

BROOK MADE SWEET MUSIC

Traveler Tells of Seductive Sounds Produced by What Are Known as Water Bells.

When you are traveling in unsettled regions and camping on the trail, writes a Companion reader, one at least of the saddle and pack animals that you turn loose to graze wears a bell, so that you can find them more easily when you want them.

At the camp in northern Minnesota I thought I heard the bell of a "shag-anappe" (Indian pony), and followed the sound more than half a mile without finding any track.

When halfway back to camp I heard the bell again, and, taking the bearing accurately, I followed a compass line in the direction of the sound. I went through brush and glade for about a quarter of a mile until I came to a tiny waterfall. I could still hear the sound of the bell, but rather faintly, through the splash of the falling water.

There were gong-shaped bubbles, some of them four inches in diameter, floating on the water below the fall, and the water came over the fall in a divided stream; some of it dripped from the ends of twigs.

The charm of the brook's music held me there for some time enjoying that delicious drip! drip! drip! and the clear, soft ting! ting! ting! That still night in the tent I heard the silver bell-like tone again. What was the source of the ringing? I have found an explanation that seems to me to fit.

Have you ever been hammering at something and when you struck a certain blow have you heard a ringing from a pan or barrel near by that you had not touched? Or, in blowing a horn, or even in shouting, have you not heard the answering ring of some sonorous vessel set in vibration by the horn or the voice?

Well, there you are. The dripping water sets those bell-shaped bubbles in vibration. The original sound of the drop is re-enforced, and away it goes through the air, as if on a witch broom, to play its mysterious pranks on some unsuspecting traveler.

Since that time I have often listened for water bells when camped near a brook, and usually with success when the air was still and the water in condition to form large bubbles.—Youth's Companion.

NO POSSIBILITY OF ERROR

Truck Counter Does Its Work Automatically and It Is Said Cannot Make a Mistake.

An ingenious machine designed to automatically count truck loads of merchandise is invented. It is claimed that where any considerable amount of shipping is being done, the truck counter will frequently save its cost in a single day through the elimination of errors that invariably creep in where the usual method is employed.

The counter is so made that when the truck rolls on to the apron, the weight of the truck load presses the apron down, the truck wheels move the lever forward, and the load is tallied. As the trip lever moves forward, it also goes down, and with it the narrow apron; therefore the platform becomes so nearly level that no resistance is offered to the trucker.

As the truck passes off of the machine, the latter is instantly set for the next load. The machine cannot be tripped by the weight of the men pushing the truck or by returning with either an empty or a loaded truck.—Modern Mechanics.

Persian Easy to Learn.

A new interest in Persia which the war has awakened may tempt some of us to become acquainted with the language of the country. We need not be afraid of making the attempt, for Persian shares with English the reputation of being a singularly easy language to learn, the chief trouble being that it is written in the Arabic characters.

It had, however, at one time three numbers and eight cases, and the Avesta, the chief book of the Zoroastrians, is only to be understood by the ripe scholar. But modern Persian has no cases, no declensions and no genders, and may therefore, be mastered without tears and without the application of wet towels to the head.

Joffre Goes Fishing.

An American writer who saw General Joffre at the front says he often goes fishing. Military plans for 3,000,000 troops are evolved in this way.

The head of the grand army of France resembles Oyama and Grant, remarks "Girard" in the Philadelphia Ledger. "In the war with Russia the supreme commander of the Japanese often went off in solitude to fish. His subordinates interpreted that as a good sign.

Gen. Horace Porter, who was on Grant's staff during the last year of the Civil war, said that the Union chieftain did a lot of whittling in the Wilderness campaign. When he whittled he was thinking.

Bismarck said he could tell in 1870 when all was well with the German army by watching Von Moltke. If the chief of staff accepted the first cigar offered him things were serious, but if he carefully selected one he knew that Von Moltke's mind was free.

REACHES LIMIT IN MEANNESS

"Snoopy" Person Is a Pest in Any Community, and a Sure Maker of Trouble.

There are few persons meaner than those who try to get from a child facts about the parents and home of the little one.

Some persons cultivate children for this express purpose.

They encourage the youngsters to talk about their home affairs, and pick from them bits of information they hope to use in future conversation with the neighbors. And yet these very people would be indignant if you should call them "snoopy."

