

REMEMBER WASHINGTON.

In these days of world foment and fret,
When names of mighty captain and of kings
Are blared and blazoned, let us not forget
Our own of old who did heroic things.
With naught of buglings nor of trumpetings,
But just for duty wrought
And freedom's battle fought
Where old world greed and new world justice met.
They were not millions—scant battalions they
Who pioneered for Liberty and poured
The blood of sacrifice, from day to day
Uphore the flintlock and unsheathed the sword
Against a foolish king's invading horde,
And weary year by year
Fought on without a fear
For Progress heaving out a broader way.
They were not driven to the roaring line
By men who sat in council safe and far
With badges on their bosoms as a sign
Of greatness, as today the myriads are,
Under the reek of shells that seam and scar
The earth, but they were led
By men who marched ahead,
Willing to pour their blood as precious wine.
Too much we prate and babble of the sound
And fury of the fight and make a cult
Of numbers fallen and the wrested ground
Nor reckon shrewdly of the long result.
Our Continentals leaved the catapult
Against an ancient wall
Of tyranny and thrall
And gave Old Monarchy his mortal wound.
The leader—wise, far-looking, strong, serene,
A man of stalwart mold in bone and brain,
Truly the breathing soul of the machine
That ground the foe as millstones grind
The grain
For final salvage and the greater gain—
He still goes marching on,
Unquailed Washington,
Our great First Captain of heroic men.
—Robertus Love.

STUDEBAKER HAS NEW SENSATION.

Light Six is One of the Features of the Big Show.

George A. Beezer took on the Studebaker agency in this territory years ago, when the car was little more than a dream of its designers. Each succeeding model that has been brought out has proven the wisdom of his choice of a high class serviceable car at a medium price as the representation of his garage in this place. Each year the Stude develops, if, in fact, it is possible to improve the last season's production and for 1920 the greatest cars that have ever come out of this great motor factory will be shown to those who appreciate Studebaker service.

Springing sensations at automobile shows has become a Studebaker habit, but perhaps the greatest one yet introduced is the appearance of the new Studebaker Light Six. Coincident with its advent at the motor car show it is announced that the entire facilities of the great \$15,000,000 factories now nearing completion in South Bend, Ind., will be devoted to the manufacture of this model.

Visitors attending the show this year will recall the famous Studebaker Gold Chassis and Gold Car, features of previous shows, both of which were sent the length and breadth of the land and then to foreign countries. In the course of their travels they were viewed by millions of people.

And now the new car is hailed by its makers as the "World's Greatest Light Six," and judging from the crowds that have gathered about it and the interest displayed in it, this car is considered not only unusual but revolutionary in its design.

The New Light Six ranks as the first car of its price equipped with cord tires, which today are on all of the most expensive motor cars. As a matter of fact numerous features of high priced motor cars are to be found in the Studebaker Light Six.

A hurried inspection of the show gives only a slight conception of how much class this new car really has. It looks a great deal longer than it is because of the rakish cut of the body. The high, narrow radiator is particularly pleasing and the lines of the lustrous black enamelled body are low and graceful viewed from any angle. Even the wind shield is tipped at a clever angle and the fenders have a neat "hug" which is convincing.

Outstanding features are such little things not usually found in cars of this price, like plate glass oval windows in the rear of a distinctive Gypsy top, outside door handles, double dimming headlights, limousine foot-board and other luxurious trimmings. The upholstery is of genuine leather and both driver's compartment and tonneau have plenty of leg room. The seats are big, deep and comfortable, and the instrument board is well arranged for the convenience of driver. In fact, when you slide in under the wheel you are immediately delighted with the accessibility of clutch, pedal, brake, accelerator and starter, while a big easily handled steering wheel makes you feel that you could drive the car all day without any discomfort.

Of 112-inch wheel base the new Studebaker has a 40-horse power six-cylinder motor, and the car weighs complete but 2,400 pounds. Cord tires are 32x4 inches and wheels are steel felloed.

So perfectly is the new car balanced that the chassis can be either halved or quartered, and each section will show the same weight. Because of this even distribution of weight the new Studebaker Light Six in severe tests preceding its announcement proved its ability to hold the road at speeds under conditions where heavy-

er, less scientifically balanced cars showed a tendency toward sideways. Other outstanding and exceptional features in the new car are numerous. The motor of 3 1/2 inch bore by 4 1/2 inch stroke, with aluminum detachable head is notable not only for its accessibility and clean cut design, but also for its truly wonderful economy. This economy is secured by means of a unique feature which converts every drop of gasoline into power with no possibility of waste, and the performance and general efficiency of the new car are in consequence remarkable.

