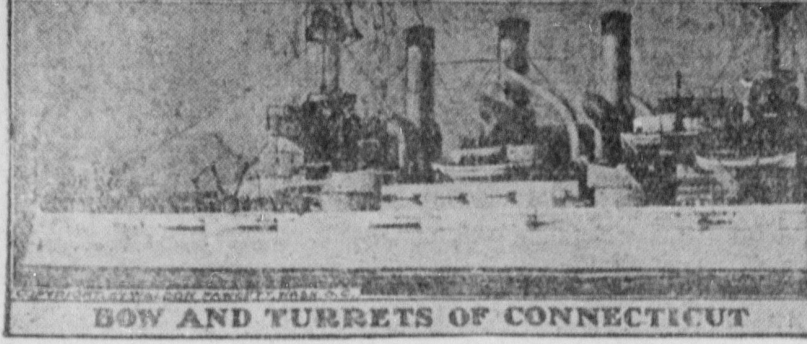


RETURN OF THE FLEET



BOW AND TURRETS OF CONNECTICUT



ADMIRAL SPERRY.

IT was a happy thought to fix on Washington's birthday as the date for welcoming home the battleship fleet which has now made a cruise around the world. It is the first time in history that so large and powerful a force of warships has made such a journey, and had it been intended as a hostile demonstration it would have been highly inappropriate to signalize its return by a big demonstration on the birthday of Washington, for, though mighty in battle when the question of freedom was involved, he was not a man who sought bloody strife for the sake of conquest or for the opportunities of winning military glory. When many of the colonists were eager for separation from the mother country in the discussion preliminary to the Revolution he held back as long as possible, hoping that a reconciliation was yet feasible. When, during his second term as president, some of his more impulsive countrymen would have plunged the young nation into war with England or France he again held back and saved the republic for the time being from a struggle which might have been fatal to its existence, coming at a time when it had not yet had opportunity to strengthen itself against the enemies of the general government within and the foes of the whole country without.

But the sentiments of Washington's farewell address, breathing peace and amity with all nations, are not in antagonism to the mission of the fleet which has been circling the globe, for that was a peaceful mission. Wherever it appeared friends rather than enemies were made for the American nation. The welcomes extended the officers and men of the fleet in South American ports, in the orient, in Australia and New Zealand strengthened the bonds of friendship already existing between these countries and our own. The services of our ships in the Mediterranean in connection with the Italian earthquake disaster earned the gratitude of the Italians and their government. Everywhere that the flagship Connecticut led her bravely manned and splendidly equipped sister warships the prospects for peace were improved, strange as the statement may seem. This was due not alone to the expressions of pacific sentiment which accompanied the setting forth of the fleet when it sailed from Hampton Roads on that memorable 16th day of December, 1907, but to the admirable tact and good sense displayed by both officers and men wherever they went ashore, often under circumstances which were a temptation to conduct which might have been discredit to their uniform and a cause of ill feeling between the visitors and their hosts. The cruise around the globe was not only free from serious accidents to the ships, but was remarkably free also from incidents to be regretted, the chief exceptions to this being the court martial and sentence of Captain Edward F. Quiltrough of the Georgia for intoxication at a reception in Morocco and the discipline meted out to young Lieutenant Frank T. Evans while the fleet was in oriental waters, which was especially deplored on account of the young officer being a son of the gallant admiral under whom the fleet was guided from Hampton Roads to San Francisco, the beloved "Fighting Bob" Evans. In both these cases there were circumstances which mitigated the offense, but the stern discipline which must be enforced in the navy prevented this fact from saving the officers in question from censure and loss of rank.

