

DIVORCE FLOURISHED IN BABYLON CENTURIES AGO.

Such is Contentment of Theologian Translator of Inscriptions.

In the well regulated and highly developed city of Babylon during the reign of Hammurabi, about 2230 B. C., divorce with alimony was a common occurrence.

"Prominent members of clubs" figured in divorce courts, and scandals furnished the city with gossip. Having been granted a divorce, a man would pay liberal alimony to his wife and publish the information that should any one marry the divorcee he would not object.

This contribution to the knowledge of the early ways of the human race is given by the Rev. Samuel A. B. Mercer of the Western Theological seminary. He has completed translations of Babylonian cuneiform inscriptions. The results are given in the American Journal of Semitic Languages and Literature, issued recently by the University of Chicago press.

"Marriage contracts," writes Dr. Mercer, "made provisions for possible disagreements and divorce. If the husband left his wife he was obliged to pay. If the wife took a dislike to the husband she was to receive physical punishment."

"In some contracts provisions were made for the care of the parents by the newly married couple. The expression of repudiation was 'ul as-as-ti' (thou art not my wife) or 'ul mut-ta' (thou art not my husband)."

TUBERCULOSIS WAR GROWS.

Great Increase is Made in 1912 Over That of 1911.

Nearly \$10,000,000 was spent in the anti-tuberculosis campaign in the United States during the year 1912, according to the fourth annual statistical statement of expenditures in this movement issued by the National Association For the Study and Prevention of Tuberculosis. The expenditures during the year for sanitarium and hospital construction and treatment make the largest single item in the total, amounting to nearly \$16,800,000.

This is an increase of nearly \$5,000,000 over the same group of expenditures for the year 1911. The anti-tuberculosis associations and committees spent over \$765,000, while dispensaries and tuberculosis clinics spent over \$500,000. Over \$415,000 was spent for the maintenance and establishment of open air schools and fresh air classes, which is more than double the amount spent for this purpose in 1911.

Official, state and municipal expenditures outside of the maintenance of institutions, which are included in the other totals, amounted to \$280,000. In addition to these figures about \$500,000 was spent by hospitals for insane and penal institutions in caring for their tuberculosis inmates.

PARCEL POST BY AEROPLANE

Providence Aviator Takes Load of Beans From Boston.

Harry Martin Jones, a Providence (R. I.) aviator, left Boston recently on the first parcel post aviation trip between that city and New York. His cargo was a load of Boston baked beans.

Jones was authorized to act as parcel post carrier by the United States post-office department. He got that authorization through the postmaster of Boston and correspondence with the national postal authorities in Washington.

He carried twenty-five pounds of beans in various packages to deliver in New London, New Haven, Bridgeport and New York.

One of the parcels was for his mother, another for a Miss Hart and a third for J. F. McDonald, manager of the Narragansett postoffice.

KILLS CHILD TO END MISERY.

Distraught Mother Said to Have Choked Daughter to Death.

The inquest into the case of the death of the thirteen-year-old daughter of Mrs. Woods in London, who was an invalid from childhood and who was strangled by the mother, as it is believed, to put the child out of her agony, resulted in a verdict of willful murder against Mrs. Woods. The woman was too ill to appear, and the jury added to its verdict that the state of her mind should be inquired into.

The child at times suffered agonizing fits. Her mother, according to the testimony of the husband and father, had attended the child constantly, but could give her no relief. Finally in a recent attack the mother became distraught at the child's sufferings and strangled her to put her out of her misery. The husband was absent at the time.

RAILROAD TEACHES JAPANESE

Workmen From Nippon Learn the English Language.

Teaching English to Japanese workmen is one of the tasks of the educational bureau of the Union Pacific Railroad company, according to information received at the United States bureau of education. More than 800 Japanese section foremen and trackmen are employed by the railroad, and for the benefit of these men instruction books are issued in Japanese and English.

It is believed that by handling practical problems of railroading in both languages the Japanese workers will not only gain the necessary technical information, but also increase their knowledge of English.

DEATH, SUFFERING, DESTITUTION, SET FORTH IN

The Survivors Ask Total of \$5,500,000 For Bereavement and Losses.

