

GOV. TENER TALKS ABOUT GOOD ROADS.

Governor Tener, whose advocacy of good roads is well established, proposed a question and supplied the 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?"

"When the proposition to provide sufficient money to carry on this great work comes before the people and our legislature, this organization and I am certain will prove a most potent force in its consummation. When it is understood by all our people that such a debt when created will not add a single penny of tax other than is now levied for state purposes, there will be no dissenting voices or votes."

Pennsylvania this fall will vote upon the fifty-million-dollar good roads referendum providing for a bond issue of this amount to give the Keystone state a comprehensive system of highways and inter-related roads. In State Highway Commissioner Bigelow Pennsylvania has an indefatigable worker, who predicts that the day is not far distant when it will be possible for one to break-fast in Pittsburgh and dine in Philadelphia on the same day, such a journey being comfortably made possible by the essential improvement of the cross-state road connecting Pennsylvania's largest cities. The contention in Pennsylvania is similar to what was put forward previously in New York, which is that real improvement of the highways benefits the future as well as the present generation, and in consequence the cost may be distributed over a period of years.

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 17,949, with 16,448 Sunday school scholars, teachers and officers.

The contribution to the various benevolent and other funds of the church during the year show a large gain over the previous year, and are as follows: Home missions, \$19,368; Foreign missions, \$28,518; education, \$1,083; Sunday school work, \$2,061; church erection, \$1,088; ministerial relief, \$2,818; Freedmen, \$1,705; Colleges, \$1,267; Temperance, \$1,448; General Assembly, \$2,850; Bible society, \$568; total, \$62,774. For congregational expenses the churches in the Presbytery last year spent \$192,529 and for miscellaneous expenses \$7,824, making a total, including the benevolences, of \$363,127 contributed.

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. The Carpathia had only one operator. Had the message flashed into the air by the Titanic been sent half an hour later he would not have known anything about it, as he was on the point of retiring for the night when the signal reached him. And when wireless communication was established between the Carpathia and the shore, through other ships, a score or more of amateur wireless operators, with private apparatus, made themselves busy. They produced a babel of wireless signals which cut into the confused and important messages being sent from the scene of the wreck. It was as though twenty operators had tapped a telegraph line and sent inquiries over it while the news of an equally great catastrophe was being wired from a far part of the world.

Just that thing happened often during the Civil war, when telegraphy was in its infancy. Tapping the wires was common then owing to the momentous events taking place, and often false messages were sent in this manner through a spirit of mischief. It was a source of much annoyance and anxiety for the government in Washington. Now, the tapping of a wire is a criminal offense. Telegraph operators are on duty on every railroad and every important Western Union and Postal line every minute of the year. No telegrapher can retain his position or get another one if he reveals the nature of a message. Restrictions producing similar results in wireless as a result of the Titanic disaster.

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.

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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. Punishing our impoverished bodies in this grand struggle, now so close to our lines, was heart-rending indeed.

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 considerable attention. Likewise it is said, that it caught the eye of General Superintendent Stone and later was taken back to the shops for toning down process. From now on it is expected that locomotives with the engineer's names inscribed under the cab windows will be standardized and that each will have the same decorations.

The pride taken by the engineers has been highly commended by the company but it is asserted that the line must be drawn somewhere and that the Erie will not be advertised by monograms and emblems on the locomotives.

Carload of Bibles.

A shipment of one solid carload of Bibles containing 10,000 volumes has been consigned by Thomas Nelson & Son of New York City to Los Angeles, Cal. The shipment was routed via the Lackawanna and the A. T. & S. F. Railroad. This is one of the largest shipments of a single book ever made at one time. It literally speaks volumes for Christianity that the Bible still maintains its position far in the van of the World's "Best Sellers."

Doubly Blessed.

The mother of little Helen was one of twins. As the twin sisters lived quite a way apart, Helen did not see her aunt until she was about two years old. On first seeing her she was greatly puzzled over the resemblance of her mother and aunt, and after looking bewilderedly from one to the other finally exclaimed, "More mamma."

A Speechless End.

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."

that devastated region, as I noticed on one shoulder it said "Corn" in very prominent letters and then the color reminded me greatly of sack sometimes used by Uncle. Her freedom from affliction impressed me; in fact, she encompassed my whole mind. A natural consequence, I imagined my comrades would say, for a young man of 22 years when brought in contact with so lovely a being on such a sudden and inopportune time. She seemed to be taken up with our unfortunate condition—so much so she loaned me a shawl to cover my bare bosom while in her presence.

Having refreshed ourselves from their meager stores, the command under our rosy-cheeked guide moved on into the wilderness of the mountain. At every tree, bearing a certain mark, cut into the bark, our little lady would sound her rustic whistle and from behind some rock up the mountain side a signal in similar whistles would be returned, signifying all was clear to proceed. At one signal tree we received but one whistle, where we remained some twenty minutes before the proper number of whistles were returned.

When at last we reached the end of our heroine's beat, she led to a prominent point away from the path and from this elevation pointed away in the distance on the course we were to pursue to Bald Mountain, saying: "When you will have passed that point you are then in the most dangerous part of your journey. A wild, desolate, uninhabited part of these mountains often held by men of either side in their fierce contests for supremacy. Also by lawless gangs of men who have no country or naught else at stake but plunder, but from my observation (pardon me) they would pass you by."

We were then reconducted to the blazed tree on our path and with loving words for our success that dear form vanished behind the rocks to climb up the mountain side and apprise her father of our presence, who would come and arrange for our continued journey.

A short, stout man with a pinched face, as most of them had who lived in the hills, made his appearance in due time. After some moments in conversation he opened a sack, taking therefrom four Remingtons and 20 rounds of cartridges for each gun. For the first time in nearly two years four of our party held in their hands a weapon of defense. A sunbeam crossed each face, significant of a self-reliant, important feeling of which we had been so long robbed, creating a reliance that swelled our importance as actors in that great drama. Not only armed with a simple repeater that would be destructive to any one daring to obstruct our way, but with an experience and an object in view that meant a power behind the gun more formidable than had our numbers been doubled, yea, trebled, under ordinary circumstances.

How we fondled those dear shooting irons. How we eyed each other as pride cropped out in the knowledge we held in our hands, a passport to the outposts of the Union army. A ticket of leave from the unfriendly sections of the South, and a compass that would navigate our wrecked and frail craft towards the shore of home and plenty. Oh, glorious, could but half express our joy at this simple yet powerful agency in our behalf at this critical time.

(To be Continued.)

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

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:

First-

class Immi-

grant-

passenger, New

York to Chicago \$20.00 \$15.00

Philadelphia to Chicago 18.75 13.75

"And to 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 rail-

roads 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 Philadel-

phia, being 100 miles farther in-

land than New York, delivers traf-

fic 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 boil-

er purposes; it clears the bottoms of

steamers from barnacles, thus re-

ducing the number of dockings neces-

sary 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 au-

thorities of our city if you would

decide to make Philadelphia a termi-

nal port for at least some of your

steamers or to increase their num-

ber if you already use this city as a

terminal. I have no doubt you

would soon ascertain that this ex-

periment 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."

Stop Look Read

Do You want Electric Lights in your home, boarding house or hotel? If so we will put them in. Let me know how many and I will tell you what it will cost. Electricity beats them all.

It's the Dean Home Electric Lighting Plant

Our store in the Grambs Building, is lighted by it. Let us show it to you.

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