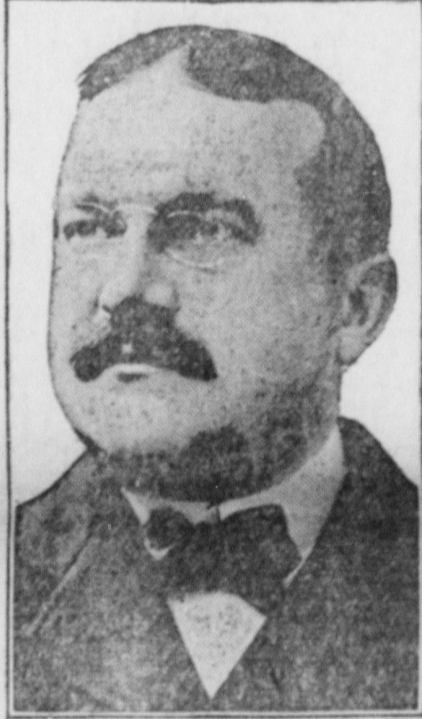
Three rear admirals have commanded the fleet since its departure from Hampton Roads—Evans, who was in charge of it until the arrival in San Francisco; Charles S. Thomas, who is now dead, and Charles S. Sperry, who had the honor of guiding it from San Francisco across the Pacific, to Australia, Japan, China and the Philippines, through the Indian ocean, the Red sea, the Suez canal and the Mediterranean and once more into the Atlantic and American waters. Thomas commanded but a short time, although during the cruise up the western coast of South America he represented Admiral Evans on several occasions when

the latter was suffering too much from his rheumatism to be on duty. Admiral Sperry's record has been unexceptional throughout the cruise, and he returns at the head of the fleet under circumstances which have won him much praise. In speaking of the value of the cruise he said as the ships were about to leave Gibraltar:

"During these fourteen months of our absence the fleet has been practically self sustaining in the matter of repairs. The officers and men responsible for repairs have met every test, and the results prove that the ships have been better cared for than when they depend upon the navy yards.

"New standards of efficiency in steam engineering, which means economy in coal consumption and increased radius of action, have been established. The voyage of 3,651 miles from Honolulu to Auckland was the longest ever undertaken by a large fleet without recouling, yet we reached Auckland with coal enough in our bunkers to steam another thousand miles."

An interesting incident of the return of the fleet is its escort to the waters of Hampton Roads by the squadron under command of Rear Admiral Conway H. Arnold. This squadron was created since the ships under Sperry sailed away fourteen months ago and constitutes the third squadron of the Atlantic fleet. It consists of the battleships Maine, Mississippi, New



SECRETARY TRUMAN H. NEWBERRY.

Hampshire and Idaho and the scout cruisers Chester, Birmingham and Salem. Admiral Arnold and his ships met Sperry and his fleet about 1,000 miles at sea to escort them home.

Admiral Arnold is an officer of exceptional executive ability and popularity in the navy. He was born in New York and entered the Naval Academy at Annapolis in 1853, being graduated in the class of 1857. He was appointed to the Minnesota, which was about to sail on a special cruise, in 1858 he was made ensign and transferred to the Pacific fleet, where he served on the Powhatan. From her he was sent to the flag ship Severn of the north Pacific station as aid to Rear Admiral Poor. He held this station until 1871, meantime advancing to be a lieutenant. In subsequent years he served as aid to Rear Admiral Stringham, as flag lieutenant and secretary to Rear Admiral Tronchard and as secretary to Rear Admiral Nicholson on the European station. He was secretary to Rear Admiral Gherardi while the latter was in command at the Brooklyn navy yard, and in 1894, being then a lieutenant commander, he was in charge of the hydrographic office in New York. For several years he was in active sea service and in 1898, when he received his commission as commander, was on duty again at the Brooklyn navy yard. He was placed in command of the training ship Enterprise in 1901.

With the arrival of Admiral Sperry's ships in home waters it is expected the battleships Illinois, Kearsarge and Kentucky will be detached from the fleet and their places taken by the Mississippi, the Idaho and the New Hampshire. The fleet will reassemble at Hampton Roads on May 17, after which there will be maneuvers along the Atlantic coast, followed by record target practice in Cape Cod bay late in August or early in September.

