

GREAT GROWTH OF THE NAVY.

Since the Columbian and the Dewey Parades.

SHOWN BY RECENT REVIEW.

A Fleet of Twelve Warships in 1893 as Against 102 in the Line Which Passed Before President Taft at New York Mobilization.

It is most surprising as well as interesting and instructive to compare the great assemblage of 102 ships which recently was reviewed in the Hudson river by President Taft with former reviews, such as that held in celebration of Admiral Dewey's return in the Olympia, his flagship, in 1899 and that other memorable review in April, 1898, which marked the Columbian celebration. The figures on these reviews make a comparison of American naval strength possible which is astounding and highly satisfying to many enthusiasts.

It shows that for the Columbian celebration, to which all the great powers sent one or more ships, the United States was represented by a squadron of twelve ships, the flagship being the protected cruiser Philadelphia. Rear Admiral Gherardi, and including the protected cruisers Chicago, Atlanta and Yorktown and the dynamic cruiser Vesuvius.

The American ships in this review were greatly outnumbered by the total number of foreign representatives present. The comparison of this dozen of small ships compared to the imposing show of battleships, to say nothing of the large cruisers and other vessels of the present fleet, gives a good idea of the remarkable growth of the navy in the last eighteen years.

But the little American fleet which President Cleveland saw at the time of the Columbian celebration contained the nucleus of the modern fleet that assembled in the Hudson. The Chicago, Atlanta and Yorktown, with the Boston, formed the famous White Squadron, which was the first pre-arranged group of armored vessels built by this country. They were ready for sea in 1885 and went abroad at that time to show our English cousins what Uncle Sam was doing in the way of constructing modern warships.

These vessels were built at the yard of John Roach in Philadelphia at a cost of something over \$2,000,000 for the four. The Chicago, which was the largest, was of 4,500 tons displacement and made a speed of sixteen knots. In her main battery she had four eight-inch guns and eight six-inch guns. The Boston, Atlanta and Yorktown were of 3,000 tons each.

Very small indeed would these ships of war look in comparison with the new Yankee Dreadnoughts, which are 550 feet long and of 22,000 tons displacement.

The Dewey parade, a little more than six years after the Columbian review, showed that we had made marked strides in naval construction. In fact, we had just put a grand old power out of commission on the sea, and we were rather cheery. But even the showing made in '03, when President McKinley reviewed the ships, seems meagre when the figures are compared to those of the present fleet.

As a squadron of welcome to Admiral Dewey there lay off Tompkinsville at that time the armored cruiser New York, flagship of Rear Admiral Sampson; the first class battleships Indiana and Massachusetts, the second class battleship Brooklyn, all of these vessels having been in the Santiago fight. Also in the review which followed were the Chicago of white squadron fame, the Marietta and a few other gunboats and half a dozen of our first torpedo boats. This fleet, which welcomes the hero of Manila, represented a great part of our naval strength at the Spanish war stage, and in comparison it made the fleet recently in the Hudson look rather scant.

The Grant monument review of April, 1897, was made up of a good many of the ships that appeared in the Dewey celebration. In the Hudson-Fulton festivities of two years ago a forecast was given of what might be done in the way of mobilizing a big American fleet. But the total number of American ships in that review was only about a third of the number in the recent one.

GETTING RID OF SPARROWS.

Unexpected Results From Experiments by the Government.

Experiments conducted by Dr. A. K. Fisher of the government biological survey in the trapping and poisoning of English sparrows have developed unexpected results. The government scientists have established the fact by a year's observation that sparrows cling to prescribed localities and that in entire space can be trapped clear of them.

The extensive grounds of the agricultural department, in the heart of Washington, have been practically made sparrow free. At the same time flocks of the birds range up and down the streets that bound the department's park. It is the belief of the experts that a style of trap can be devised cheap enough to be universally used.

RODGERS FIRST TO FLY FROM THE ATLANTIC TO THE PACIFIC

Took Him 49 Days, but He Says the Trip Can Be Made in 30.

His Life Often in Peril In Journey of 4,231 Miles In Air.

WITH his descent at Pasadena, a suburb of Los Angeles, Cal., Calbraith P. Rodgers ended the first coast to coast aeroplane flight and established the greatest cross country record in the history of aviation. Rodgers started from Sheepshead Bay race track, New York, for the Pacific coast on Sept. 17, and has covered 4,231 miles, which more than triples the previous world's record of 1,265 miles made by Harry N. Atwood in his St. Louis to New York flight. His journey to the coast was full of accidents in which his life was endangered several times, and weather conditions and delays prevented him from winning the William R. Hearst prize of \$50,000, for which he originally started as a competitor.

