



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 discreditable 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



MAIN GATE, FORT MONROE.

has 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 refueling, 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 1833, 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



ADMIRAL ARNOLD.

he was sent to the flagship 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 Trenchard 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.

CAPITOL PARK TO BE ENLARGED

State House Will Be Relieved of Unsightly Surroundings.

GOVERNOR OBTAINS FACTS

Long Denied Public Improvement to Be Accomplished at Last.

Harrisburg, Pa., Feb. 18.—The Fox bill for the extension of Capitol park has been favorably reported by unanimous vote of the senate committee on public grounds and buildings. The bill is certain to pass the senate, and probably without a dissenting vote. While there may be some opposition in the house this has not yet asserted itself in any way and there is every reason to believe that a handsome majority awaits the bill there. Governor Stuart is expected to sign it in view of the overwhelming sentiment in the legislature and throughout the state in favor of this much needed improvement.

The desirability of extending the Capitol park, so as to give the magnificent new state house an adequate setting, has never been questioned. The only objections raised in the past have been based on the uncertainty of the cost of the project and the difficulty of finding revenue to meet it because of the extraordinary demands on recent legislatures for providing modern and ample asylums for the insane, increasing the public school appropria-

yard, saloons, power plant and a fire house. Clouds of black smoke from the power plant and other nearby factories sweep over the beautiful pile and are rapidly discoloring it. In warm weather when windows have to be opened the deliberations of the legislature and the work of various state departments are seriously hampered by the noise from the abutting street.

Looking out from the new capitol as far eastward as the main line of the Pennsylvania railroad, four blocks away, the eye sweeps over one of the most unattractive portions of the capital city. The twenty-nine acres comprising the proposed extension are occupied by cheap tenement houses, small factories and shops, unsightly warehouses and stables. The area is intersected by numerous narrow alleys, lined with rickety wooden buildings which constitute some of the worst slum places in the city.

The incongruity of such conditions adjacent to the seat of the government of a great commonwealth has been the occasion of severe comment on the part of many distinguished visitors, including William T. Stead, the great English publicist; Architects Burnham and Kelcey and noted civic authorities from all over the United States. Only last week Vice President Fairbanks, while here to deliver the Lincoln Day address, after a tour of Capitol Hill, said:

"I am very much impressed with your state capitol. The entire building is one of which you may well be proud. For the scheme of park extension from the capitol I have only commendation. It is badly needed. I have thought so frequently in passing by on railroad trains. Never was I more impressed in this way than today. By all means extend the park, and do it now. The thousands of travellers will then be able to obtain a satisfactory view of your handsome state house."

Aside from the appearance of things there are practical and economic rea-



TANNERS ALLEY—FROM SOUTH STREET, LOOKING SOUTH.

tion, establishing tuberculosis sanatoria and promoting good roads. In view of the liberality of the legislatures of 1905 and 1907 toward these objects, the present body finds itself less restricted in the matter of expenditures for permanent public improvements, and the plan of the Fox bill for expending not more than \$400,000 a year during a period of five years, for the purchase and improvement of the park extension, makes the way easy from the standpoint of the state finances. As the state spends \$25,000,000 a year on its departments and its charities, \$400,000 is a mere drop in the bucket, and as the purchases are to be made by a commission, all questions of the possibility of wasteful extravagance have been eliminated.

Nor is there any longer a question as to just what the park extension will cost. The last legislature authorized the governor to appoint a commission to appraise the property and report to the board of public grounds and buildings for the information of the present senate and house. This commission, composed of three real estate experts, has presented a detailed report, including a complete description, with the assessed and market values of every property in the district, and Governor Stuart has transmitted this report to the legislature. It shows that the assessed value of the property is \$941,219 and the market value \$1,801,450. The Fox bill provides for a total expenditure of \$2,000,000, the difference of \$198,550 being considered ample to cover all cost of purchasing and condemning the property.

The inadequacy of the present Capitol park is apparent to everyone. The new capitol is as long as the park is wide, nearly 520 feet, and in addition to the capitol building proper the state museum, 230 by 125 feet in dimensions, and the conservatory, 200 by 60 feet, occupy a large portion of the lengthwise dimensions of the park, which is only 1500 feet. Thus the park is badly crowded already. The great west front of the capitol looks out upon a space scarcely wider than the building itself, while on the east side trolley cars run within fifteen feet of the granite walls, and on the opposite side of a narrow street are some ancient dwellings, a crowded market house, stable

sons in support of the park extension project. Harrisburg is rapidly developing as a manufacturing city, and property values are going up by leaps and bounds. Every year of delay will largely increase the price that the state will have to pay for the property. It is only a matter of time until the growth of the state government will require an extension of the present building or the erection of new groups of buildings. The public grounds as they are today would not permit of such addition.

Leaders of all parties and public men generally are outspoken in their belief that now is the time to make a start on the extension of Capitol park. During a visit to Harrisburg on Jan. 19 last, Senator Boies Penrose said:

"I am earnestly in favor of Capitol park extension. It is an entirely proper and legitimate undertaking for this great commonwealth. Harrisburg has for several years expended large sums as a municipality, and through the direct investment of its citizens is making the seat of the state government ideal in every way, and it is therefore right that the commonwealth should exhibit the same enterprise in providing for its magnificent capitol building in a proper and adequate setting.

"There is no reason whatever for postponing this needed improvement. The state is abundantly able to undertake the work and it would seem to be the height of folly to further delay the inevitable extension of the public grounds. Millions of dollars are being expended by the national government in improving the city of Washington, and no loyal citizen of Pennsylvania will object to the making of a proper setting for the capitol here.

"From what I can gather of the sentiment of the legislators there is little doubt that the Capitol park extension measure will be sent to Governor Stuart for his approval at the present session of the legislature."

Senator Penrose's confidence in the passage of the bill at this session is shared by members of the legislature generally. They realize that the park extension can now be authorized without curtailing the necessary appropriations for schools, roads, local charities and other legitimate objects of state aid.

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