

PRESIDENT APPOINTS BUTT'S SUCCESSOR

Major Rhoads, Native of Pennsylvania, Becomes Military Aid.

For the first time in the history of the government the president has selected an army surgeon for his military aid at the White House. The officer is Major Thomas L. Rhoads, No. 56 on the list of majors in the medical corps, who succeeds Major Butt.

Major Rhoads has been in command of the Walter Reed hospital at Washington. He is a native of Pennsylvania, forty-two years old. He was graduated at the Jefferson Medical college and was for several years a special student under Professor W. W. Keen, professor of surgery in Jefferson college.

Major Rhoads entered the army as a contract surgeon in 1888, going first to the Philippines, and in 1900 was commissioned as assistant surgeon with the rank of captain. He has served two terms in the Philippines. The first time he was stationed in the Philippines Mr. Taft was governor of the islands. He won the lasting friendship of the president by performing on him at the First Reserve hospital in Manila a difficult operation.

Major Rhoads has also been stationed at the hospital at the Presidio of San Francisco and at West Point. He has been for several months the personal physician of the president and has accompanied the president on his trips around the country.

When Major Butt went abroad two months ago Major Rhoads was temporarily designated to take his place, which he has done with eminent satisfaction to the president and the executive household.

TO HONOR COLUMBUS.

Get Ready in Washington For Unveiling of the Statue June 8.

President Taft has appointed the following committee in charge of the Columbus unveiling ceremonies June 8, and it is expected that more than 100,000 persons will be entertained in Washington on that date. Here is the list of commissioners: Edward L. Hearn of New York, Colonel Spencer Crosby, commanding the United States army engineering corps, and twenty-five deputy commissioners throughout the United States. Colonel Crosby will draw up the plans for the parade and the handling of the large crowds, while Commissioner Hearn is expected to appoint committees, complete plans for receptions and in general to direct the affair nationally, representing President Taft and the Columbian memorial commission.

Convention hall in Washington will be the scene of the principal entertainment and banquet. Victor J. Dowling, justice of the supreme court of New York, and Joseph Scott, president of the chamber of commerce and the board of education of Los Angeles, will be the principal speakers.

Delegations from Canada, Mexico, Porto Rico, the Philippine Islands and every state in the Union have filed their applications with the national bureau for accommodations during the three days set aside in honor of the discoverer of America. Organizations and individuals have developed greatly the sentiment in the unveiling memorial celebrations with the approbation of the United States government, although acting independent of the government officials.

HARVARD AWARDS HONORS.

Grandson of Longfellow Wins One of the Sheldon Fellowships.

The Frederick Sheldon traveling fellowships for 1912 and 1913 were awarded recently at Harvard. They were eighteen in number and provided for instruction in different subjects in various countries in both the new and old worlds.

Henry Wardsworth Longfellow Dana, son of Richard H. Dana and grandson of Longfellow, the poet, was one of the recipients, and he will travel through Europe for research in comparative literature. Harry Wolfson of New York, another winner, will pursue the study of medieval Jewish philosophy in Europe.

The Sheldon traveling fellowships were founded in 1906 from the residuary bequest of Mrs. Amy Richmond Sheldon in memory of her husband, Frederick Sheldon, class of 1842.

The Bayard Cutting Fellowship was awarded to Howard H. Trueblood of Richmond, Ind., for research work in physics. The Cutting fellowship was founded in 1910 in memory of William Bayard Cutting, Jr., of New York. William S. Learned of Providence R. I., was awarded the Joseph Lee fellowship for research in education.

HEATH SKIRT SPOILS FIGURE

Reducing a Race of Knockkneed Women, Says Doctor.

Dr. Karl Francke, the eminent Munich physician, writes to a medical weekly an attack on the sheath skirt, which, he says, is ruining female figures, stunting development and producing a race of knockkneed women. The doctor says the limbs cannot be straight unless the muscles are allowed regular, unrestricted exercise, which is only possible with wide skirts. The time must come, says Dr. Francke, when it will be a crime to wear tight skirts.