Rodgers made several flights of over 200 miles a day. He covered the greatest number of miles on Oct. 14, when he flew from Kansas City to Vanita, Okla., 250 miles. The flight was made with stops at Moran and Russell creek, where he took on a supply of gasoline and oil. His longest flight without a stop was on Nov. 3, when he flew from Stovall to Imperial Junction, Cal., 133 miles.

Rodgers an Athlete.

Rodgers is one of the tallest aviators in the world, standing six feet four inches in height. He is a member of the New York Yacht club, played on the Columbia and Virginia university football teams and made a motor cycle trip from Buffalo to New York in a day. He won the duration prize during the Chicago aviation meet in August.

Rodgers started on his long flight on Sept. 17 from Sheepshead bay at 4:25 p. m. and made his first stop at Middletown at 6:18 p. m., covering the eighty miles in one hour and fifty-three seconds. He might have made better time on his first day's journey, but he became confused by the railroad tracks at Greycourt, N. J., and had down of his mapped out route for some distance before he discovered his mistake. He was up early the following morning, intent on making the longest one day flight ever made, but met with his first accident, when, at a height of twenty feet, one of his planes struck a tree, which threw him out of his course, and he crashed full speed into another tree. The branches of the tree partly broke the force of his fall, but his machine was almost completely wrecked. The next three days were spent in making repairs, and he was able to resume his flight on Sept. 21.

With a favorable wind he left Middletown, and, after covering a distance of ninety-six miles in sixty-nine minutes, he had to descend at Hancock because of engine trouble. An approach storm forced him to abandon his trip for the day. He had better luck on the 22d, reaching Elmira after covering 172 miles during the day. On the 23d he was compelled to land at Canisteo, fifty miles further, because of engine trouble. In making his descent toward what he thought was farm land he landed in a swamp so heavily that the lower part of his biplane was smashed.

Crashes Into a Wire Fence.

He was able to continue his flight on the 24th, however, but again met with an accident at Red House, near Salamanca, after a ninety-nine mile flight. He alighted near Red House to repair a spark plug which bothered him, and after tuning up he took his seat for a fresh start. The uneven surface of the ground and the peculiar slant of the wind bore down on the planes of his machine, and he crashed into a double line of barbed wire fence. Both propeller blades were shattered and one wing was torn to ribbons, but Rodgers escaped without a scratch.

Repairs and a storm prevented a flight for the next three days, but on the 28th he reached Kent, O., with a flight of 204 miles. Another storm on the 29th kept the machine on the ground and on the 30th he flew ninety-five miles, landing at Rivarre, Ind., near Decatur. He battled with three violent rainstorms on Oct. 1, in which his life was endangered several times, but managed to reach Huntington, Ind., thirty-six miles away.

Rodgers came to grief on Oct. 2 while attempting to make a test flight at Huntington before resuming his coast to coast trip. His biplane crashed into a sharp rise in the ground when he tried to dodge some telephone wires, a swift wind preventing him from gaining any altitude and forcing him to pass under the wires. The accident delayed him the next two days, and on Oct. 5 he was again on his way, reaching Hammond, Ind., and bringing him 123 miles nearer Chicago.

Rodgers had planned to cross the state line from Hammond to Grant Park, Ill., but weather conditions forced him to postpone the attempt. It was not until Oct. 8 that he was able to make the flight which carried him into Chicago and 1,199 miles from his starting point in New York. Up to that time he had covered the 1,199 miles in a total flying time of 21 hours and 58 minutes. Later in the day he

from Chicago, increasing his total distance from New York to 1,234 miles. He was able to reach Springfield on Oct. 9 after covering the distance from Joliet in eight hours, including stops at Streator, Peoria and Middletown. Oct. 10 saw Rodgers at Marshall, Mo., after a flight of 214 miles. In this flight he broke the world's record for a cross country aeroplane flight by 133 miles. The previous world's record of 1,265 miles was made by Harry N. Atwood in his St. Louis to New York air journey, which ended on Aug. 25. Up to this time Rodgers had flown 1,398 miles.

At the Halfway Point.

A flight of eighty-four miles landed him in Swope park, Kansas City, Mo., the following day and brought him halfway in his flight to the coast. A heavy fog prevented a flight until Oct. 14, when he reached Vanita, Okla., 230 miles from Kansas City, leaving him 1,300 miles still to go to reach Los Angeles. Bad weather held him back on Oct. 15, and on the 16th he was forced to descend at McAlester, Okla., owing to engine trouble after covering 127 miles, and he had to postpone his attempt to reach Fort Worth, Tex., on the same day. With a flight of 191 miles on Oct. 17 he reached Fort Worth, and a thirty mile flight brought him to Dallas, where he gave an exhibition at the Texas State fair.

