

GOV. TENER TALKS ABOUT GOOD ROADS.

Governor Tener, whose advocacy of good roads is well established, proffered a question and supplied its answer in Pittsburgh recently on the occasion of the banquet held in conjunction with the annual meeting of the Pennsylvania Motor Federation, which for the sixth time elected to its presidency Robert P. Hooper, who is also head of the American Automobile Association.

"The question that now confronts us," said the governor, "is, shall we be content to apply from year to year such amount of the ordinary revenues of the state as can be spared for the purpose and build and maintain a few miles at best annually, with only a future generation to enjoy them, or shall we provide, as has been proposed, such an amount as will enable the state highway department to prosecute the work to the best advantage, and to the end that you of to-day, as well as those who come after, may enjoy improved roads, reaching into every county and into the remotest corners of our state?"

PRESBYTERIAN GROWTH HAS BEEN VERY GRATIFYING.

Statistics of the Lackawanna Presbytery tabulated by the stated clerk, Rev. P. H. Brooks, D. D., will be forwarded to the stated clerk of the general assembly for incorporation in the minutes of that body. There are ninety-five churches in the Presbytery, which covers seven counties, and 392 elders and 79 deacons. Over 1,200 persons were added to the church membership last year, which is a gain over the previous year. The total number of communicants is 17,448. There are 16,448 Sunday school scholars, teachers and officers.

Regulation of Wireless Telegraphy.

Had it not been for wireless telegraphy, it is more than likely that not a person would have lived to tell the tale of the fate of the Titanic and those on board. The men and women who escaped in the open lifeboats could not have survived long had not the Carpathia or some other ship received the call for help and come to the rescue. Yet it is clearly apparent that wireless telegraphy, especially on the ocean, imperatively needs regulation.

GOVERNOR SETTLES FOR FAST AUTO TRIP.

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LOCOTIVE SHORN OF ITS DECORATIONS.

The Hornell Tribune says: Although no official notice has been issued by the Erie officials it is nevertheless reported from reliable quarters that engineers will not in the future be allowed to decorate their engines with company and fraternal emblems.

SURGERY BY WIRELESS.

New Orleans.—How a laborer on Swan Island, a lonely wireless station in the gulf, sustained a crushed foot; how the wireless operator on the island communicated with a ship 420 miles away, raised the surgeon and got him to explain the proper way to amputate; then how the operator's assistant performed the operation, was a story told by the manager of a big shipping firm Monday. New Orleans physicians describe it as "surgery by wireless."

The Escape OUT OF THE JAWS OF DEATH

By FRANK A. HUBBELL, Late Private 1st Penn. Vol. and Capt. Co. D 67th Penn. Portage, Wash.

(Copyrighted 1912 by Frank A. Hubbell, Yakima, Wash.) CHAPTER X. An old mill long ago stripped of its machinery—then inhabited by owls, bats and creeping things—afforded a good shelter for the night, as it was our plan to travel through the mountains mostly by day. From our sleep we were awakened by the order to surrender. The muzzle of six guns pointed through the windowless windows and door, was sufficient force to make us throw up our hands. Our long cherished hope and faith was killed. Our very hearts were crushed with pain at this sudden ending after such severe hardship on this desperate trip.

Despair and dejection possessed our whole being. Visions of that dear home we believed we would soon see after three long years of strife now faded. The outstretched arms of the loved ones beckoning to us from the farther goal, awaiting to encircle and fold to her bosom the long absent form, vanished in the twinkling of the eye. The cold, slimy walls and iron bars, instead, before us.

Poverty-stricken, naked, almost soulless, we cried out in our last effort, "Oh God have mercy!"

"Who are you?" "Our answer, 'Escaped prisoners of war.'"

"Which side?" "Union."

"You are safe, fear not. We are Union men protecting our families in the mountain. Come out and shake, we will care for you a few miles." I cannot write of this transition without emotion. To recall that moment thrills my soul. Think, reader, of the sudden change from utter despair to extreme joy. Never before or since, as checked and diversified as my life has been, have I experienced such sorrow and pleasure of mind within the time of one short breath.

Forward, march.

The path is narrow. The great mountain, crags look down upon a striving, earnest set of men wending their way up through its narrow defiles and different passes. Blalock, their guide and leader, with one eye shot out and three fingers from his left hand gone, seemed delighted to have the opportunity of helping our party on their way so far as they dared and in consideration of the necessity of their remaining within close proximity to their families. Our path would the second day be beyond their jurisdiction.

On nearing the top of the mountain there was a tall pine tree hundred feet high. A song bird in melodious strain.

"Blalock, show the boys what Union bushwhackers can do." An instant level of the eye along the barrel of the gun, he shoots, and the song bird falls to our feet.

After reaching the outpost of their barricade, we were happily introduced to one of their number's daughter, Miss Bertha Hamlet, who was to wield the sceptre of guidance along the secret path of the basin of the mountain for seven miles. A comely looking lassie. A sweet, girlish, wholesome young lady, apparently void of vanity, haughtiness, self-consciousness and free from any of the artifices of precocious young ladyhood. Her simplicity of dress, undoubtedly governed by the supply in

On Swan Island is a wireless station, one of the links in the united fruit chain to the tropics. When a laborer hurt his foot in a tram car and attracted the wireless operator concluded an operation was imperative. There were no medical books at hand; and no one at the station ever had hacked at a fellow being.

