

COLONY HAS FEW INDUSTRIES

Belgian Congo, After Thirty Years, is Still in the Early Stages of Development.

Belgian Congo, founded thirty years ago, is still in the early stage of development. So far practically no manufacturing industries have yet been established and, aside from the important copper mines in the Katanga district, the only large industrial enterprises are the railways and river transportation services. It may be said that all business activities in the colony are devoted to the collection of tropical products—rubber, ivory, gum copal, palm oil and kernels, cacao, etc.—and the railway and river services are in reality only accessories to these activities, having been established primarily to aid in the transportation of these products to the seaports. The gathering of rubber in Congo has never recovered its former activity, and in all probability will never again be so rich a source of income to the colony as it was previous to 1912. The cultivated product from the plantations in the East Indies is superior in quality to the wild rubber of the Congo, and, owing to the active competition of the larger plantations and better location as to shipping facilities, it may be placed upon the market at lower rates.

RECOGNIZED VOICE OF THIEF

Blind Pencil Seller Able to "Identify" Man Who Had Stolen Small Sum From Him.

"Jimmy" Moriarity, a blind pencil seller, identified by a voice a man whose face he could not recognize. A few weeks ago John Reggioni went to the blind man's little room, offered to sell him two chickens and discovered he was really blind. He concluded Moriarity was a miser, too.

New Year's eve he came to collect. He did not knock at the door, but when Moriarity approached he sent the old man to the floor with a blow.

Reggioni, accompanied by seven others, was taken to the blind man. Moriarity, after the fourth man had said, "Any chickens today," shouted: "That's him."

Reggioni then confessed he had stolen 17 cents. The blind man said later that after hearing Reggioni's mother speak he would not prosecute.—New York Dispatch Philadelphia Ledger.

The Ruffed Grouse, Too.

The pinnated grouse, or prairie chicken, is by no means the only desirable game bird whose extinction is threatened in Minnesota. The ruffed grouse, or partridge, is in even greater danger. Its growing scarcity has been noted by many travelers along country roads, who are accustomed to seeing many of these birds feeding along the way, especially in August. This year very few were seen, where heretofore they have been numerous.

It is probable that the automobile is in large part responsible for the rapid disappearance of the ruffed grouse, for the automobile has completely changed the conditions under which the bird is hunted. In former days hunters went out perhaps once a week, where now they can go every afternoon. The radius of their activity has also been greatly increased, so that places that were once beyond their reach are now within easy motoring distance. Thus what were practically game refuges are no longer such.—Minneapolis Journal.

War Causes Birds' Suffering.

That birds have suffered from the devastating fire of the opposing hosts in Europe there can be no question. Captain Crawshaw bears testimony of this in a letter to the Royal Society for the Protection of Birds. Harriers, he has noticed in France, have come in for "hot times" when gun positions are located in low bottoms which form the favorite hawking grounds of these birds. "Partridges," he adds, "I sometimes see scared by the bursting shells."

Another relates the distress of a pair of swallows that returned in the spring to the cottage which had hitherto afforded them harborage, only to find it a heap of ruins. After desolately flying round and round, as if unable to believe the evidence of their own eyes, they eventually discovered a suitable site for their nursery in a small military hut. A great number of such huts, it is pleasing to learn, have been used for this purpose.

"The Sins of the Fathers."

Mr. Lloyd-George's son, Capt. Richard Lloyd-George, whose sudden promotion to a lieutenant colonelcy was officially denied recently, has inherited a fine gift of oratory from his famous father.

When he was little more than a boy, he once deputized for his parent at a public meeting and convulsed the audience by the manner in which he accounted for his presence there.

Responding to a vote of thanks, young Mr. Richard said that Mr. Lloyd-George was unavoidably prevented from speaking that day, and he added gravely:

"There is a verse which states that the sins of the fathers are visited upon the children, and—that is the reason I'm here!"—Pearsons.

GOT SAILORS' "GOATS"

REMARKABLE EXPERIENCE UNNERVED BRITISH SEAMEN.

Men Refused to Stay on Ship That in Their Opinion Had "Seen the Bottom of the Sea"—Vessel Held in Thick Mud.

Not so very long ago the appearance of a new island off the coast of Alaska brought to mind other rapid uprisings of land on the ocean.

An island suddenly came to light off the coast of Sicily, remained for two months and as quickly disappeared. Sabrina, near the Azores, retired from public life before it had been fairly charted. The Gulf of Mexico has witnessed the advent and subsidence of small islands. These upheavals of the bed of the ocean suggests all sorts of mysteries connected with the unknown depths. A British vessel once had an uncanny experience in this connection.

The vessel was out twenty-three days from Manila to the Hawaiian Islands. It was a silent, dead-black night. The lead showed a deep sea. Suddenly those on board felt as though they had grounded.

