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## The New Ocean Queen Lusitania \*\*\*\*\*\*\*\*\*\*\*

ed her first Atlantic passage on the Hook at 8:05 a. m., 5 days and 54 minutes after leaving Queenstown.

The best previous record for the same trip was made by the Cunard liner Lucania, which ran from Queenstown to S: ndy Hook in 5 days, 7 hours and 23 minutes. Thus the Lusitania beat her sister ship by over six hours. The Lusitania made her fastest day's run on her fourth day out, when her record for the day was 593 nautical miles, an average for the day of 23.86. Her average speed for the trip was 23.01.

The performance of the Lusitania is considered the more remarkable on account of its being her first voyage across the ocean, and it is believed that when her engineers have a chance to get better acquainted with her great turbine engines she will eclipse her recent record. By the use of turbine engines the Lusitania is given a maximum of motive power with a minimum of strain and vibration in operation.

She passed over the ocean so smoothly that there was very little seasickness on board, and in spite of the great speed she was making the vibration was so small that most of the time a game of billiards could have been played on the ship without special inconvenience. She is the biggest and, as her owners believe, the fastest ocean liner afloat. She is 790 feet, or over a seventh of a mile, in length and 88 feet in breadth. Twice up and down the length of her decks makes a placed in Broadway, New York, at the postoflice the ship would reach from St. Paul's chapel to Warren street, five blocks, and on account of her great beam would crush the federal building and other structures on the



## THE CENTRE DEMOCRAT, BELLEFONTE, PA. OCTOBER 3, 1907

## LEWIS S. CHANLER. Lieutenant Governor of New York, Who

Is Mentioned For President. The talk of Lewis Stuyyesant Chanler of New York as a candidate for president in 1908 on the Democratic ticket has occasioned renewed interest in the personality of the man who was chosen lieutenant governor of the Em-OT in a long time has so much pire State in 1906 despite the defeat interest been shown in the sustained by William Randolph Hearst voyage of an ocean liner as as the head of the ticket. When Mr. was evinced in the maiden trip | Hearst was nominated for governor of of the great turbine steamship Lusi- New York by the Independence league tania of the Cunard line, which end- Mr. Chanler was made his running mate, and when later on the Demomorning of Sept. 13, reaching Sandy cratic convention met and also chose



### Hearst to head its ticket it put

Mr. Chanler on for the place of lieutenant governor, the same office for which he had been named by the Indepence league. The returns showed the asked for a boat of its own, with its the latter's policies. The improvement election of the Republican candidate promenade of over half a mile. If for governor, Charles E. Hughes, by a plurality of 57,897. Nevertheless Mr. Chanler defeated the Republican candidate for lieutenant governor, being great fleet of steamchosen to that office by a plurality of 5,574. Various circumstances contrib- carry the escort of uted to bring about this result, but it the chief magisis maintained by Mr. Chanler's friends that he showed remarkable strength as a vote getter.

He comes of a family of millionaires and has enjoyed the advantages of unusual pilgrimage. wealth from childhood up, yet has will be in session chosen to array himself on the side of at Memphis on Oct. the people wherever any conflicts be- 4 and 5. Its obtween corporate and class interests jects are in the and those of the masses have arisen main uniform with SENATOR WARNER. and has devoted years of his life to some of the most important features of study of sociological and economic con- the public lands policy of the presiditions to fit himself for work in be- dent. The subject of improved waterhalf of their improvement.

Born in that center of fashion, New- only to commerce, but to agriculture, port, thirty-eight years ago, he is a son of John Winthrop Chanler and Margaret Astor Ward and is a greatgreat-grandson of the original John Jacob Astor. He obtained his education for the practice of the law at Columbia university and at Cambridge, England, and married when twenty-one Miss Alice Chamberlain in London. He lived for a time in Ireland and became prominent as a supporter of the Irish Nationalists under the leadership of Redmond. Mr. Chanler practices law chiefly for the purpose of alding litigants or prisoners whose cases appeal to his sympathy, and he has never given much attention to the fee earning side of the profession.

Down the Mississippi.