A feature for which a patent application has been made, the internal hot spot which surrounds each spark plug, secures better vaporization, a hotter fuel, greater economy and better combustion. All these results from the fact that the incoming gas, after being thoroughly vaporized by passing over the hot combustion chamber, hits this unjacketed hot spot the instant it gets through the inlet valve. This hot spot is controlled and never becomes excessively hot. Part of the intake manifold is in contact with the water manifold. The flow of cold water is faster as the speed of the motor is increased, so that the water remains at a constant temperature. This exclusive construction takes the best from the air cooled motor and combines with it the obvious advantages of the water cooled type.

Inclined valve action, found only in the imported car and in one of the highest priced American motors, is a feature of the new Studebaker Light Six. With this new type of valve action, where the valves are inclined at an angle of 20 degrees, and with the new intake manifold design, the gases in the combustion chamber are not deflected in any way. There is practically a straight line passage into the combustion chamber, providing maximum economy, perfect combustion and precluding the possibility of any unvaporized gasoline lying on top of or seeping down past the pistons.

The Light Six is the only car, with the exception of two selling considerably over \$3,000, that has the crankshaft and connecting rods machined all over. These machining operations insure perfect balance. A corps of expert inspectors check up on the work of the machinists, and every crankshaft is in perfect running balance when it is passed by the final inspector for assembling. Connecting rods are ten inches in length or equal to that of a well known make of car selling at nearly three times the Studebaker price. Little angularity, less side wear on the pistons and better balance result.

Among other noteworthy features are a convenient and accessible adjustment for taking up wear on the chain used in driving the timing gears; three point suspension for motor and transmission straight line frame construction with no offsets; oil treated nickel-steel transmission gears, and a construction that obtains straight direct line drive without angularity in the driveshaft.

WASHINGTON'S HOME LIFE.

Mount Vernon, Amusements and Labors There.

No picture shows General Washington better than the glimpses and snapshots we get of him on his broad lawn, sloping gently down to the Potomac, and in the hallway of the famous (now national) colonial manse, Mount Vernon, a glorious estate to have and to hold. It contained 9,000 acres of swamp, woodland, hill and meadow, and fishing, boating, shooting or chasing the fox could be enjoyed for the space of a day's traveling without ever once going over the boundaries. Washington was a keen and active hunter, and riding behind the hounds was a Virginian sport that met with his cordial approval. A thorough sportsman was he besides, and it is related how one fine day he sprang from his horse into a muddy pool, not caring for the barrel of a shotgun at close quarters, and wreaked vengeance on a poacher and a trespasser.

In reality his life was that of a typical Virginian gentleman, save that few planters were as prosperous as he and had estates so complete. Nor did the average Virginian have such a household of distinguished guests. In the bed-rooms of Mount Vernon slept at one time or another the pick of the "quality" of the land. Patrick Henry and Light Horse Harry Lee were frequent visitors there, and the Marquis de Lafayette and his French companions made the old manor ring with brilliancy. It is recorded that Washington was a genial and generous host, his reserve and coldness so noticeable in public mellowing into warmest hospitality when he was at home under his own roof.

Even throughout his military career and his statesmanship he kept careful track of the affairs of his plantation and in the midst of his campaigns sent frequent instructions to his manager and overseer. A story is told of how, during the war, a party of British soldiers came to pillage. His overseer by wheedling, bribing and spreading a most munificent entertainment finally persuaded them to desist. On hearing this the commander in chief wrote shortly, sharply, "It were better you should have given them nothing at all and let them go on with their rapine than to feed them under my roof."

In the time of Washington Mount Vernon was a noted tobacco plantation. The leaf that went out from there had no superior or even peer. During the comparatively few years of his life that the general lived undisturbed at his home he assumed the charge of even the most minute details. He personally inspected every corner of his fields and barns and

watched over his slaves, of whom there were several hundred at one time, with the care of a father.

His accounts were kept with minute exactness. He had the divisions of his farms numbered, and the expense of cultivation and the produce of each lot were noted, detailing exactly the profit or loss of each particular crop. Until after he went to Mount Vernon at the close of his second term he did all his work with his own hands, and he employed a secretary only then to answer his public letters.

87,251 FORDS BUILT IN OCTOBER.
Detroit Plant Sets New Record for Production.

October was a record breaking month in the Ford Motor company's home shops in Detroit. Production records showed a total of 87,251 automobiles assembled during the month. The previous record was 83,706 cars for May, 1917, whereas the total cars produced during October 1918 was only 9,414.

These figures are especially significant because they so clearly indicate the success that has attended the Ford company's remarkable transition from the manufacture of war material to those of peace times. Just as soon as the armistice was signed and cancellation of government contracts were received, the Ford Motor company without decreasing the number of its employees bent toward the re-establishment of its pre-war concentrated production, and the 75,000 car increase of October, 1919, over that of October, 1918, tells its own story.