When the fleet set sail fourteen months ago Victor H. Metcalf was secretary of the navy. His successor, Truman H. Newberry, has the privilege of assisting President Roosevelt in extending welcome to the returned voyagers. Secretary Newberry has taken hold of his duties at the head of the navy department with a vigorous hand and is proud of having held such a post at the time when this epoch making cruise has been brought to a successful conclusion.

NOTED MEN IN THE NEWS.

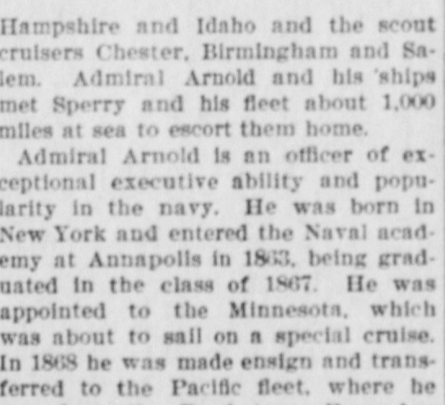


J. B. PERKINS.

THERE are two statesmen named Perkins who have recently been in controversy with President Roosevelt, one from California, the other from New York state. It is often noted that Mr. Roosevelt sometimes compliments people who oppose him in his policies or views. He does not take it as a ground for unfriendliness that a man criticises his public actions. This was illustrated recently in the case of Representative James Breck Perkins of Rochester. Mr. Perkins was the author of the resolution censuring the president for the reference in his message to secret service matters. Mr. Perkins, though in general an admirer and supporter of the chief executive of the nation, took exception to what he considered an attack by the president on the privileges and dignity of the house. Not long afterward he was seen to enter the White House and confer with its chief occupant.

"I did not suppose," said he afterward, "that such a meeting was of sufficient importance to justify extensive publicity. However, the interview was an agreeable one. I have a high regard for the president, and I don't believe he thinks ill of me. I wish to see him on some matters connected with the military bill. Mr. Cannon did me the honor of selecting me as chairman of the house committee of the whole on the military bill, which occupied me nearly a week. The president was interested in some matters that were being considered in that bill."

Senator George C. Perkins of California, who was so severely criticised by President Roosevelt for his attitude on proposed anti-Japanese legislation, was originally appointed to his present post by the governor of the state to succeed the late Leland Stanford. That was in 1893. The people of the state have kept him continuously in the senate since. His life reads almost like a romance. He was born in Kennelbunkport, Me., Aug. 23, 1839, and when twelve years old concealed himself aboard a vessel called the Golden Eagle, bound for New Orleans. His presence was not discovered until the vessel was at sea, and he then became one of the crew. For the next



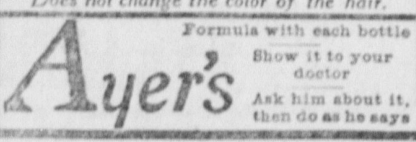
GEORGE C. PERKINS.

four years the future senator followed a sailor's life, and, landing then at San Francisco, he again became a landman, working in various places as miner and also teamster. Going to Oroville, he entered a store as porter, then became a clerk and finally rose to the position of part proprietor. His business flourished and in time became worth half a million a year. Meanwhile Mr. Perkins was interested in many outside ventures, including mining, lumbering and sheep and cattle ranches. With others he established the Bank of Butte and encountered the trials that afflicted so many business men in the years following the war. In 1872 he settled in San Francisco, becoming a member of a small firm that has since grown to be the Pacific Coast Steamship company, possessing a fleet of steamers which ply from Alaska to Mexico.

Mr. Perkins has always been a

Does Not Color Hair

Ayer's Hair Vigor, as now made from our new improved formula, does not stain or color the hair even to the slightest degree. Gray hair, white hair, blonde hair is not made a shade darker. But it certainly does stop falling hair. No question about that.



Indeed, we believe it will stop every case of falling hair unless there is some very unusual complication, something greatly affecting the general health. Then you should consult your physician. Also ask him about the new Ayer's Hair Vigor. Made by the J. C. Ayer Co., Lowell, Mass.

