical changes without careful study of problems.

In summing up the year the superintendent says with gentle irony: "Writers who have never taught a school successfully, who have never had a child of their own to educate, and who could not make a dress or cook a palatable meal with the best effort, are always loudest in the cry for reform. Fortunately, in Pennsylvania the superintendents and directors have never allowed the schools to be swayed from their original purpose. Without doubt teachers are in danger of being too conservative. Life is ever changing and progress is the watchword everywhere. The schools need readjustment as civilization advances and the conditions of life change. The theorist and the reformer are needed among a free people. But they should not be permitted to lay violent hands upon those features of the school which have stood the test of ages and which contribute to the joy of life during the hours not devoted to bread winning. Ability to appreciate the best in music, art and literature, to think the best thoughts of the best men as these are enshrined in books; to enjoy the things of the mind and the higher life, constitutes a function of the school which should not be overlooked in a mercantile age when money and money-getting are the gauge by which all human activities are approved or condemned."

The Future Safe.

Dr. Schaeffer is optimistic about the future of the schools, remarking: "There is much ground for hope for the continued improvement of our public schools. The standards which superintendents have taken in favor of putting the professional training of teachers at the end of the high school course, the growing number of college graduates with pedagogical training who go into teaching, the improvement in the sanitary arrangements and material equipment of our school buildings, the palatial edifices which public opinion demands for high school purposes, the willingness of the people to pay for experiments in vocational education, the very tendency to criticize the schools—these and other signs of progress in the schools of every county should encourage the friends of popular education and spur them to still larger effort and increasing liberality."

The school system is proving more efficient under the new code, asserts the superintendent, who devotes considerable space to the changes in departments and to the growth of medical inspection, saying:

The movement for medical education was hampered in many districts through the efforts of the League for Medical Freedom. In some districts the school boards voted against medical inspection because they were not fully acquainted with the new legislation. We cannot refrain from lauding the wisdom of the policy the State Health Department has pursued in this important work.

The figures show that 656,000 pupils were inspected and 622 were what the superintendent calls "defrauded out of the help which the school code designed to give to the wards of the Commonwealth."

Better Conditions.

Considerable space is devoted to the movement for better sanitary building and playground conditions, which the State Board of Education is fostering; the importance of the work of the expert assistants in the Department of Public Instruction in agriculture, drawing and industrial education, the development of agricultural education being much discussed and a plea made for extension of agricultural education according to the character of the community. On this subject Dr. Schaeffer says:

The conditions differ so much in the various parts of the State that a course in agriculture is more or less flexible. In sections where tobacco is grown emphasis should be placed on this crop. The same applies to dairying and fruit growing. In the mining and other industrial sections much more attention should be paid to vegetable gardening and to sanitation and the improvement of the home and school grounds. Care must be taken to avoid mere book work, such as is apt to satisfy teacher and pupil where texts on agriculture are used for supplementary reading. Agriculture, without actual experiments on the school grounds and at the home, is like a science taught without a laboratory equipment.

Agricultural Work.

Dr. Schaeffer says agricultural teaching, as well as industrial training, requires specially qualified teachers, and he raps the manual training courses in some places as not fitting boys for trades. The trade schools, such as exist at Lancaster, are pointed to as valuable but expensive, while commendation is bestowed upon the co-operative vocational course at York, where boys work a week in shops, where they are apprenticed, and another week in school, thus receiving an education and helping to maintain themselves.

It seems to me unwise to pass laws to prevent children from working in factories and mills under 14 years of age and then tax the communities to provide similar work in the schools on the plea that the children should be taught in the schools to use such machinery in order to

earn wages after they leave school, when they could learn its use in a factory or mill and receive wages while learning.

Dr. Schaeffer says that under the code provision all districts fare justly in distribution of the school appropriation and remarks:

The school code has been administered with a view to causing the least possible friction. The wisdom is that there was not more friction. Transitions break up traditions and this causes disturbed emotions on the part of those who love the past. It would be a miracle if new legislation were ever perfect.

SHOOTING DEER IN SULLIVAN COUNTY.

Henry Ogg of Forestburgh was fined \$50 on Wednesday for killing a buck near Sundown Tuesday night. The deer, a fine spike-horned buck, was found in his possession at nine o'clock. He was hauled up before Justice Joseph Thompson by Game Protector Cross and paid his fine.

John Avery and Herbert Avery shot the largest deer this year and it was admired by many as it hung in front of Hotel Palm. The buck weighed 234 pounds dressed, and had five prongs. It was shot Saturday morning on the Gregory farm.

August Botens killed a three-pronged buck, weighing 125 pounds on the Gregory farm Friday morning.

Mrs. Northway-Meyer shot a 138 pound buck on the Takamine preserve on Saturday. It had three prongs. Mrs. Meyer has the distinction of being the only woman who took out a hunting license in Sullivan county this season.