There are now employed in the Ford shops in Detroit approximately 70,000 men, 55,000 of whom are working in the main plant in Highland Park.

Washington's Mother.

Mary Ball was the grand-daughter of a soldier who sought his fortune in Virginia in the latter part of the seventeenth century. Colonel William Ball may have been a good soldier, but was an indifferent farmer. He left two sons, William and Joseph, and the latter was the father of Mary. When her son's fame attracted attention to her and inquiries began to be made about her youth most of those who could testify about it had passed away and those who remained could tell little. But upon one point there was unanimous agreement, and that was that in her girlhood she was celebrated for her beauty.

—They are even trying to prove that Henry Ford wasted money in his campaign for Senator but his opponent was more skillful at the game.

COURT HOUSE NEWS

REAL ESTATE TRANSFERS.

- Alfred Durst to Charles M. Slack, tract in Centre Hall; \$1400.
- J. Ellis Harvey to Edith B. Harvey, tract in Curtin township; \$1.
- Dora M. Weaver, et bar, to John O. Brown, tract in Penn township; \$2150.
- Bella Kline, et al, to David Chambers, et al, tract in Boggs township; \$25.
- John M. Shugert, et ux, to John McCoy, tract in Boggs township; \$1.
- Christina Bell to J. T. Beckwith, tract in Huston township; \$150.
- W. W. Meyers, et ux, to Roy S. Meyers, tract in Ferguson township; \$350.
- Newton O. Dreibelbis, et ux, to C. O. Broome, tract in Ferguson township; \$6000.
- Minnie K. Hunter to William M. Garner, tract in State College; \$4000.
- Philip E. Womelsdorf, et al, to Black Bear Run Land Co., tract in Rush township and Philipsburg; \$67,500.
- Lizzie Yarger to T. Clayton Bower, tract in Haines township; \$400.
- George J. Weaver, et ux, to T. C. Bower, tract in Haines township; \$185.
- Andrew S. Musser, et ux, to T. C. Bower, tract in Haines township; \$700.
- John Knarr, et ux, to George C. Harvey, tract in Howard; \$1650.
- Prudence Haines, et al, to William Lamere, et ux, tract in Philipsburg; \$2150.
- Olive Steele to Mary E. Lambert, tract in Bellefonte; \$1.

MARRIAGE LICENSES.

- Steve Baranak and Annie Mechisky, Clarence.
- Francis Lincoln and Lady Frances Hilton, State College.
- Thomas L. Hartman, Millersburg, and Ruth E. Barker, Coburn.

Every Empty GRO-ALL Sack in Your Barn Means Dollars in Your Pocket.

FERTILIZERS OF CHARACTER

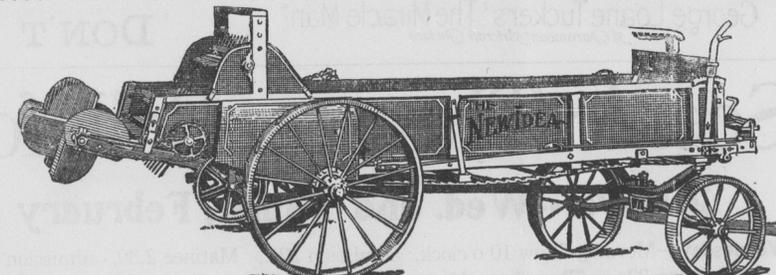
Make your farming operations more efficient with GRO-ALL Fertilizers. Every atom of plant food becomes available under natural soil conditions. There is no waste. GRO-ALL Fertilizers are always in good mechanical condition—never hard or lumpy. This means labor saved for the farmer, and labor saved is money earned. Feed your land with liberal applications of GRO-ALL each year and harvest larger yields of improved quality.

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Why You Should Make a Will

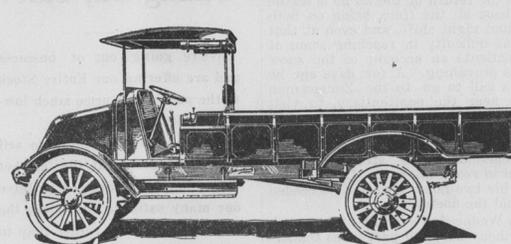
To protect your loved ones.
To safeguard your estate.
By making a Will you can appoint the Bellefonte Trust Company as your Executor or Trustee.
You can thus assure to your heirs the business management and financial responsibility which this institution affords.
Your wishes can be observed in the distribution of your property, for if you do not leave a Will the law may divide up your possessions in a way that you might not desire.

How Have You Made Your Will?

Do not write your own Will. "Home-made" Wills are dangerous and often cause law-suits, because, when drawing a Will the law must be known, both as to wording and terms. Consult a lawyer today about the making of your Will and have him name the Bellefonte Trust Company to act as your Executor and Trustee.

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