Switchmen to Weld Gavel, Samuel D. Bradner, a switchman in the Southern Pacific yards, was selected as speaker of the house of Arizona's first state legislature.

STORIES OF HEROISM IN NAVAL DISASTERS

Bravery of American and British Officers and Men on Record.

Tragedies of the Trenton, the Oneida, the Huron and the Saginaw.

THE wrecking of the Titanic, with its attendant stories of heroism and suffering, have quickened the memories of naval officers of sea disasters of the past. From the records in the keeping of the navy it would seem that American and British discipline has been well maintained in the times of stress at sea.

The bandmen of the Titanic went down to death playing. When the tempest of 1888 struck the Samoan coast, and the wreck of the American man-of-war Trenton, Captain Farquhar commanding, was imminent, the members of the ship's band took to the rigging of the old wooden ship and were lashed there by the sailors. The bandmen played "The Star Spangled Banner," and the music was heard above the storm, heartening the sailors who were battling with death. There were forty-seven American officers and seamen lost in that storm. The records of the officers of the three American ships told in full the tale of the heroism of the enlisted men, but said nothing of their own. The story of the American officers' deeds came from the pens of admiring allies.

The story of the sinking of the British troopship with the soldiers drawn up in lines upon the deck and going to death unflinchingly and in parade formation, is known to every schoolboy of whatever land. How many are there who know that this act of heroism has a parallel in the deeds of the officers and crew of an American man-of-war? In January of the year 1870 the United States steam sloop of war Oneida went to the bottom of the sea of Yeddo, carrying with her twenty-four officers and 152 men.

Running Down of the Oneida.

It was a dark, foggy night. Suddenly out of the gloom loomed the prow of a great steamer. Before even the discipline of a man-of-war could do anything to avert disaster the stem of the approaching steamer crashed into the stern of the Oneida and carried away its whole quarter. For a reason unexplained to this day the vessel which struck the Oneida and which afterward was found to be the British steamship Bombay did not stand by to learn the results of the collision or to offer aid.

A large number of the Oneida's boats were smashed in the collision and made useless. In the boats that were left there was room for only thirty men. These boats were lowered, and then Captain E. P. Williams ordered the sick brought up from below. These men were placed in the uninjured boats, completely filling them. Captain Williams then ordered the surgeon to go with the invalids. He demurred, saying that he preferred staying by the ship.

"Your place is there, doctor," said Captain Williams. "Mine is here. I order you to go." The surgeon took his place in one of the boats and cast off, the convalescents acting as oarsmen. Captain Williams and his officers went to the bridge. Below them stood the men in groups, calm and motionless. The sick stood by in their boats and saw the last scene of that tragedy at sea. The ship's lamps threw a faint light upon the bridge and over the forward deck. The Oneida slowly settled. Soon her decks were awash. There was one last throb of the engines, a trembling of the whole ship's structure and the sea claimed 176 gallant American souls.

Loss of the Huron.

In November, 1877, the new iron American man-of-war Huron was bound south from New York. When off Nag's head on the coast of North Carolina, the Huron struck the rocks and in less than an hour the disaster was complete. There was a tremendous sea running. There appeared to be only one chance to save any part of the crew. The boats were useless in that pounding, grinding sea. A volunteer was asked to attempt to carry a life line to the shore. Ensign Lucien Young, now a rear admiral, volunteered to make the attempt, although he was told by his captain that the chance of life was not one in a thousand.

A seaman named Williams volunteered to accompany the young officer. The two took what is known as a balsam, attached a rope and, making their way out upon a spar, dropped into the water. A wave beat them back against the spar, and Young was severely bruised by the contact. He stuck to his task, however, and, with Williams, succeeded in escaping death among the storm beaten rocks and in gaining a foothold upon the sands beyond. The result of their heroism was the saving of a part of the Huron's crew, though the vessel went to pieces so quickly that the rescue of all was impossible.

