BELLEFONTE, PA., THURSDAY, AUGUST 16, 1906

Perils of Fishing On Grand Banks

ASSENGERS on the transatlantic liners of today, vessels which carry as many persons as live in a good sized town and which the latest inventions of marine science have made as safe as a house on shore, have little idea what the psalmist meant when he talked of the perils of "those who go down to the sea in ships." But up along the fishing banks they know, and they aren't fond of the liners there, for the liners take more lives every year than the dreaded storms. The storms can't help wrecking little ships. The fishermen do not believe that the wind bloweth where it listeth; they think it blows where it is fated to blow. But they also think that no law of nature or man forces the liner to race at top speed across the fishing banks, cutting down everything that gets in its way. The fisherman thinks he is entitled to life, liberty and the pursuit of fish, and he curses the speed madness which causes the steamship to make short cuts at his expense. The liners don't sink fishermen on purpose, of course. They don't even collide with them intentionally. It is like a man stepping unconsciously on a bug and walking on ignorant of the catastrophe for which he is responsible. The fragile little fishing boat goes down before the steel hulled ocean greyhound without even causing the monster to quiver.

For years the men of the Grand banks have complained of this, to their minds, unnecessary addition to the dangers of their calling. Now the French government has heard them and has issued a call for an international conference to discuss changing the present steamship route so as to avoid the fishing banks. Last year the death roll among the French trawlers in Newfoundland waters was 314. Of these it is true that 135 perished in the wreck of the Cousins Reunis of St. Malo, which was carrying men to this campaign General Oku particularly St. Pierre to equip the fishing boats distinguished himself, his forces storm-

there; but of the remaining 179 fatali-



DECK OF A GLOUCESTER FISHING VESSEL. tles most were caused by ocean steamers running down fishermen as they lay at anchor or in the fog.

To change the steamship line and make it skirt instead of cross the banks would materially lengthen the distance the steamers would have to travel. The Compagnie General Transatlantique (the French line) has already agreed to accept such a change, but It will be difficult to make all the big lines follow the French company's example. Besides, there are thousands of "tramps" which come from nowhere,

go nowhere. While the discussion of this proposed change in the ocean highway goes on the big ships continue to sink the little ones. Only the other day the Red Star liner Vaderland cut the fishing schooner John A. Allen in two as she was cruising off George's banks looking for swordfish. This time, however, the liner did not flee, but stood by until every man on the sunken craft had

been picked up. "I shall go back and tell the fisher folk that I know a liner's captain and crew who are not cowards," said Captain Toothaker of the John A. Allen after he and his six men had been landed in New York.

"Something blacker than the mist loomed over us," said the captain, "We knew what that meant. We sprang to the dory, but the black thing came down upon us dead ahead. Its siren screamed, but the crash of my boat drowned the sound. The Vaderland cut us clean in two. On one side went three of my men. The other three and I caught hold of a dory and just missed the suction as the John A. Allen has entered appearance in the case besank. I could hear three men in the But no, it wasn't gone after all. The warrant was not served. lookout on the Vaderland had sighted

the schooner too late to avoid running it down, and the steamer was brought

to a dead stop in five minutes." Relinquishing all hope of a record yoyage, the Vaderland circled back through the fog, blowing its siren until it heard the answering call of the wrecked fishermen. Cheered by the passengers, Captain Toothaker and his crew were hauled on board, and overwhelmed with kindness all the way to New York.

BRAVE GENERAL OKU.

anese Army Staff.

