

# LAN PROBE OF WRECK; 26 KNOWN DEAD

## Torpedoes on Rails Were Ignored.

### NO HID SIGNALS.

### Sleeping Cars Were Smashed to Bits.

### ANY OF INJURED WILL DIE.

Passengers in Three Old Pullman coaches of Bar Harbor Express crushed and maimed as White Mountain Special's Heavy Locomotive lunged into Rear of Train—Victims, Calling Piteously For Help, Are Ragged Out of Debris and Laid Beside Tracks.

New Haven, Conn., Sept. 3.—A half dozen separate inquiries were started their way today into the latest wreck when twenty-six passengers were killed and more than thirty injured, some critically, in one of the worst disasters in the history of the New York, New Haven and Hartford road.

The White Mountain express, first section, crashed into the rear of the Bar Harbor express, second section, headed south of Wallingford, twelve miles north of New Haven, the two sleeping cars of the latter train being split asunder, while the third was thrown on its side.

List of the Dead.

The following is a list of the identified dead:

William Altschul, sixteen years, Norfolk, Va.; fracture of pelvis and lower leg; member of boys' camp at Cobbeasco.

Miss Marguerite Armstrong, thirty years, Washington; fracture of skull and chest; notified by C. W. Burgess, Bridgeport, Conn.; daughter of Fred A. W. Armstrong, seriously injured, in St. Raphael's hospital.

Harold Avery, 64 Broadway; died on way to New Haven hospital.

Miss Harriet Biddle, Torrington, Pa.

Miss S. Bullitt, twenty-five years, Torrington, Pa.; head and chest fractured; one four bracelets on right arm, one in left hand.

Miss Emily K. Davis, Philadelphia; one a pin of the Yale Scroll and Keys club.

Albert A. Green, 336 St. Nicholas avenue, New York city; Columbia university student, class of 1914; skull and chest fractured.

Royal A. Hotchkiss, sixteen years, 151 1/2 Spring street, New Haven; skull and chest fractured; member of Mount Kisco boys' camping party.

Philo S. Hotchkiss, fourteen years, other of above; both thighs fractured, skull fractured and internal injuries; died in ambulance on way to New Haven hospital.

E. Crocker Fox, Elkins Park, Pa.; skull and chest fractured and other injuries; thirty-six years, about six feet two inches tall; had embroidered handkerchief with initials S. C. F. and green seal ring in left hand.

Harry Iani, Japanese waiter at Cobbeasco camp, Me.

George Koka, Japanese waiter, 223 West thirty-fourth street, New York city; skull fractured and injuries in head; died in St. Raphael's hospital.

H. F. Martin, Bryn Mawr; skull fractured.

Mrs. H. F. Martin.

David Neal McQuillan, Jr., Torrington, Pa.; fractured skull; wore ring marked "D. A. McQ." Identified by George W. Ikins, Jr.

Miss Merritt, Philadelphia.

Miss Murphy, New York.

Frank B. Rutter, vice president and sales manager of the Scranton Bolt and Nut company, Scranton, Pa.

Mrs. Agnes White, 149 Tremont street, Boston.

Robert Yahn, forty-one, 49 Egoon street, Philadelphia; died in Grace hospital.

Unidentified.

Mary Jane —, Hartford, Conn.; died in New Haven hospital; had letter addressed to Mrs. H. R. Taffie, 251 Sixth avenue, Brooklyn.

Elderly man, aged sixty, 145 pounds, gray sandy hair, otherwise smoothly shaved; clothed only in a union suit.

Elderly woman, weighing about 300 pounds, evidently of German birth; dark hair, turning gray; had gold band ring inscribed "For life and for death—4-30-70"; body at Booth & Co.'s undertaking rooms.

Woman, aged about thirty-five; had diamond cluster ring engraved "D. B. L." (or "G. B. L.") on left hand; locket with "F. J. Rand."