Keokuk, Ia., to Memphis, Tenn., where instead of their monopolization by inthe convention of the Lakes to the dividuals and syndicates and public be held. The president's swing through the

southwest after his participation in the dedication of the McKinley memorial at Canton is not simply in the nature of a pleasure tour, although incidentally he may indulge in some of his favorite forms of sport and recreation while on the trip." It will be the occasion for delivery of public addresses bearing upon the general policles of his administration and for aiding movements that have for their aim the agricultural and industrial development of the country in accordance with lines laid down by his administration. This is the reason he is going to the executives ever assembled for a simicludes executives of eighteen western and southern states.

more than fifty United States senators returned from an 11,000 mile trip in and congressmen in the president's es- the west undertaken in the interest of cort. One old soldiers' society of Bos- co-operation between the people and ton which will accompany him has the government in the execution of historic battleflag at the masthead

Over 2,000 persons have requested quarters on the boats which will trate.

The deep waterway convention, which is the goal of this

ways is a broad one. It is related not

to the timber industry and to many phases of national development. Closely associated with it are the subject of irrigation, of forest preservation, of the Panama canal and of the general development of the country, especially the states of the middle west and southwest. A "lakes to gulf deep waterway" means control of the trade of western South America after the Panama canal is opened by the states of

NOT in a long the west and southwest instead of by time has the Germany, England and Japan. The Mississippi control of this trade has an intimate river floated so relation to the general development of many solid pounds the forest and prairie and mining reof statesmanship as gions of this country, located largely it will bear on its west of the Mississippi or in its valley. broad bosom from The public land policy of the admin-Oct. 1 to 4 on the istration embraces the improvement occasion of the trip of inland waterways, the preservation of President Roose- of the nation's timber supply, the recvelt and eighteen lamation of arid lands, the control by governors from the government of the grazing areas

Gulf Deep Waterway association is to control of the public mineral lands instead of their seizure, as in the past, by corporations. For the improvement



investigating the GIFFORD PINCHOT. subject with a view to preparing for the use of congress a scheme whereby the waterways, large deep waterway convention, attended and small, may be made most useful by perhaps the largest escort of state to the people. The administration's public land policy is warmly supportlar purpose. The list of governors in- ed by Congressman Burton, now the Republican candidate for mayor of Cleveland, and by James R. Garfield, Besides the governors there will be secretary of the interior, who has just of waterways and reclamation of arid lands are subjects intimately associated with preservation of forests, and It is expected that the government's next big battle will be with the timber thieves and the so called lumber trust. It is understood that in the course of his recent trip the head of the interior department obtained considerable ammunition for this fight.

Herbert Knox Smith, commissioner of corporations, and Gifford Pinchot, chief forester, will also be prominent in this contest. Both are members of the inland waterways commission. Other members are Senator Francis G. Newlands of Nevada, Senator William Warner of Missouri, Senator John H. Bankhead of Alabama, W. J. McGee, formerly of the ethnological bureau; General Alexander McKenzie, chief of the engineer corps, and Dr. F. H. Newell, head of the reclamation service.

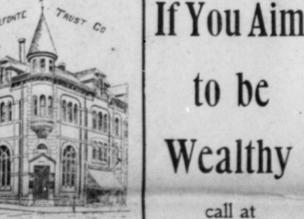
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#### Scarce Article

reflect upon a misguided life. and a decree of court having in view the saving of himself from himself, this young man A Danville youth, standing in court to receive sentence for a crime of which ought bereafter to be a teetotaler, and he had been convicted and which had therefore a good citizen. been committed while he was under the

influence of liquor, pleaded with Judge Evans that a decree be made forbidding An Ohio man who married a deaf and dumb girl thought he had acquired a anyone within the court's jurisdiction to to sell him Equor. The court so decreed treasure until he discovered that she With six months in jail during which to could whistle.





of the waterways a commission has been appointed by

the president, with Representative Theodore E. Burton, chairman of the house rivers and harbors committee. at its head, and this commission is now

THE LUNITANIA AND A VIEW ON HER PROMENADE DECK.

opposite side of Broadway. Her depth from keel to roof of pilot house is 100 feet and her draft fully loaded 37 feet 6 inches. Her displacement on load draft is 45,000 tons. To the top of her funnels from the keel is a distance of 155 feet, and from the same part of the ship to the top of the trucks is 216 feet. She carries a crew of from 800 to 900, and her passenger accommodation is as follows: First class, 550; second class, 500; third class. 1,300; total. 2,350, and total number of persons that may be carried on board. 3,250.