July, was chief of the general staff of looning is no poor man's game. The the Japanese army and his place has Nirvana of Dr. Julian P. Thomas holds now been taken by General Baron 50,000 cubic feet of gas in its big bag, Hohaku Oku, who commanded the and even if the New York court of army which first invested Port Arthur, appeals should sustain the eighty cent His forces assaulted and stormed Kin- gas law his bills will continue to be chau and defeated the Russians in the large enough to scare any one but a heavy three days' battle of Nanshan millionaire. Besides there is an exhila-Hill, this victory cutting off any hope ration in flying above the clouds which General Stoessel had of a relieving is not to be found in more earthly army reaching him. After General Oku pastimes. had bottled the Russians up in Port | At first the novelty of serenely float-Arthur General Nogi was intrusted ing 8,000 feet above the ground sufficed with the work of capturing that for- to rearouse the blase smart setters, tress and General Oku was transferred but that mild form of amusement soon to the second or left Japanese army in palled upon them, and now they must the advance against Kuroptakin. In race one another through the upper



ing the trenches in front of Liaoyang for nine successive days in some of the most desperate infantry charges in modern warfare. At Mukden also General Oku was

conspicuous, and at Tie Pass, the final ng battle of the war, he was largely responsible for the awful Russian rout which caused the czar to depose General Kuropatkin.

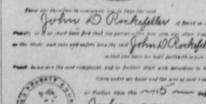
General Oku is sixty-two years old and is a samural or knight of the Otta clan of the famous western province of Satsuma, noted for its military caste and the number of military and naval leaders it has produced. He won his title of baron for distinguished service in the war against China. As a youth he received a collegiate education and at twenty-seven he entered the army. In 1877 while a major be was placed in command of the emperor's forces in Kamamoto castle, in southern Japan, during the Satsuma rebellion. After being nearly starved he led a desperate sortle, cut his way through the enemy and joined the relieving forces, On account of this act he won promotion and decoration.

Sheriff Groves and His Attempt to Serve Warrant on Oil Magnate.

Sheriff E. L. Groves of Toledo, who from Europe and place the multimillionaire under arrest, took his action after a conference with Prosecutor William A. David of Hancock county, Mr. Rockefeiler is charged with

WARRANT





SHERIFF E. L. GROVES AND HIS WARRANT FOR JOHN D. ROCKEFELLER. violating the Valentine antitrust act. According to Mr. David, the head of the Standard Oil company will be brought to trial in September. His attorney fore Judge Banker at Findlay, O., and water near by. We made for them and Mr. Rockefeller is thus bound to be on picked them up. All of us were safe. hand when wanted. The action of the We looked for the big ship, but it sheriff in sending his deputy to New was gone, like the other liners that York to arrest Mr. Rockefeller was sink fishermen and vanish in the fog. thus rendered superfluous, and the

Ballooning as A Society Fad

HE sporting element of high society, having exhausted the possibilities of excitement offered by a hundred horsepower automobile, has gone in for ballooning. Warrior Who Is Now at Head of Jap- Automobiles are getting cheaper every year and society cannot share any General Baron Kodama, who died in sport with the common people. Bal-

air. Before long we shall hear of regular aerial race meets with bookmakers in attendance for the benefit of those who can enjoy no sport without "having a little something on it," as they say in England. The Aero Club of America has established a station at Pittsfield, Mass., from which place Mrs. Julian P. Thomas started on the first balloon excursion made by an American society woman at home, and the summer colony at Lenox, six miles away, has gone crazy over the ascensions. Other American women wan Mrs. Thomas have taken up ballooning, but their ascents have been made mostly in France. Among those who have gone up there with Comte Henri de la Vaulx are Mrs. Belmont K. Tiffany, Mrs. Cortlandt F. Bishop, Mrs. Lorillard Ronalds, Mrs. Newbold Edgar, Mrs. William Hallis and Mrs. Oakley Rhinelander. The count will ship his new balloon to Lenox in October



BALLOON RACE UNDER AUSPICES OF ENG-

to take part in the fall races, which are expected to eclipse the Vanderbilt cup automobile race on Long Island. Recently the English Aero club held dispatched a deputy to meet John D. a race from Ranelagh to Ingatestone Rockefeller on his arrival in New York in Essex, in which seven balloons competed. Frank Butler in the Dolce Far Niente won, though owing to light winds he lacked nine miles of reaching the goal. Several ladies were passengers in the craft which took part in the race.