Then the operator had an "inspiration." He called a fellow craftsman on a ship passing 420 miles below into the Caribbean sea. The situation was explained to the ship's surgeon and detail by detail, he explained just how the amputation should be handled. After the arteries had been tied and the wound dressed the patient recovered his senses and insisted on pressing at the wireless key to express his thanks. At last accounts he was getting well.

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In sending his check to Reading, the governor wrote that he has no knowledge of having ridden through the city last Monday any faster than on numerous previous occasions, and also that as the car is owned by the state there could be no collection of the fine if he chose to resist it. Rather than dispute the matter he paid the amount out of his own pocket.

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A gentleman hearing that a very dear friend of his had died went the next day to offer condolence to the family. The only person that he found at home was the son and after the usual formalities he asked: "Well, my boy, did your father have any last words?" "Well, no," answered the boy, "you see, mother was with him to the end."

PHILADELPHIA AS A PORT

Philadelphia, May 7. "We are aware of the advantages of your port, and you may rest assured that we are prepared to derive as much benefit as we can." This response, by Funch, Edye & Company, agent for twenty steamship lines, was one of the several replies that have been received in answer to a general letter by Mayor Blankenburg to fifty-five foreign steamship companies, calling their attention to the benefits to accrue from making Philadelphia a terminal port for some of their steamers, and suggesting to those that already have established connections here the advantages of sending more vessels to this port.

The letter marks the opening of a vigorous campaign by Mayor Blankenburg and Director George W. Norris, of the Department of Wharves and Docks, to make Philadelphia, and through it Pennsylvania, a distributing point for a larger foreign trade, and at the same time to create for this state's manufactures and products a broader and more profitable market.

Both the Mayor and the Director regard the replies as extremely encouraging, for they indicate a deeper appreciation of the Port of Philadelphia by foreign steamship lines, and reflect the increasing tendency of foreign trade toward Philadelphia as the logical north Atlantic port for future expansion in international commerce.

F. O. Drake, vice-president of the Panama Railroad Company, which maintains a steamship service on both oceans, wrote: "I have already recommended to the directors of the company that they continue the service to this port inaugurated by the California Atlantic Steamship Company, which we were obliged to discontinue, owing to conditions which in no wise reflect on the port of Philadelphia."

Mayor Blankenburg's letter read: "Permit me to call your attention to the advantages of the city of Philadelphia as a seaport. Kindly give this letter your earnest consideration."

"Philadelphia is distant from the ocean . . . . . Miles New York is distant from the ocean . . . . . 21 Antwerp is distant from the ocean 52 Hamburg is distant from the ocean . . . . . 85 Freight by water, from foreign ports, costs no more to Philadelphia than to New York. On the other hand, Philadelphia is 80 miles nearer by land to the great West, South-west and South than is the city of New York, while the rate of freight from Philadelphia is from 60 cents to \$1.20 per ton less than it is from New York."

Passenger rates are as follows:

Table with 3 columns: Route, First-class, Immigrant-grant-passenger. Rows include New York to Chicago, Philadelphia to Chicago, and other points in proportion.

"Another decided advantage in favor of Philadelphia is that steamers discharge their inward cargoes of merchandise and also load their outward cargoes at wharves on which the cars of the trunk line railroads are run direct. This avoids lighterage and furnishes the most direct expeditions and economic transfer and interchange of import and export traffic possible to obtain between ocean carriers and inland carriers. Water carriage is cheaper than that by rail, therefore Philadelphia, being 100 miles farther inland than New York, delivers traffic intended by the ocean carrier, say, for Chicago, that much nearer its final destination, and the through rate is therefore lower, while delivery of shipments takes less time.

The channel of the Delaware River is now being deepened by the national Government until it shall be 35 feet deep. The Delaware is 2500 feet wide and its fresh water is of the highest excellence for boiler purposes; it clears the bottoms of steamers from barnacles, thus reducing the number of dockings necessary to clear their bottoms.

The city of Philadelphia is now building new wharves and docks. These wharves and docks will be for rent, when completed, at figures only a fraction of what would be charged for the same facilities in New York. "It would please me and the authorities of our city if you would decide to make Philadelphia a terminal port for at least some of your steamers or to increase their number if you already use this city as a terminal. I have no doubt you would soon ascertain that this experiment would prove to be a paying proposition for your line. It will give me pleasure to hear from you and to enter into further details and to give you further information if desired."

The Boosters.

The booster boasts, You bet your life! His town comes first, And then his wife; He boasts and boasts, With words of cheer And words of praise He starts things here. The booster boasts, He makes things grow! The workingman, The Now has a show, The hammer sings, And business hums, The booster boasts, And success comes. The booster boasts, List to his song As on life's way He sprints along! His open hand, His faith and smile Add much to make This world worth while. —Leslie's.

Benefits Bunched.

"So you were trying to sell the turkey I sent you?" "Captain, I didn't mean no harm." "This is your gratitude, hey?" "Boss, lemme explain. I always get six or seven turkeys on Christmas, and nuth' during the rest of the year."

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