In his 100 mile flight to Waco on Oct. 19, which he covered in ninety-five minutes, Rodgers had a race with a big eagle, which followed him for twenty miles at express speed and nearly 1,000 feet below him.

The timely discovery of damage to the rudder wires of his machine probably saved his life and delayed his departure from Waco a few hours. He descended at Austin on Oct. 20. A severe storm held him back on the 21st, and he reached San Antonio on Oct. 22 after a flight of eighty-eight miles, in which he had a race with two express trains, overtaking both of them. His arrival in San Antonio made his total distance covered since leaving New York 1,780 miles.

Oct. 23 was spent in having the aeroplane overhauled and rewired, some of the parts having been worn through. A flight of 132 miles brought him to Spofford on Oct. 24, and he reached Sanderson on Oct. 26 with a flight of 168 miles. High winds prevented Rodgers from leaving Sanderson on the 27th, but he got up early on the following morning with the intention of making El Paso, 312 miles. At the very start he crashed into a fence when a current of air struck his rudder, throwing him around and causing him to lose control of the machine. The accident delayed him almost three hours. He remounted his machine, but after five hours' flying he found that he could not reach El Paso and descended at Sierra Blanca, a 222 mile flight from Sanderson.

Meets Fowler on Way East.

His flight to El Paso on the 29th was delayed by more engine trouble, forcing him to descend near Fort Hancock to make repairs. He resumed his flight and reached El Paso on the same day, ninety miles from Sierra Blanca. Rodgers laid up in El Paso on the 30th and the following day reached Wilcox, Ariz., a flight of 222 miles, with stops at Deming and Lordsburg. His entrance into the latter town broke up a circus performance, the people and performers gathering around him. On Nov. 1 he stopped at Tucson, Ariz., where he exchanged greetings with Robert G. Fowler, the other transcontinental aviator, who is flying east, and continued his journey to Maricopa, having covered 177 miles during the day.

In many of the western towns Rodgers had been greatly disturbed by having the people gathered in the landing places picked out for him, making it difficult for him to land. The lack of police protection at Phoenix and with the people scattered all over the landing place prevented him from making his landing, and he was compelled to fly to another part of the town. He took on a supply of gasoline and oil and started off once more, landing at Stovall, 108 miles from Phoenix. Stovall, a tank station, proved to be the best landing place he had encountered since leaving New York. The villages in that part of the country are about 100 miles apart, and as he landed in a desert alongside the railroad tracks not a person appeared to greet him.

Rodgers decided to make Colton on Nov. 3 and from there fly to Los Angeles and end his transcontinental flight, as it is on the coast. He left Stovall on Nov. 3, but had to make a landing at Imperial Junction, Cal., because of motor trouble. The distance between Stovall and Imperial Junction is 133 miles, and he covered the distance in 125 minutes. It was also the longest single flight he has made without having to make a landing for gasoline. His arrival at Imperial Junction left him 167 miles to go to reach Los Angeles. On Nov. 4 he reached Boring, 100 miles nearer his goal, and it was from there that he flew on Nov. 5 to the end of his journey.

Woman's World

An Unusual Honor For Miss Langford.



MISS IRENE LANGFORD.

Moving picture shows are a popular form of amusement that appeal alike to both juvenile and grownup audiences. But on account of the often meretricious character of these shows many parents have forbidden their young children from frequenting these places of entertainment.

Now this ban of disapproval may be safely lifted for recently a board of censors has been appointed to pass upon the moral and educational viewpoint of the picture play, and not a film can be used by any manager without the stamp of its approval.

In line with woman's activities in all branches of civic work Miss Irene Langford of New York city, a grand opera singer, who has always been interested in stage uplift movements, has been appointed a member of the censors' board.

This unusual honor came about at a meeting of the board at which Miss Langford was an invited guest. At this meeting the question of allowing films to be made, depicting the life of Beulah Binford, was raised. Miss Langford protested on behalf of the profession. The feeling aroused by her vigorous words put an end to the aspirations of the girl's manager.

To Miss Irene Langford, too, belongs the honor of being the first woman to make a deposit in the first postal savings bank that opened its doors to the public in New York city last spring.