> Like most society fads that of ballooning started in "that dear Paris," whence it speedily flew to England and ish advocates of the new sport no one is more enthusiastic than Professor A. K. Huntington of King's college, who is also a celebrated authority on dirigible airships. He looks upon ballooning as a healthy, invigorating sport and one which should be encouraged

> in every possible way. "Of course ballooning will continue." he says. "We mean to make it do so. We have had a good deal of hard work to elevate the sport to its present prosperous condition, but the tide has turned and people are taking up the idea all over the country. Serious danger has been eliminated. In charge of a man with a cool head and reasonable judgment a balloon is certainly as safe as an automobile, if not safer. Personally I am very partial to night trips in a balloon. It seems to me that conditions are then more favorable, that the air is more refreshing and the views to be obtained more captivating. It is curious how refreshed I feel after a night ascent, and other people I know

> have had the same experience.' "Orders for balloons are simply pouring in," said a British manufacturer the other day. "During the last two years an enormous change has taken place in the character of our business. Previously we were occupied with little else than the construction of military balloons for the Indian government and captive balloons for fairs and shows. Today most of our orders come from private individuals who have seen the pleasure to be derived

from practicing the sport. "With the change in our business

the science of balloon construction has advanced until we have conquered every cause of danger. We look upon the ballooning craze as useful in every sense. It is a healthy sport and free from every taint of professionalism. Then a large army of individuals is being trained to inhabit the air and to be accustomed to ascend and descend. Thus when the real steerable balloca or mechanical airship arrives we shail be ready for it."

MARGARET DELAND, AUTHOR

Her Greatest Successes Written In a

Barn-Friend of Birds. Mrs. Margaret Deland, whose latest book, "The Awakening of Helena Richie," is quite as clever and interesting as the other stories that have won fame for her, is an enthusiastic floriculturist. Her love for flowers and plants is given expression in nearly all of her works. Some of Mrs. Deland's greatest successes were written in a barn. When summer comes and she is freed from the social and household obligations of her beautiful home in Boston, Mrs. Deland seeks her cottage on the Kennebunk river, Kennebunkport, Me. Her garden is a mass of beautiful blooms, flowering vines and sweet scented shrubs. As for the



MES. MARGARET DELAND.

barn, its exterior and interior are more many persons of means. In a particularly cozy room, with large windows light, Mrs. Deland turns leisurely to her literary tasks. It was in this room that "Philip and His Wife," "Sidney," many of the "Old Chester Tales" and a large part of her last novel were prepared. The authoress, however, finds much time to spend with her flowers. She is of a very retiring disposition and shuns publicity, although to a wide circle of intimate friends she is noted for a generous and gracious hospitality. She does not care for violent exercises or games, her only active recreation being the care of her flowers. She arises before 5 o'clock every morning in the summer and spends hours in her garden, which is the home of hundreds of birds. The latter have been attracted by the many quiet, cozy bowers to be found there and realize they have a safe retreat. Mrs. Deland is on very cordial terms with the birds. While she works among the flowers she talks to her feathered friends, and they saucily twitter back at her.

MISS LIBERTY'S NEW DRESS

Varnish and Other Improvements For the Bartholdi Statue.

Miss Liberty is to have a new dress. A coat of verdigris has been formed on the graceful folds of her gown and on her features by the salt air. From an artistic standpoint there is no objection to these soft green tints, but if then across the Atlantic. Of the Brit- the chemical action is allowed to continue the bronze plates of the immense statue will be seriously weakened. Therefore workmen will remove the verdigris and apply a coat of varnish. Other improvements will be made. When the French people raised \$250,-



fine federal buildings in small towns it would not vote the compara- from five lights to ten.

000 for Bartholdi to build the statue of tively small amount necessary to keep Liberty, to be presented to this coun- the statue properly lighted and its surtry, little did they dream that the roundings on Bedloe's island in even United States would neglect the mag- a decent state of repair. Now \$62,800nificent gift. But while congress ap | will be expended in improvements, inpropriated large sums for the erection cluding an electric elevator for visitors, and the torch will be increased

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