A republican and first voted for President Lincoln. In 1850 he was elected to the state senate of California from Butte county and returned in 1873 to fill part of a term. He received the republican nomination for governor of his adopted state in 1879 and was elected over three other candidates.

Senator Perkins tells a story of a scene in a courtroom on the coast where a man arrested for robbery vehemently asserted his innocence, even after he had been convicted by a jury.

"May the Almighty strike me dead on this spot if I am not innocent!" he shouted.

The judge waited for a minute or two. Then he said, "Well, prisoner, as Providence has not interfered, I will take a hand and sentence you to three years at hard labor."

There is a strange rivalry between these two leaders of fashionable society, Mrs. Clarence Mackay and Mrs. Stuyvesant Fish. The first wishes to lead the fair members of the Four Hundred into the camp of the suffragettes, as women who advocate the political equality of the sexes are known. Mrs. Fish, on the other hand, champions the views of the anti-suffragists. The latter has organized a society called the National League for the Civic Education of Women, and it is doing all it can to combat the arguments made by those who favor giving women the right to vote and hold office. It remains to be seen whether the smart set will follow the



lead of Mrs. Mackay or of Mrs. Fish. Both have strong followings in the world of fashion, and each is a very able and accomplished woman. Mrs. Mackay helped along the work of the suffragists recently by opening her elegant mansion for a talk on political equality by the Rev. Anna Shaw, one of the best known of the woman's rights leaders. Mrs. Fish, who has

been aiding the anti-suffragists' cause with tongue and pen, said recently: "Nature asserts itself and interposes an absolute veto on the equality of the sexes. Women simply 'weren't built that way.' Why don't some of the wealthy and talented women of our city who talk so much about woman's rights hire women as butlers, cooks, valets, useful men, cochmen, footmen, and so on, to the end of the chapter? And, having done so, would they pay them men's wages?"

Mrs. Fish is the wife of a man supposed to be worth about \$25,000,000, but she has earned a reputation of her own as a woman of marked individuality and independence. Mrs. Mackay's husband is probably even wealthier than Mr. Fish, and she devotes herself to philanthropic enterprises and is beautiful and fascinating.

LEGAL ADVERTISEMENTS

ADMINISTRATOR'S NOTICE.
Estate of Mary Quinn, late of Bellefonte borough, dec'd.
Letters of administration in the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment and those having claims to present the same without delay to:

MISS ANNA McLAUGHLIN
Gettig, Bower & Zerbby, Atty.
Admr., C. T. A. 25-42 1y

ADMINISTRATOR'S NOTICE.
Estate of John Hull, late of Patton township, deceased.
Letters of administration in the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment and those having claims to present the same without delay to:

JAMES H. WEAVER
Wm. C. Heiple, Atty.
Admr., C. T. A. 25-42 1y

ADMINISTRATOR'S NOTICE.
Estate of Elizabeth Rachau, late of Miles township, deceased.
Letters of administration in the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims to present the same without delay to:

JOSEPH RACHAU,
WILLIAM RACHAU,
Administrators,
Millsburg, Pa.

ADMINISTRATOR'S NOTICE.
Estate of Thos. J. Sexton, late of Bellefonte borough, deceased.
Letters of administration in the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims to present the same without delay to:

MISS JOSEPHINE SEXTON,
Joa. J. Bower, Atty.
Bellefonte, Pa. Admr., C. T. A. 25-42 1y

EXECUTOR'S NOTICE.
Notice is hereby given that letters testamentary on the estate of James I. Kunes, late of Liberty township, deceased, have been issued to the undersigned. All persons knowing themselves to be indebted to the estate are requested to make immediate payment, and those having claims against the estate will please present them duly authenticated to the undersigned.