John Costa shot a four-pronged buck weighing 135 pounds on the Henry Morning farm on Friday.

Dick Harms knocked over a 150 pound buck on the Charles Ehret farm on Friday.

John Kovenbach, proprietor of the Monticello House cafe, shot a four-pronged buck on Friday that tipped the beam at 182 pounds.

Ell Randle put the finishing touches on a three-pronged buck that weighed close to 200 pounds. He shot it on Monday.—Hancock Herald.

THE \$50,000,000 BOND ISSUE.

Harrisburg, Nov. 19.—A canvass of the results of the recent election of members of the State Legislature justifies the announcement by the Pennsylvania Motor Federation that the newly elected Senators and Representatives are almost without exception favorable to the proposed amendment to the constitution to permit the State to issue bonds up to \$50,000,000 for building good roads. The Legislature of 1911 assented to this amendment without a dissenting vote, and if it goes through the 1913 Legislature it will be submitted to the people for their final approval next year.

The Federation finds that the comparatively few arguments attempted here and there against the bond proposition have been based on a misapprehension, and have been virtually without effect. The attempt to make it appear that the bond issue will increase the tax burdens on farms and other real estate has fallen flat because the public knows real estate pays no State tax in Pennsylvania. The bulk of the State revenue is derived from corporations, the remainder coming from bonds, mortgages, licenses, automobiles, etc.

A circular urging people to vote against the bond issue in the recent election was issued not long ago by someone who did not even know that the people could not vote on it until it had passed another Legislature. With equal lack of knowledge the circular alleged that there was no such thing as a road that would withstand the wear of automobile traffic, whereas the fact is that the experimental work of the State Highway Department has established several methods by which the wear and tear of automobile traffic is reduced to a minimum. One of these test roads, extending five miles north from Harrisburg, is pronounced virtually indestructible.

It is well known that the deterioration of State roads constructed in the past has been due to the fact that they were given over to the townships to keep in repair and no repairs were made. The fate of these fine roads is considered the best argument against the suggestion that the State should give all its road money to the township supervisors. Under the new highway law the State owns the main roads and will keep them in repair. As only the surface is affected by wear the problem of maintenance is simple and comparatively inexpensive on a road that has a proper foundation. The first cost of such roads as the State is now building is heavy, because it includes a foundation that will last for centuries if the top dressing is taken care of.

It is incorrect to say the \$50,000,000 loan proposition will cost \$2,500,000 a year interest, because the bonds will be issued only as the money is needed, and the earlier issues will be retired before the last of the \$50,000,000 will be needed, so that never more than a fraction of the total issue will be bearing interest at one time. But even \$2,500,000 a year, if expended direct for roads, would provide less than \$50 a mile for the highways of the State, and good roads cost from \$10,000 to \$20,000 a mile to build.

Instead of the routes for the main highways having been selected by a favored few, they were laid out in every district by the legislators from that district, who best knew the needs of their home communities, and these routes were then enacted into law by the unanimous vote of the members of the Legislature of 1911. There are 8,000 miles of these main highways. They radiate from every county seat. The State is to build and maintain these roads perpetually and without a dollar of tax on farms or other real estate. Corporations and owners of bonds, mortgages and automobiles are to pay the bill. Automobiles already are contributing \$600,000 a year to the State funds for road purposes.

The farmers and local communities are now relieved of the burden of keeping up these main highways and there is that much more money for the township roads.

OUR RIGHT TO FORTIFY CANAL

Stimson Shows That Panama Defenses Are a Necessity.

NO VIOLATION OF TREATY.

American and British Statesmen Who Negotiated It Recognized Our Intentions, Says Secretary of War in a Magazine Article.

In an article in the Scientific American Secretary of War Stimson takes strong ground not only on the absolute right of the United States to fortify the Panama canal, but on the need for such defenses as a matter of great national expediency.

Secretary Stimson denies that the fortification of the canal would be a violation of this country's obligation to Great Britain under the Hay-Pauncefote treaty. He thus summarizes the legal situation:

"In the Clayton-Bulwer treaty of 1850 the United States and Great Britain expressly agreed not to fortify or assume any dominion over any part of Central America where the canal might be made. The first draft of the Hay-Pauncefote treaty of Feb. 3, 1900, contained a similar prohibition to the effect that 'no fortification shall be erected commanding the canal or the waters adjacent.' This proposed treaty in this form was rejected by the senate for the very reason that it did not give the United States sufficient liberty of action in regard to the canal. The present Hay-Pauncefote treaty was then negotiated, which in its first article entirely abrogated the old Clayton-Bulwer treaty and also omitted the restrictions against fortification which had been contained in the first proposed Hay-Pauncefote treaty."