STORIES of death, suffering and permanent physical injuries, accounts of utter financial destitution and recitals of loss of costly gems and laces and gowns are to be found set forth in the formal phrasing of the law in the 279 claims thus far filed with United States Commissioner Gilchrist for damages due to the Titanic disaster.

The total amount is \$5,500,000. Death claims constitute the larger part of this sum. Then follow claims for loss of baggage and personal effects. Many European countries and most states of the Union are represented.

The largest claim is that of Mrs. Irene Wallach Harris, widow of Henry B. Harris, New York theatrical manager. She asks \$1,000,000 for his death. She also demands \$27,700 for loss of her effects and \$4,625 for his. On a pearl string \$10,000 is claimed by Mrs. Harris, on a set of diamond vest buttons \$350 and on a gold cigarette case \$100.

The smallest claim is for \$16.60, registered mail lost by Meyer & Muller of Germany. The most costly single item listed is a pink diamond on which Charlotte D. M. Cardeza of Germantown, Pa., claims \$20,000. The least expensive single item is an eyeclip, for which Fred O. Spedden of New York wants 25 cents. He asks \$1,646 for other belongings.

The second largest damage claim is that of Mrs. May Furelle of Plymouth, Mass., who asks not only \$300,000 for the loss of her husband, Jacques Furelle, novelist, but \$4,791.50 for his baggage and \$4,378.50 for hers. Manuscripts and plans for books she values at \$3,000.

Another \$300,000 Demand.

The third largest claim was filed by Mrs. Elizabeth C. Case of Rochester, asking \$300,000 for the death of her husband, Howard B. Case. He was managing director of the Vacuum Oil company and drew \$20,000 yearly.

For the deaths of William Skoogh of Sweden, his wife and their four young children, Mr. and Mrs. Anders Johanson, grandfather and grandmother of the dead man, ask \$125,000. They want \$2,250 besides for baggage.

Mrs. Lily Millet, widow of Frank D. Millet, artist, claims \$100,000 for his death.

No death claim is made by Mrs. John B. Thayer of Haverford, Pa., widow of a vice president of the Pennsylvania, but she seeks \$14,910.50 for loss of the family's baggage. Eighteen hats are rated at \$650, and \$30 is claimed for a set of ivory dominos. Silk shirts, silk stockings and three hot water bottles figure on the list.

Lewis F. Butt, executor of Major Archibald W. Butt, one of the heroic figures of the wreck, says the major had seven trunks, and \$1,000 is claimed therefor.

Jessie Farquharson, as executor of Daniel W. Marvin of New York, who was on his honeymoon when he died, asks \$200,000.

The heaviest claim for loss of baggage is that of Charlotte D. M. Cardeza, who claims \$177,352.75. This amount is the estimated value of her wardrobe, the items of which cover sixteen closely typewritten pages. She had fourteen trunks, four bags, three packing cases and one jewel box, which she had given to the purser.

Her most expensive dress is a Worth product valued at \$900. Hatspin to the amount of \$509 are listed. There are eighty-four pairs of gloves and

FOUR HAVE EIGHT HEARTS.

Physician Discovers Family With Odd Vital Organs.

Dr. James Morgenstern of Easton, Pa., has discovered a family in which the mother and three children are each provided with two hearts. Investigation has established the fact beyond a doubt. The woman is Mrs. Berton Perkins, and the children are Anna, Allen and Doris Perkins, aged thirteen, eleven and four, respectively.

Dr. Morgenstern was called to the home of Berton Perkins to attend a child suffering from chicken pox. While inspecting the chest of the child he felt a heart beating on the right side. He hastily shifted his hand over to the left part of the chest and felt another heart beating there, apparently as any well behaved heart should do.

Dr. Morgenstern then determined to see if the phenomenon was repeated in the other children. He called in two, and again two hearts were beating, one in each side of the chest. He then summoned the mother, and she, like her three children, was possessed of two vital organs, each pumping blood through the body.

Canada Bars Miss Glyn.