Man, gray hair, brown eyes, smooth face, good teeth; (inquiries made for Hale Steinman, Lancaster, Pa.).

Fog Obscures View.

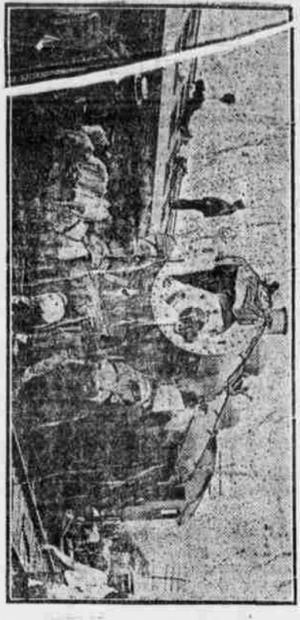
Fog veiled the Bar Harbor train from the approaching White Mountain express, although the latter's tail lights burned and the railroad "banjo signal" was set. The railroad reports that the rear flagman set out torpedoes, over which the White Mountain train passed before plunging into the rear end of the Bar Harbor train.

Bodies, clothing and wreckage were thrown about by the shearing of the powerful locomotive through the wooden Pullman cars. Many passengers were hurled into the nearby telegraph wires.

The wreck was at about 6:55 o'clock.

According to the official explanation of the railroad, the Bar Harbor expresses were delayed by a local train which

VIEW OF NEW HAVEN WRECK WHICH COST TWENTY-SIX LIVES.



Engine driver was packing a defective journal, and a rear flagman had gone back 400 yards to flag any approaching train when the White Mountain train, running on eight minutes' headway, bore out of the fog and went through the wooden sleeping cars like an immense steel wedge.

August B. Miller, the engine driver of the White Mountain train, set brakes and jumped with his fireman, Emile Robinson.

Mail Car Overturned.

The impact, which split the two rear sleepers of the Bar Harbor train, hurled the third sleeping car over on its side and derailed the other cars of the train. Wreckage and bodies showered about the great plunging locomotive like wheat before a reaper. Bodies, arms and legs, injured and uninjured and of the startled rose from the wreckage. The overturned sleeping car Chisholm, third from the end, which had been overturned, held a party of boys returning from a camp in Maine. From this car seven dead were taken.

The trainmen and passengers swarmed to the rescue of the living and the removal of the bodies. A report was made to New Haven at once, but it was an hour and a half before the first relief train reached the scene. In the meantime many of the injured had been placed on trolley cars, which were turned into temporary ambulances, and the suffering victims were hurried to the New Haven and other hospitals. The dead also were taken in by electric cars to the James street car barn, where space was cleared as a temporary morgue.

Bardo Issues Statement.

C. L. Bardo, general manager of the New Haven road, issued the following statement:

Train 91, first section of the Bar Harbor express, passed Wallingford at 6:35 a. m. Second 91, consisting of baggage car and ten sleepers, passed Wallingford at 6:43 a. m. First 92, consisting of baggage car, day coach and five sleepers, passed Wallingford at 6:51 a. m., all three trains running approximately at eight minutes. Local train 81 was running ahead of first 91, which stopped following trains at automatic station 23 on account of the local train making the station stop. Train second 91 was run into by first 92 about one mile south of Wallingford at the extreme end of a three mile tangent, protected by automatic block signals. There was a fog prevailing at the time.

Train second 91 was in charge of Conductor Bruce C. Adams, who had been in the service nineteen years—nine years in freight service as brakeman and flagman, ten years as freight conductor and about five months in charge of passenger trains.

Train first 92 was in charge of August B. Miller, engine driver, who has been in the service since Oct. 7, 1893. He was promoted to engine driver in 1903 and served ten years as an engine driver and is a regular man on this train.

Second 91 stopped at the signal. Flagman Murray states that he went back at once with proper signals and put two torpedoes on the rails and that all rear end markers lights were burning. Investigation is now being held by the public utilities commission of Connecticut jointly with the officials to determine responsibility for the accident.