Suppressing the Grandmother. Happy in having placed the fathers under control, the next great step taken by the promoters of the automatic baby was the formation of the "Society For the Suppression of Grandmothers," according to Ellis Parker Butler's article in Success Magazine. The grandmother is the greatest enemy of the sterilized, unrocked, un-kissed, uncradled baby. The adamant stubbornness of a grandmother is almost beyond belief. She will kiss the child! Regardless of germs, microbes, infusoria and rules, she will take the little cuddly thing in her arms, hug it up tight with cooling words and kiss it—right on the mouth too!

The members of the society had to be exceedingly firm with the grandmothers.

"Mother," the member would say, "please do not kiss the child on the mouth!"

"Very well, very well!" the grandmother would say, just a little huffed. "But I am sure, my dear, I kissed you on the mouth a million times when you were a baby, and you seem none the worse for it."

"I prefer, mother, not to have my baby kissed on the mouth."

"All right, 'little baby,'" the grandmother would say, patting the baby on the cheek, "grandma can kiss the pretty 'little footsies!'"

"Please, please, mother," the member would say appealingly, "please do not kiss baby on the foot! Baby might put her foot in her mouth afterward!"

"Well," the grandmother would say, pulling her shawl over her shoulders and arising with tears in her foolish old eyes, "I see this is no place for a grandmother. Goodby, baby; I am not wanted here."

"Goodness! Goodness!" the member would exclaim as she washed out the baby's mouth with an antiseptic after the grandmother had gone. "Mother is so old fashioned!"

A Millinery Hint.

Large black velvet hats stretched over stiff frames are trimmed with what looks like nothing more nor less than the fat, chunky cord and tassel of a bath gown. Made of the plainest, softest white wool yarn, the cord goes around the crown once and is tied in a knot at one side, the ends finishing with a tassel. The cord from one's brother's dressing gown would trim half a dozen hats, provided he did not miss it and one did not grow tired of an abundance of this kind of trimming.

To clever people almost everything is laughable, to wise people hardly anything.—Goethe.

NOTICE—PUBLIC SALE OF PERSONAL PROPERTY.

There will be a public sale of eight maple logs on Saturday, the eighteenth day of November, 1911, at two o'clock p. m., at the Winwood station of the New York, Ontario and Western Railway Company, at Winwood, Wayne county, Pennsylvania, by the New York, Ontario and Western Railway Company for freight charges demanded and unpaid, costs of sale and advertising, the said logs being on hand, and being consigned by Cox and Son Co. to Daniel LeBarr, the same having been forwarded from Bridgeton, N. J., to Winwood, Pa.

New York, Ontario and Western Railway Company, By JAMES E. BURR, Attorney.

DR. E. F. SCANLON,

Only Permanent Resident Specialist In Scranton.

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Varicocele impairs the vitality and destroys the elements of manhood. I daily demonstrate that Varicocele can be positively cured without the organs being mutilated; they are preserved and strengthened; pain ceases almost instantly; swelling soon subsides; healthy circulation is rapidly re-established. Dr. E. F. Scanlon, and every part of the organism affected by the disease is thoroughly restored. A written guarantee with every case. Write if you cannot call. Consultation and examination free. Credit can be arranged.



Office Hours: 9 a. m. to 5 p. m., and 7 to 9 p. m.; Sundays, 12 to 1 p. m.

Offices—433 Linden St., SCRANTON, PA (Opposite Postoffice.)

Roll of HONOR

Attention is called to the STRENGTH of the

Wayne County Savings Bank

The FINANCIER of New York City has published a ROLL OF HONOR of the 11,470 State Banks and Trust Companies of United States. In this list the WAYNE COUNTY SAVINGS BANK

Stands 38th in the United States
Stands 10th in Pennsylvania.
Stands FIRST in Wayne County.

Capital, Surplus, \$527,342.88

Total ASSETS, \$2,951,048.26

Honesdale, Pa., December 1, 1910.

AUTUMN'S BEST

All Wool Fabrics. Jacket Suits NEW! For Ladies and Juniors At MENNER & Co's. Store.



New Long Coats in Real Furs, Plushes and Stylish Weave Cloth.

Separate Waist Skirts.

In our Ladies' Dress Waist stock can be found the Accepted Style for the Season.



When we say, men's and young men's clothes that fit men, we don't mean freaks or fads. We do mean and we have suits and overcoats cut to fit the smaller proportioned figures of young men, in youthful, stylish models and designs. Suits, brown and grays; overcoats, light and heavy. Children's suits and overcoats, raincoats.

\$5, \$10, \$12, \$15, \$25 and up.

Ready-to-Wear.

Full Line of Gents' Furnishings

BREGSTEIN BROS. HONESDALE, PA.