"The memorandum which Mr. Hay sent to the senate with the second Hay-Pauncefote treaty, containing the correspondence between himself and Lord Pauncefote and Lansdowne, shows that these changes were made for the express purpose of permitting the United States to fortify and defend the canal and that Lord Lansdowne fully understood and recognized this right on our part."

Lansdowne's Statement.

"As to this Lord Lansdowne expressly said:

"It is most important that no doubt should exist as to the intention of the contracting parties. As to this, I understand that by the omission of all reference to the matter of defense the United States government desires to reserve the power of taking measures to protect the canal at any time when the United States may be at war from destruction or damage at the hands of an enemy or enemies."

"The congress of the United States then proceeded the following year in the Spooner act (section 5) to authorize the president to enter into the contracts for the construction of the canal and its 'defenses.' And in the following year, 1903, Mr. Hay, the same statesman who had negotiated the Hay-Pauncefote treaty, negotiated a treaty with the republic of Panama by which Panama granted to the United States for the purpose of the canal the use, occupation and control of the present Panama canal zone and also granted to the United States for the protection of such canal the right to use its land and naval forces and to establish fortifications. (Bunau Varilla treaty, article 23.)

"The Hay-Pauncefote treaty and the Bunau Varilla treaties are the only existing treaties entered into by the United States which affect its rights over the Panama canal. It is perfectly clear, therefore, from the foregoing facts that none of the statesmen, either of Great Britain or Panama or the United States, who were concerned at the time in the negotiation of these treaties or the enactment of legislation to make them effective had any doubt as to the right or purpose of the United States to defend and fortify the canal."

Necessity For Fortification.

As to the necessity for the fortification of the canal for the protection of the United States in time of war Secretary Stimson is fully convinced. He says:

"It has been earnestly argued that the safety of the canal can be better and more cheaply assured by an agreement between the leading nations, making it a neutral waterway and forbidding it from ever being blockaded or seized in time of war. It is argued that such a course will relieve us from the expense and burden of defending the canal and that it will at the same time accomplish every result which we could accomplish by defending it ourselves."

"This is an entire misconception. It loses sight of the vital difference between an American canal and an international canal. It loses sight of the fact that it is of vital importance to this country not only that the canal shall be open to our fleet in case of war, but that it shall be closed to the fleet of our enemy. An international canal, kept open and defended by agreement between the powers, from its very nature would have to be open to our opponent as well as to ourselves."

Secretary Stimson finally gives an outline of the character of fortifications he deems necessary for the proper defense of the canal.

PROPOSED LAKE GEORGE SERVICE—1913.

The growth of the travel to the various landings on Lake George and the enormous development of the thorough tourist travel has led in recent years to a notable increase in the capacity of the steamers on that lake. In 1910 new steamer Mohican with considerable additional capacity replaced the former boat of that name; during the year of 1911 a new steamer Horican, one of the finest lake craft in commission on any inland water was put in service and during the season just closed replaced the steamer Sagamore on the through line, with steamer Sagamore taking the place of the old Horican.

In addition to these larger vessels, two fast motor boats, the "Pampero" and the "Mountaineer" have been recently added to the fleet and perform a local service between various landings adjacent to Lake George village and the Fort William Henry Hotel.

In order to keep abreast of the demands and with a desire to continue improving the service, the transportation officials are planning some changes for 1913. The most important of which provides for an additional trip of the steamer Mohican in the morning on arrival of the trains from Albany and Troy to serve points in Katskill Bay. The Mohican will leave Lake George station on arrival of the trains from the south, proceed at once making landings at Assembly Point, Cleverdale, Rockhurst, Grove House and Trout Pavilion. The through line steamer Horican will follow and run direct to Marion, making all landings north thereof including Glenburnie and Glen Egrie—similar service being operated on the return trip.

This will give some additional running time, thus providing necessary elasticity in the schedule to permit of longer stops made necessary by the growth of the travel and the handling of the additional baggage and express. Persons stopping at points in Katskill Bay should appreciate this additional special service. People destined to Marion House and points north will also share in the improved service by an earlier arrival at destination.

MAXIM KILLS ANOTHER NOISE.

Invents Device for Silencing Motor Boat Engines.

Hartford, Conn.—Hiram Perry Maxim, Jr., of this city, son of Sir Hiram, has added to his silencers for guns, motorcycles, stationary engines, rock drills and locomotive safety valves, a motor boat silencer. It is largely an adaptation of the gun silencer. As in the latter a set of disks is arranged to start the escaping exhaust gas, whirling around as water whirls in running from a sink bowl. At a distance of thirty feet not the slightest exhaust popping can be heard in the biggest motor boat engines. The device measures from twelve to twenty-nine inches, according to the amount of work it is expected to do, and weighs from twenty to thirty-four pounds.