The little ones feel flattered by the attention they are given and readily talk about what father or mother said and what they did.

Often they repeat remarks which have been made about the neighbors—and invariably this causes trouble.

To stir up strife and ill feeling is just what the prying person wants, and the children make the best of tools.

Children are likely to forget, or get the wrong idea of what is said, and give it a different interpretation from what is meant.

In this way parents are often credited with statements which they did not make and which would be decidedly distasteful to those who might hear about them.

The old saw, "Children and fools always tell the truth," cannot always be relied upon.—Chicago American.

RULES TRUANCY IS A CRIME

Many Lawyers May Lose Shingles as the Result of a New York Court's Opinion.

The status of one who has spent a term in a truant school is the same as that of a criminal who has served a sentence in prison, according to a decision of the appellate division of the supreme court, and on this ruling lawyers, physicians and employees in the civil service who in their youth were detained in truant schools may be debarred from the practice of their professions or dismissed.

It is estimated that in New York are several hundred lawyers and physicians who at one time were inmates of truant schools. Nearly every lawyer and physician who heard of the decision recalled offhand from two to a dozen colleagues who had had that experience, and one eminent attorney was mentioned who delighted to boast that he had been committed to a state institution as a truant.

Two years ago a man who had been practicing at the bar for 27 years was disbarred because it was discovered he once had been a convict in the Elmira prison. An applicant for appointment to the police department was rejected twice under civil service rules because when a boy he had been arrested for playing baseball, although sentence had been suspended.—New York Telegram.

Kitchener Wheat.

Some years ago Lord Kitchener's name was given to a kind of wheat that was introduced by him into South Africa. The story is told in the Daily London Chronicle. While Kitchener was in India some of the acquaintances he had made in South Africa wrote to him that their wheat was suffering from rust and that they had heard that Tibetan wheat was immune from this disease. Could he send them a few bushels? He sent the wheat and that was an end of the matter, as he thought.

Some years afterward he was at Nairobi, and saw a few acres of growing wheat, named Kitchener wheat. He learned that the seed had come from a part of South Africa, 2,000 miles distant—the offspring of the marriage of his Tibetan wheat with a native variety. "So," said Lord Kitchener, "just as my grandfather, Doctor Chevallier, gave his name to a famous barley, mine is now attached to a special kind of wheat."

Sweets in the Field.

The change of food that one makes when first going into the woods is apt to produce digestive disturbances, but even when the system has recovered from these there is almost sure to be a sense of something missing in the diet. Sugar and acid are both lacking in most cases, and are missed. Sugar is a fuel for the human engine, and the wise camper will take it along in the form of sweet chocolate, jelly powder, or some such form. Our troops in Cuba in '98 clamored for candy. Davis tells of one husky doughboy who'd "sell his soul for a chocolate caramel." The recent punitive expedition into Mexico has developed the same clamor for sweets, much to the surprise of the daily press.

In making up grub lists have plenty of coffee. The allowance at home may be only one cup a day, but in the woods half a dozen may be consumed.—Outing.

Cat Calls Help for Kitten.

John McNulty, a fireman in the federal building, was annoyed by the meowing of a cat the other evening. The next morning he found Minnehaha, the post office pet, clawing at the cracks of the door of one of the big vaults in the basement. McNulty hastily opened the door, and was startled to see a kitten jump from within.

It was one of Minnehaha's kittens, which wandered into the vault just before it was closed, and the mother cat traced it to the vault door and called for help.—Wilmington (Del.) Dispatch to New York Sun.

Safety Demands Federal Control.

Only Way to Meet Emergencies of Nation, Says A. P. Thom.

STATES' RIGHTS PRESERVED

Principles Which Railways Hold Should Govern Regulatory System in Interests of Public and the Roads—Compulsory System of Federal Incorporation Favored.

Washington, Dec. 4.—That the interests of national defense require that control of railway lines should rest with the federal government and not with the states was the claim advanced by Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, in concluding his preliminary statement of the case for the railways before the Newlands Joint Committee on Interstate Commerce.

"We must be efficient as a nation if we are to deal successfully with our national emergencies," said Mr. Thom, "and we must appreciate that efficient transportation is an essential condition of national efficiency. If we are to halt and weaken our transportation systems by state lines, by the permanent imposition of burdens by unwise regulation, we will make national efficiency impossible."