On the body of a young woman who had a hand bag with the initials on it of "M. M. H." or "M. H. M." was jewelry worth \$5,000 or more. She had evidently been dressing when the crash came, and for this reason it is thought she may have intended to leave the train at New Haven. In a chamois bag was a string of a hundred pearls, with three diamonds in the clasp. She also had an opal and diamond bar pin and an opal brooch.

PREDICT DEARER MILK.

Drought Bound to Increase Price, Albany Dealers Say.

Albany, N. Y., Sept. 3.—Milk dealers here predicted that the retail price of milk in the east will be advanced this fall and winter because of the drought. Water is scarce and the feed crop has

# URGES WAR UPON FOREST INSECTS

## New York Entomologist Acks Wide Co-operation.

### DIFFICULT TO SAVE TREES.

Serious Damage Done Annually to Fruit and Forest Trees by Vast Army of Pests, Which Has Been Greatly Augmented This Summer—Precautions to Take Against Them.

The forest entomologist of the New York State College of Forestry at Syracuse is making a thorough study of the forest insects of that state. He has found that many kinds of insects injurious to trees are more numerous and are doing greater damage this year than usual. This is especially true of such insects as the tent caterpillars, aphids or plant lice and scale insects.

This serious damage by insects to both fruit and forest trees during the last summer is due largely to the very mild weather of last winter, which allowed a large number of insects to pass the cold season successfully, and the long rainless periods of spring and early summer, which enabled the young insects to get a good start in their life work of destroying vegetation.

Much can be done in combating the insects so injurious to our forests by protecting our birds and by learning of the life histories of the insects, so that it will be known when to destroy them in the most effective way.

Destroying Tent Caterpillar.

The tent caterpillar, which has been very destructive to certain fruit and forest trees during the last summer, has practically ceased its damaging work for the present year. To combat this destructive insect more effectively next year we should begin now to examine the trees upon which they have been working this summer, to find the cocoons or pupa cases and egg masses. These cocoons and egg masses are found usually in sheltered places near where the caterpillars have been numerous, as under loose bark or in the rubbish and grass under the trees. The cocoons are of white spun silk and often are found in masses of a dozen or more. They should be collected and destroyed. In case of reappearance next year the tents should be burned off with a torch or piece of waste soaked in kerosene.

Many inquiries have come to the forest entomologist regarding plant lice or aphids, which have been unusually abundant this year. This interesting insect has had an excellent opportunity to develop in large numbers, due to the long dry summer. Many young trees or branches of trees and shrubs have been deformed and in some instances killed outright by these lice.

On the trees in home grounds and parks one of the best ways of destroying the aphid colonies is by showering the insects with the full force of water from a hose. The insects are thus washed off and only a very small percentage of them succeed in getting back on their food plant again. Chemical sprays may be used, but if these are effective against the aphids they are likely to be injurious to the plant and must be used with caution.

Many Hickory Trees Dying.

A number of reports have come to the entomologist of the dying of the native hickory in different parts of the state. In most cases this is due to the hickory bark beetle, which is a very small boring insect, living between the inner bark and the sap wood of the hickory. This beetle makes a burrow in which it lays its eggs and from this burrow smaller burrows are made in all directions by the young larvae.

The hickory tree, from a commercial standpoint, is doomed in New York state, unless very active work is done to prevent the spread of the insect. This can be done only by cutting the infested tree down and disposing of it in a way to kill all of the insects under the bark. This may be done by burning, by soaking the logs in water or by barking the trunk and burning the limbs and bark. The college of forestry at Syracuse will be glad to have the work of insects in forest trees in any part of the country reported to them, and they are ready at all times to determine the species and give suggestions as to combating it.

MANY SICK AND WOUNDED.

Reports to Red Cross at Washington of Suffering in Bulgaria.