CHARLES A. GRAHAM,
ELLA E. GRAHAM,
Clement Dale, Atty.
Blanchard, Pa. Exor. 25-42 1y

LEGAL NOTICE.
Notice is hereby given that the following accounts will be presented to the Court for confirmation on Wednesday, February 24, 1909, and unless exceptions be filed thereon on or before the second day of the term, the same will be confirmed to wit:

Second Account of W. W. Andrews, Gdn. of John Shriver.
Third Account of W. J. Weiser, Com. of Westanna Hamler.

A. B. KIMPORT, Prothonotary.
Jan. 20, 1909.

EXECUTOR'S NOTICE.
In the estate of P. F. Jamison, late of Gregg township, deceased.
Notice is hereby given that letters testamentary on the above estate have been issued to the undersigned. All persons knowing themselves to be indebted to the estate are requested to make immediate payment, and those having claims against the estate will please present them duly authenticated to the undersigned.

OLIN A. JAMISON,
N. H. Spangler, Atty.
Bellefonte, Pa. Exor. Spring Mills, Pa. 25-42 1y

COURT PROCLAMATION.
Whereas the Honorable Ellis L. Orvis, President Judge of the Court of Common Pleas of the 40th Judicial District, consisting of the county of Centre, having issued his precept bearing date the 18th of December, 1908, to me directed for holding a Court of Common Pleas, Orphans' Court, Court of Quarter Sessions of the Peace, Oyer and Terminer and General Jail Delivery, in Bellefonte, for the county of Centre, and to commence on the

FOURTH MONDAY OF FEBRUARY, being the 22nd day of February, 1909, and to continue two weeks. Notice is hereby given to the Corner, Justices of the Peace, Aldermen, and Constables of the said county of Centre, that they be then and there in their proper persons, at 10 o'clock in the forenoon of the 22nd, with their records, impositions, ex-aminations, and their own remembrances, to do those things which to their office appertain to be done, and those who are bound in recognizances, to prosecute against the prisoners that are or shall be in the Jail of Centre county, be then and there to prosecute against them as shall be just.

Given under my hand at Bellefonte, the 25th day of January, 1909, in the year of our Lord 1909, and the one hundred and thirty-second year of the Independence of the United States.

W. E. HURLEY, Sheriff.
Sheriff's Office, Bellefonte, Pa.
Jan. 25, 1909.

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Successors to GRANT HOOVER.

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Wm. Burnside
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BELLEFONTE, PA.
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JOSHUA R. H. POTTS, Lawyer,
922 Chestnut St., Philadelphia.
306 Ninth St., Washington, 80 Dearborn St., Chicago. x43

Centre County Banking Co.,

Corner High and Spring Streets.

RECEIVE DEPOSITS; DISCOUNT NOTES

JOHN M. SHUGERT, Cashier.

BELLEFONTE CENTRAL RAILROAD.

To take effect Dec. 7, 1908.

WESTWARD.			EASTWARD.		
	STATIONS			STATIONS	
AM	PM	PM	AM	PM	PM
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11:30	12:20	12:50	12:20	11:30	12:00

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Midway between Broad St. Station and Reading Terminal on Fulton St.
European, \$1.50 per day and up.
American, \$2.50 per day and up.
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A graduate of the University of Pennsylvania Office at Palace Livery Stable, Bellefonte.
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Prepared to cry all sales. Prices reasonable.
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For Croup Tonsilitis and Asthma

A quick and powerful remedy is needed to break up an attack of croup. Sloan's Liniment has cured many cases of croup. It acts instantly—when applied both inside and outside of the throat it breaks up the phlegm, reduces the inflammation, and relieves the difficulty of breathing.

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gives quick relief in all cases of asthma, bronchitis, sore throat, tonsillitis, and pains in the chest. Price, 25c., 50c., and \$1.00.
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Are just as essential for good health as a well-filled pocketbook is to happiness. We aim to see that our customers have both. Why do so many persons economize to meet their bills? It is because they pay too much for their groceries. You can save money by dealing with us and then you are dealing at a store where prices are the same every day in the week to everybody.

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