An uncharted reef is to the sailor like "the pestilence that walketh in darkness." There is no knowing it and no dodging it. To the nautical mind there is more reason for ordering a court of inquiry when a ship has been sunk by a sloop than there is when it goes down as a result of bumping into something of which thousands of years of navigation and map drawing have failed to show the existence. However, courts of inquiry always are ordered. The cruiser Charleston ran on a rock of which no one knew the existence off the Philippine coast in the year 1900. The case is not without many parallels. Admiral Sicard, who died soon after the Spanish war, once lost the ship of which he was in command in the south Pacific. The admiral at that time was a lieutenant commander in charge of the steam sloop Saginaw. He had been ordered to the far south to look up the possibilities of Ocean Island as an anchorage and as a place of replenishing water supplies.

Wrecked on an Uncharted Reef. It was one of those errands on which a government sends its naval vessels when it hasn't much for its officers to do. The Saginaw neared the latitude and the longitude of the island sought at an early hour of the morning. All night long the commanding officer had been on deck. The sea on which he was sailing was practically unexplored. The vessel's speed was diminished to four knots, then to less than three, and there were constant soundings with the lead. There was a light wind dead astern. Suddenly the cry "Breakers ahead!" came from the bow, and the command was given to back the engines. The Saginaw's topsails had been set for some time, and with the breeze where it was there was not power enough in the engine to drive the ship back. It was an uncharted reef that the Saginaw had struck in a minute or two, and the water pouring into the great hole in her bow soon compelled the crew to take to the boats. Daylight showed Ocean Island, and there they landed, subsequently removing to the shore large quantities of the stores from the vessel.

Ocean Island was uninhabited. It was far out of the line of ocean traffic and 1,500 miles from the nearest port from which aid might be summoned. Commander Sicard asked for five men to volunteer to attempt to reach Honolulu in an open boat. It was a weak hope, but every man in the Saginaw's outfit volunteered for the attempt. Commander Sicard selected Lieutenant Talbot, Coxswain William Helford and Seaman Peter Francis, James Muir and John Andrews for the expedition. One of the Saginaw's small boats was partly decked over, a mast was put in place, and provisions and a compass were stowed on board. For a week the little boat kept on its way, officers and men working by turns at the oars. Sometimes the wind helped a little, but more frequently it was dead ahead, and they could only creep along through laboring hard at the oars.

Then a gale came down upon them and threatened them with annihilation. For forty-eight hours no man slept. Two of the crew worked to keep the little boat's head up to the wind, while the others baled. Finally the storm fell, and for twenty-four hours the craft lay to to give exhausted nature a chance to recover. The provisions had been almost ruined by sea water, and almost all the fresh water had been lost. The food nauseated the men and created a burning thirst, which they dared not fully quench because of the shortness of the water supply. Lieutenant Talbot was seemingly at the point of death, yet he managed to keep up a cheerful face and to inspire his subordinates by force of a plucky example.

Water Doled Out by Drops.

After days of but little headway and increasing exhaustion the officer in command came to the conclusion that one of the marine instruments was at fault and that they were out of their course. This knowledge came to the men like a death stroke. The boat's head was changed, however, and on they went once more. Three days passed by. The water was doled out by drops. Two of the men were so far gone that they lay almost unconscious at the bottom of the boat. The tongues of all were so swollen that they could no longer swallow food. At the close of one of these dreadful days land was sighted. Lieutenant Talbot and Coxswain Helford, with a will born of spirit rather than of strength, managed to head the boat toward the shore and to make some little progress by rowing. At dawn the next day they saw the shore before them beyond a white wall of surf. There were men on the beach, and the mariners knew that they were seen. At this supreme moment of joy the little craft struck a reef and was overturned. All of that heroic crew were too weak to struggle, and all save one went down to death with the longed for land almost under their feet. Halford alone was saved. A great breaker bore him toward the sandy shore, and men, rushing into the surf, drew him to land. When they had resuscitated him the coxswain found that he was on one of the Hawaiian Islands. His story was soon told, and within a day steamships were sent from Honolulu to the rescue of Sicard. The Saginaw officers and crew were found all well. Four men had laid down their lives to make the rescue possible.