The Canadian government has issued an order prohibiting the sale on the government railway trains of books of Elinor Glyn and Hubert Wales, complaint having been made by the Social Reform league.

DESTITUTION, TITANIC CLAIMS

Woman Writes of Pitiful Plight--Owners Refer Her to Charity.

thirty-three pairs of shoes. Other items are \$300 for a lace parasol, \$250 for a lace and mother-of-pearl fan, \$80 for an elephant's breath paradise feather and \$1.75 for a cake of soap. Her jewels were valued at \$104,753, among them being a Burma ruby ring worth \$14,000.

This claimant says she paid \$3,200 for her passage.

Painting His Chief Loss.

Another big claim for loss of personal effects is that of H. B. Steffanson of the Hotel Gotham, who asks \$102,030. He values a painting by Blondel, "La Circassienne au Bain," at \$100,000. The Right Hon. Lucy Noel Martha, countess of Rothes, Leslie House, Fife, Scotland, asks \$12,425 for her wardrobe. Her maid wants \$400 for hers.

Mrs. Catherine Harbeck of Toledo, widow of W. H. Harbeck, wants \$25,000 for his death and \$55,823.84 for his belongings. Among these were 110,000 feet of moving picture films, which she values at \$55,000.

The Merchants' Marine Insurance company asks \$132,000 for twenty-six property schedules on which it has paid insurance.

One of the pathetic claims is that of Mrs. Angela Noutal of London, England, who writes to Commissioner Gilchrist on heavy mourning paper. She says she is destitute as the result of the death of her husband, Rahman Noutal.

"I am totally unprovided for," she writes, "and have a little daughter and my mother to support. From the lord mayor's fund I am now getting \$20 a month, hopelessly inadequate for three people. I have written three times to the White Star line. They have replied, regretting they could do nothing and referring me to the charitable funds. I cannot believe that they are to be permitted to refer victims of their neglect to charity."

Helien C. Candee asks \$10,000 for personal injuries and \$4,046 for baggage. She says she was forced to jump from the deck of the Titanic to a lifeboat, that there was no proper arrangement of oars or equipment in the boat and that in the confusion she fell and broke her ankle, from which she suffers lameness. She asserts she had to help to row the boat for hours.

Mrs. Frederick C. Quick of Detroit claims \$3,160 for suffering due to the shock of the disaster.

"I and my daughter have never been the same since," she says. George Rheims was on "a submerged, defective collapsible lifeboat for hours," he says, and for "shock and anguish" he demands \$10,700; for baggage, \$6,418.

Mrs. Florence Angle asserts she suffered terribly from shock due to her own physical hardships and the death of her husband, William A. Angle. She claims \$11,000 for her personal sufferings and \$50,000 for her husband's death.

Was Kept From Lifeboat.

Mrs. Elizabeth L. Rothschild of New York sets forth that "her husband, Martin Rothschild, was prevented from entering the lifeboat" with her and was lost. Her mental state was such that she was under a physician's care for a long period, for which she asks \$20,000, with \$50,000 for her husband's death.

Several other widows say their husbands were "prevented from entering the lifeboats." Several claimants refer to the presence of J. Bruce Ismay on board and assert he had knowledge that the ship was being navigated recklessly. Captain Smith is mentioned in one claim for incompetence.

ELEVATORS IN ANCIENT ROME.

Professor Boni Clears 120 Foot Shaft in Palace of Caesars.

A dispatch from Rome to the London Daily Mail says: "Professor Boni, who has been carrying on excavations on the site formerly occupied by the palace of the Caesars on the Palatine hill, has proved that at least three large lifts were used in the palace, enabling the Roman emperors to ascend from the forum to the top of the Palatine. One shaft which has now been completely cleared from the debris which encumbered it is 120 feet deep.

"A storm which displaced a tract of sandy beach at Porto D'Anzo, near Rome, revealed the existence beneath the level of the sea of ruins which are supposed to be the remains of a patrician villa of Antium, the fashionable seaside resort of ancient Rome."

Millionaire Drives Bulls.