The National Red Cross at Washington has received from the department of state reports from the American legation at Bukharest and from the consulate at Belgrade to the effect that the Bulgarian government is caring for 22,000 and the Servian government for 50,000 sick and wounded, including prisoners of war.

The continuation of hostilities in the Balkan peninsula for a period of almost a full year appears to have so far exhausted the available medical and other resources of those countries as to render them inadequate to cope with the serious emergency that has lately arisen. The National Red Cross declares there is an immediate and urgent need of the means of relief for

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## THE THREE FUNDAMENTALS.

The Farm Problem as a Unit; The Farm Itself as a Unit; The Farm as a Part of the Community.

(Eben Mumford, State Leader.)  
[National Crop Improvement Service.]  
After having organized his various township groups and obtained the co-operation of all existing organizations, the work which the county agriculturist may do would include at least three important phases. First, the consideration of specific farm problems, whether of farm crops or of animals and animal products. Second, the consideration of the farm as a unit. Third, the consideration of the community as a unit.

Up to date the emphasis of extension work has probably been on the first division and that of increasing the yields. But one of the distinguishing features of modern agriculture is the dependence of the farmer upon the market, and one of the greatest weaknesses of modern farming is its lack of adaptation to the complex marketing conditions. Here then is a great field for the work of district supervisors and the county agriculturist. We will need many careful investigations of marketing conditions in the different localities for specific products and of marketing conditions for the farm taken as a unit and in its relation to the community. An effort should be made to control marketing conditions; with reference to the elimination of waste and standardization of products; to securing for the farmer a fairer share of the price the consumer pays; and for helping the consumer to obtain the products of the farm more directly. The county agriculturist will want to continue the efforts to increase yields both by his own advice or by securing a specialist to help him, but he will also see that his work for the special crop is only half done when he has looked after yields and then will turn his attention to markets where again we are beginning to develop specialists.

The Farm Manager.

The second division of his work will be the consideration of the farm as a unit. Here he will be on comparatively new ground and will proceed slowly and carefully, making investigations into the most profitable types of farming. The focus of his attention will be not upon the yields of a particular crop, but upon the largest net income for the farm as a whole. Of the four factors in production, management is the crucial one.

No Robinson Crusoe Methods.

But we cannot stop even with the successful manager. To stop here would be at once to emphasize both the strongest and weakest point in the character of the American farmer, namely, his strong individualism and independence. Such characteristics, are very valuable and we would not try to destroy an iota of the farmer's independent spirit and self-reliance which are largely the result of the training his occupation has given him. But the conditions of successful farming have changed and the self-sufficing era has passed. The farmer now produces not merely enough for himself and his family but largely for a market and from that market he buys many of the necessities and some of the luxuries of life. In other words, whether he will or not he is dependent upon others for his highest success; he is a member of a complex organic relationship we call society. To-day the most successful farm cannot exist in an unorganized and indifferent community. The success of a modern farm depends as much upon the kind of community in which it is located as it does upon the nature of the soil or the individuality of the manager.

STOCKMEN PROSPEROUS.

By E. T. Robbins, County Agent, Tazewell County, Illinois.

[National Crop Improvement Service.]

Wherever I have gone in this county, I have been impressed with the prosperity of the stockmen. The man having some live stock has generally conserved the fertility of his land and practiced suitable rotation of crops. A crop of clover once in four or five years is practically essential to maintain the fertility of Tazewell County land, and the stockmen have raised a suitable amount of clover while the grain farmers have not. Some grain farmers I have met are selling their clover hay, and that is as bad as raising none. Frequently the price received for the hay is not nearly as great as the value of the fertility it contains. It is a notable fact that the yields of crops on this thinner soil of the hills in Tazewell County are very nearly as great as those on prairie lands, although the hill farmers have worked at a great disadvantage. Generally the hill farmers have kept more stock. Recent investigations of farm conditions in Indiana, Illinois and Iowa, show that while the yield of the crops of the stock and the grain farmer is about the same the stock

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