Earliest Transportation. The earliest and simplest conception of transportation is a man astride a log propelling it through the water with his hands and feet.

Dog Meat. While Amundsen and others differ as to the edibility, digestibility, flavor and appetibility of polar dog meat, old Uncle Hippocrates, the first great scientific observer of the world and one of the most accurate, reckoned a fat puppy as one of the greatest delicacies Greece offered.

Deep Breathing. Air is to the body what coal is to the furnace. The deeper the breathing the more drafts are turned on and the brighter life burns.

Costly Fishes. The most beautiful and costly fishes in the world come from China, says the London Mail, and the rarest of all is the brush tail goldfish. Specimens of these have sold for as high as \$140 each, and in Europe the prices range from \$50 to \$100. The brush tail goldfish is so small that a half crown piece will cover it, and probably there is no living thing of its size and weight that is worth so much money.

Rubber Tires. Although rubber has been in use since 1745, it was not until 100 years later that it was applied to the wheels of carriages.

The Coffee Tree. The coffee tree in the valley of the Amazon yields four times as much fruit as in Mexico. But it is not a native. It was introduced from Africa.

Flags. It can hardly be doubted that flags or their equivalent were used very early in the world's history. Among the buried remnants of early races and civilization are found records of objects which were apparently used as ensigns. These are accepted as evidence that the ancient Egyptian soldiers were not without their standards. The Assyrians and Jews also carried something similar in design and purpose.

Queer Springs. In Spain there is a spring of water said to cure lovesick people. Another queer spring is situated in Mexico, the waters of which cure alcoholic cravings, so the legend runs.

Sea Legs. To keep your footing in a car or on a boat walk with your feet wide apart. This is all there is to "sea legs."

Fusel Oil. Fusel oil is a byproduct produced in the distillation of alcohol from various substances, including grain, beet and cane molasses and wood. Its chief use in the United States is in connection with the manufacture of explosives. It is also used in making artificial fruit essences.

Trout and Salmon. A trout is a trout from the day it is born, but not until it gets into the ocean is a salmon a salmon. While it lives in a river it is a parr.

Music and Flowers. Professor Hans Teitgen of Munich has discovered that flowers are sensitive to music and betray their individual natures by expanding their petals under the influence of certain melodies.

Elephants in Siam. The whole elephant tribe is looked upon with great veneration by the Siamese. The elephant is the symbolic animal of the country, and, though his ponderous strength is daily used in his master's service, he is man's collaborator, not his beast of burden.

Names in China. In China married women preserve their own names after marriage, the name of a person being regarded as very important in that country.

A Famous Tea House. The firm that exported the celebrated chests of tea which were sunk in Boston harbor is still doing business in London. The firm is the oldest established tea house in England.

Wedding Funerals. In Japan, land of flowers, they hold funeral services at the home of the bride's parents the night she is married. This is to show that the young lady is dead to her father and mother.

Borneo's Marriage Ceremony. In Borneo the bride and bridegroom sit on metal logs before the priest, who gives them cigars and betel while he blesses them. He waves above them two fowls bound together. The bridegroom then places the betel in his bride's mouth and a cigar between her lips. They are then married.

A Secret. A clever woman once gave a very smart designation of a secret as something for one, enough for two, nothing for three.

Austrian English. The proprietor of a hotel at Prague, Austria, has appended the following notice to his English rate card: "Dissatisfied guests are pleased to bring their afflictions to my own person."

The Largest Loom. Germany has the world's largest loom, in which felt disks for paper mills up to 233 feet in circumference can be woven.

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