Mr. Maxim is working on a silencer for noisy street cars.

WILSON IS THANKFUL.

His Proclamation Reminds Jerseyites of Their Many Blessings.

Princeton, N. J.—Gov. Wilson has issued his Thanksgiving proclamation, an excerpt from which follows: "Another year of peace and prosperity has passed by. The life of the State and of the nation has been undisturbed by war or pestilence or disaster of any kind. We have been free to choose our own ways and have gone through the varied action of a great political campaign without violence or passion. The hope of our people has arisen with an increase of their life and God has been very gracious to us in all His dealings."

GASES FOR KILLING INSECTS.

A journalist from Ohio wrote to Dr. H. A. Surface, State Zoologist, Harrisburg, and asked "Does cyanide of potassium fumigation for the destruction of bedbugs have any value in the matter of destruction of germs in general?"

The reply of State Zoologist Surface contains information which has not generally been made public, but which is of practical value in these days of fumigation for various purposes. This is as follows:

"Hydrocyanic acid gas is not recommended as a germicide, and is probably not as valuable for this purpose as the gas from formaldehyde, which latter on the other hand, is not an insecticide. Many persons have often wondered if either sulfur fumes or formalin gas, as used in disinfecting rooms after sickness, would also clean up the insect pests therein. As a rule they will not do so, but if proper fumigation with hydrocyanic gas is given, as directed in one of the Bulletins previously issued by the Division of Zoology, of the Department of Agriculture, and which is sent free upon request, there is no danger whatever of the worst of household pests escaping the effects of the gas that comes in contact with it."

FISH NEARLY DROWNS PINCHOT.

Monster Tarpon Lands in His Boat and Almost Upsets It.

Port Aransas, Tex.—Gifford Pinchot, who is here with his brother, Amos Pinchot, of New York, and his sister, Lady A. Johnston of London, had an exciting encounter with a tarpon of extraordinary size in the deep sea channel near here Friday last.

The big fish, after being hooked, flung itself high into the air and landed in the small boat, almost capsizing it.

IT COST SULZER

\$7,724; HEDGES, \$2,994. Albany.—It cost Job E. Hodges \$2,994 to run for Governor on the Republican State ticket, according to his expense account filed with the Secretary of State. William Sulzer, his successful Democratic opponent, spent \$7,724.

ORPHANS' COURT SALE.

By virtue of an order of Orphans' Court of Wayne County, made this 24th day of October, 1912, I will sell at public auction to the highest bidder, at the Court House, Honesdale, Pa., Friday, November 22, 1912, at 2 o'clock P. M. the following described real estate, being the property of Angeline H. Masters, late of Sterling township, deceased.

All those two certain parcels or pieces of land situated in the township of Sterling, County of Wayne and State of Pennsylvania, bounded and described as follows:

The First—Beginning at a stone corner in line of land of Abram Hazelton; thence north forty-seven and three-fourths degrees west eighty perches to a stone corner; thence to land of C. & G. Cliff north forty-two and one-fourth degrees east two hundred and four perches to a stone corner; thence by land of Nathaniel Martin south forty-seven and three-fourths degrees east eighty perches to a stone corner; thence by land of Daniel Martin south forty-two and one-fourth degree west two hundred and four perches to the place of beginning. Containing one hundred and two acres, be the same more or less. And being the same land which John Hazelton by deed dated March 16, 1884, and recorded in Wayne County Deed Book No. 75, page 293, granted and conveyed to Angeline Hazelton.

The Second—Beginning at a corner of public road between Sterling and Dreher townships and running from Edward Hazelton's place to North and South Turnpike; thence along land of Angeline Hazelton Masters north forty-four and one-half degrees west fourteen hundred feet to a stone corner; thence south forty-five and one-half degrees west sixteen hundred and eighty feet to a stone corner; thence south forty-four and one-half degrees east three hundred feet to a stake in the center of the above named public road; thence along the said road north eighty-nine degrees east six hundred and twenty-six feet; thence along road north seventy-two degrees east one thousand and twenty-six feet along road north seventy-nine degrees east three hundred and forty-two perches. Being part of tract No. 125 in warrantee name of Felix Linn. And being the same land which F. Gilpin et ux. by deed dated April 24, 1902, and recorded in Deed Book No. 90, page 249, granted and conveyed to Angeline H. Masters.

Upon the premises are a frame dwelling house, barn and other out-buildings.

Terms of Sale, cash. Purchaser to pay three dollars for deed, as in Sheriff's sale.

JOHN W. HAZELTON, Administrator. M. E. Simons, Attorney.

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Its expense of management is limited to amount of business; together with its trust funds invested in bonds and first mortgages on improved real estate assures its depositors absolute security.
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