States' Rights Would Not Suffer.

Mr. Thom cited many instances in which shippers in one state were injuriously affected by selfish regulations imposed on the railroads by neighboring states. He pointed out that federal regulation would be no invasion of the rights of the states but would be the means of preserving the rights which they acquired when they entered the Union, one of which was the right to the free movement of their products across state boundaries.

What the Railroads Advocate.

The principles which the railroads believe should be incorporated in any just system of regulation were summarized by Mr. Thom as follows:

1. The entire power and duty of regulation should be in the hands of the national government, except as to matters so essentially local and incidental that they cannot be used to interfere with the efficiency of the service or the just rights of the carriers.

2. As one of the means of accomplishing this, a system of compulsory federal incorporation should be adopted, into which should be brought all railroad corporations engaged in interstate or foreign commerce.

3. The Interstate Commerce Commission under existing laws has too much to do and is charged with conflicting

functions, including the investigation, prosecution and decision of cases. The latter duties should be placed in the hands of a new body which might be called the Federal Railroad Commission. Regional Commissions should be established in different parts of the country to assist the Interstate Commerce Commission by handling local cases.

4. The power of the Commission should be extended to enable it to prescribe minimum rates and not merely maximum rates as at present. This would increase their power to prevent unjust discriminations.

Justice to Public and Roads.

5. It should be made the duty of the Interstate Commerce Commission, in the exercise of its powers to fix reasonable rates, to so adjust these rates that they shall be just at once to the public and to the carriers. To this end the Commission, in determining rates, should consider the necessity of maintaining efficient transportation and extensions of facilities, the relation of expenses to rates and the rights of shippers, stockholders and creditors of the roads.

6. The Interstate Commerce Commission should be invested with the power to fix the rates for carrying mails.

7. The federal government should have exclusive power to supervise the issue of stocks and bonds by railroad carriers engaged in interstate and foreign commerce.

8. The law should recognize the essential difference between things which restrain trade in the case of ordinary mercantile concerns and those which restrain trade in the case of common carriers. The question of competition is not the only fair criterion.

9. The law should expressly provide for the meeting and agreement of traffic or other officers of railroads in respect of rates or practices. This should, however, be safeguarded by requiring the agreements to be filed with the Interstate Commerce Commission and to be subject to be disapproved by it.

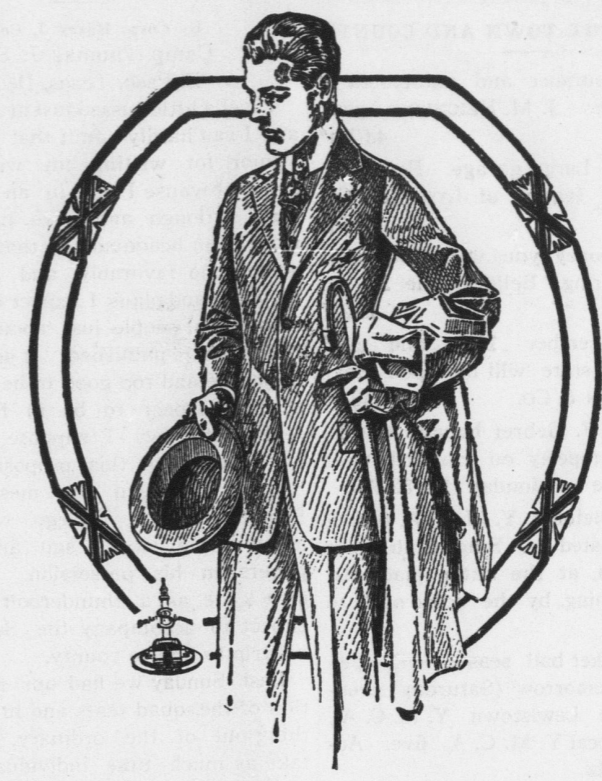
"My legal proposition," Mr. Thom said, "is that the Constitution as it now is gives full authority to Congress to regulate the instrumentalities of interstate commerce in all their parts. If the power of regulation is to reach the public requirements, it must be co-extensive with the instrumentalities of commerce."

Mr. Thom explained that the roads are not asking either of the Committee or of Congress any increase in revenues, but that they are merely asking the perfection of a system which will be responsible to any need that may arise.

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