Quincy A. Shaw, said to be Boston's richest man, president of the Calumet and Hecla Mining company, has a new fad. It is driving a pair of imported Gerry bulls brought over from Ireland. Beverly Farms never saw a stranger sight than these powerful animals hitched side by side with the copper magnate holding the reins. The bulls are driven by ordinary reins passed through rings which pierce their loaves. They are tractable and respond readily to their driver's orders

TOTAL PRODUCTION OF PENNSYLVANIA COAL.

The production of anthracite coal in 1912 is estimated by E. W. Parker, of the United States Geological Survey, at \$2,400,000 short tons. Mr. A. H. Armstrong, chief of the Bureau of Anthracite Statistics, reports to the Geological Survey that the shipments for the first eleven months of 1912 amounted to 57,666,076 long tons and estimates that the shipments for December will amount to 6,350,000 long tons, making a total for the year of approximately 64,000,000 long tons. The colliery consumption amounts to about 10 per cent. of the total production, and the local sales to about 2,000,000 long tons, so that the total production for the year amounted to about 73,500,000 long tons, or 82,400,000 short tons. These figures, compared with the production of 80,771,488 long tons (90,464,067 short tons) in 1911, show a decrease of 7,270,000 long tons (8,140,000 short tons), or 9 per cent. The most important factor affecting the anthracite industry was the suspension in April and May, due to the inability of operators and miners to reach an agreement on the wage scale. The total shipments for those two months were only 1,695,000 tons, whereas under normal conditions they should have amounted to 12,000,000 tons or more, so that a shortage of about 10,500,000 tons in the supply of anthracite was created. But for that shortage the production of anthracite (adding the usual local and colliery consumption) would have amounted to \$5,000,000 long tons, or an increase of 5 per cent. over the high record of 1911. Insufficient car supply materially hampered trade. Cars for shipments over connecting roads were exceptionally slow in returning, and in some instances coal cars had to be diverted to the shipment of perishable freight. In the early part of December much fear was felt that the efforts made to secure the prompt return of cars, if successful, would be offset by bad weather.

NECESSITY OF SPRAYING TREES

The state is very watchful of horticultural interests, says the Scranton Times. A little incident occurred this holiday season which shows that Pennsylvania is fully alive to the interests of horticulture and agriculture, by keeping a watchful eye on every possible enemy to vegetation through the Department of Etymology. A local florist received a shipment of goods, just prior to Christmas, consisting of evergreens and shrubs to be used at Christmas and Easter. These goods were unpacked by the employees of this concern and distributed to three different points.

The Department of Etymology at Harrisburg received notice that this shipment had been forwarded from the custom house at New York to Scranton and it had escaped inspection there. A representative paid this florist a visit four different times before he could get all this stock located and inspected. The representative of the government found this stock all O. K. Had it been infested by any insects it would have to be either sprayed, fumigated or destroyed.

The time has now come, the law having just gone into effect last fall that any horticultural goods shipped from any foreign country to the United States has to have a permit with number, attached to shipment from the shipping point. This same florist having a shipment coming, next Spring, from a Holland firm, received notice from the shipper that he must apply to the Secretary of Agriculture at Washington and get a numbered permit, and send the number to the Holland firm as he said, "I can't ship until I receive the number." So it seems the Federal Government is watchful, likewise. This act is known as H. R. 24119. This will debar the possibility of goods getting distributed anywhere without the closest scrutiny of government representatives.

If all orchardists and owners of trees and shrubs were as painstaking and careful about this matter of allowing insects to become disseminated, which is very possible when they are in this section of the state, by not spraying trees, we would see marked improvement.

The state is spending thousands of dollars and the Federal Government is spending hundreds of thousands, in this work. If individuals do not take up the matter more thoroughly than they have in the past, the time is coming when a law will be passed that either individuals must use every energy possible to keep these enemies under subjection or their trees will be cut down by state authority when infested.

This section of the country has, so far, escaped the ravages of the brown tail and gypsy moth, which made their first appearance in this country at Boston and have now crept their way along the coast as far north and east as Maine and as far south and west as Philadelphia. It is hoped the cold weather of the interior will be too severe for these two ravaging insects.

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