Much has been said about the enormous power of the turbine engines of the Lusitania. The combined horsepower of her engines is 68,000, and her furnaces eat up about 1.000 tons of coal a day while on a voyage.

The Lusitania has not yet succeeded in wresting the transatlantic speed laurels from her big rivals of the German lines. For a single day's run the 601 miles logged by the Deutschland of the Hamburg-American line still remain the high mark for one day's steaming, while the Deutschland's record of 23.51 miles an hour as the average speed for her run from Eddystone light to Sandy Hook on her famous September voyage four years ago has not yet been equaled by the Cunard flier, and the Kaiser Wilhelm II. of the North German Lloyd line is credited with an average of 23.58 miles for her westward voyage in June, 1904.

The commander of the Lusitania is Captain James B. Watt. On arrival in New York he said:

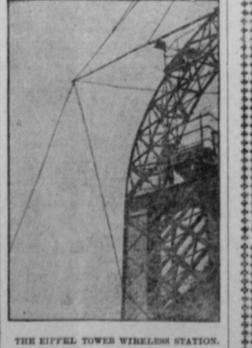
"I have experienced the crowning event of my life in bringing without a hitch this great ship with its hundreds of passengers across the Atlantic with comfort to all on board and without the slightest mishap during the voyage."

"When the manufacturer harnesses stops whipping it."-Yonkers States-

## THE EIFFEL TOWER'S NEW USE

It is Now Employed to Send Wireless Telegraph Messages to Africa.

The troubles in Morocco have incidentally called attention to the use which has been made of the Eiffel tower in Paris as a wireless telegraph station. There has been much talk in the French papers of the communication thus established between the Eiffel tower and Casablanca. Messages can be sent from the tower to the Moroccan port in this way, but return messages from Casabianca cannot be obtained over the same system. The Eiffel tower, with its 300 meters of

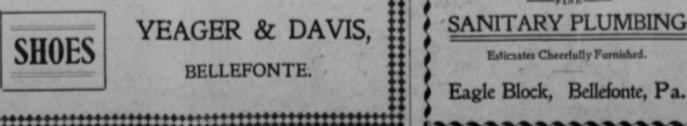


height, constitutes the most formidable antennae in actual existence, and it is in regular communication with the wireless station at Bizerta, from which it is separated by 1,500 kilometers.

But the Eiffel tower wireless system between Paris and Casablanca does not constitute an exchange because the wireless instruments on the warships off the latter port and those at the a stream," remarked the observer of French consulate, though they can reevents and things, "the sportsman ceive messages from Paris, have not sufficient power to send communications so long a distance.



is desired by most people, and we are daily in receipt of compli-ments from wearers of our Shoes to the effect that they cover the ground pretty thoroughly. This of course is a joke, but in serious earnest we would say that our Shoes fill every requisite of quality, comfort and durability. The prices are the satisfactory kind and the styles please man, woman and child. Ask for WALK-OVERS.



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If you save each working day the following amounts, you will at the end of five years have :

				AMOUNT DEPOSITED,	INTEREST EARNED,	TOTAL AMOUNT
5 cents	1 2007	day	for	5 years	5.57	83.82
10 **	2.0	2.4		5 rears 156.50	11.14	167.64
15. 11				3'Cars \$34.75	16.71	250.46
80 m.	**			5 years 313.00	99.95	235.28
		88.		5 FCBFS	27.85	419.10
20 14	10	-		5 FORTS 469.50	23.42	5/08 (08
10 "	. 44			5 years	44.56	670.56
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75 00 "		**		5 years	222.80	3,352.80

THE ABOVE IS ON A BASIS OF 3 PER CENT. PER ANNUM. WHICH WE PAY ON SAVING FUNDS



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