Daybreak revealed a low and misty sky. The Britisher lay as if becalmed in the midst of an oily sea strangely discolored in patches. Suddenly the water, to use the words of the master, "trembled." The ship rolled, and in the distance rose a huge balloon-shaped mass of vapor, steam or smoke. There was not the slightest sound, but a long line of chafing water stretched across the streaky calmness. Then the vapor settled over all, and the ship's company could hear but not see the seething and pouring water all about them. The captain ordered a bucketful to be drawn up. It was hot and smelled like the product of a gasworks. Whereupon the captain remarked that "a new continent was being poked up," adding that he wished himself well out of the way.

The air grew more oppressive every moment. The vessel gave a gentle side roll and word went round that the ship was aground. Over went the lead and came up covered with blue, oozy mud. The Britisher was wallowing in sludge, the darkness was pall-like and the atmosphere suffocatingly close. Then the air was rent with reports dreadful to hear in that darkness. There were three of these blasts and all was still again.

When the light came, red and unnatural, a strange sight met the eyes of those on board. It was as if the bottom of the Pacific had been laid bare. They were helpless in a sea of thick mud. The sulphur fumes were choking and all had to take refuge below. Hour after hour they gasped, facing the probability of a death by suffocation. Suddenly they felt that they were afloat. The bank of mud that held them had disappeared and after a time the Britisher made her way out of the gruesome spot.

When Honolulu was reached the crew deserted, for they held that there was no luck in a ship that had "seen the bottom of the sea."

Cape Cod Canal a Success.

The government test of the Cape Cod canal has been declared a success. Two submarines made the trip from Boston to Newport at the rate of eleven miles an hour, and at a great saving of time, as compared with the outside route. The eight-mile trip through the canal was made in forty-five minutes, and by using this passage the submarines saved six miles of distance and avoided much rough weather. The Kiel canal was built by the Germans at a cost approaching \$100,000,000, mainly for strategic purposes; yet it is a fact that the reduction of distance between the German base in the Baltic and the North sea by this canal is little greater than the gain to the American fleet, which would result from the enlargement of Cape Cod canal to accommodate our battleships between those two important strategic centers, Newport and Boston.

Shocked by T. R.'s Informality.

Harry A. Franck, famous as a world wanderer, who has just returned from a four years' hike in South America, tells the following about the impression left by Colonel Roosevelt with the natives of Paraguay:

"I got near the trail of Colonel Roosevelt, though not nearer than a couple of hundred miles. He was on his trip to the River of Doubt and I heard much about him from the natives, and from two men who had been with him, Father Zahn and Mr. Sipp. I heard many yarns about Roosevelt. At one village, in the wildest part of Central South America, hundreds of miles from civilization and peopled only by a few Indians, the inhabitants, I was told, had been greatly shocked because the colonel walked about their streets without his coat on!"—New York Times.

Chinese Minister Long a Diplomat.

Dr. Wellington Koo, who has been appointed Chinese minister to this country, in succession to Kai Fu-Shah, was until his appointment, minister to Mexico, Peru and Cuba. Doctor Koo was an undersecretary in the Chinese foreign office until recently, and as such was a member of a diplomatic commission which conducted the negotiations in Peking with the Japanese minister. He speaks English perfectly, and is a graduate of Columbia university, where he received his doctorate.

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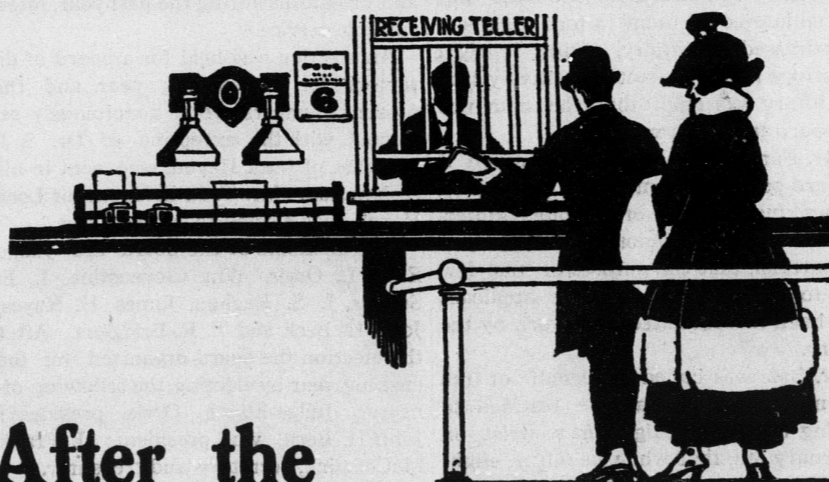
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