Bellefonte, Pa., July 27, 1923.

THINGS SEEN IN SOUTH AMERI CAN CITIES.

The harbor of Rio de Janeiro is the most beautiful harbor in the world. It should be called riotous Rio, riotous because of the super-brilliance of its beauty. Such gaunt shoulders of mountains which form a great background for this harbor; such glorious coloring of the many type buildings of the city; such varied shipping resting at the docks and at anchor, make a ing at the docks and at anchor, make a sight which is not to be found anywhere else in the world. The arched ways of the Riviera, backed as they are by the Italian Alps, have a beauty all their own; and the approach to Bombay, studded as it is with a multitude of palm-bedecked islands, is unique; and Hongkong, with its curious city built half way up the sides of a stark mountain, likewise holds a place that is absolutely its own. But place that is absolutely its own. But Rio is the mistress of all of them, the most queenly harbor in the whole world. The city itself is exceedingly fascinating. There is no city in the world where there is a sharper mixture of population than in Rio-pure whites from every country in Europe and from North America, and every possible shade of mixture of Negro and white and Indian and white. It is a magic city. There is a luxuriant foliage and likewise a luxuriance of hu-

URUGUAY.

The Uruguay proudly boasts that it is the most progressive republic in the world and is absolutely certain that the only bit of the world worthy of being called "God's country" is the Uruguay, and Montevideo is its great city, and a great city it is in very truth. It is very European in all its characteristics; suggests very strik-ingly the cities of southern France. Many sections of it remind one forcibly of Marseilles. It has a magnificent water frontage and along the shore drive the elite of Montevideo and the Uruguay are found, evening by evening, as the sun is about to sink

The thought life of Uruguay has been very largely liberalized. Religiously there are a host of liberals; politically liberality of thought is commonly found. Fascinating experiments in political life are going on down there. There is a vigor in Montevideo, a courageousness of outlook which stimulate the beholder.

Buenos Aires is the great metropolis of the South American continent. Buenos Aires is the Paris of America. It is not so much like Paris as it is Paris. Its open cafes are crowded exactly as they are in the French capital and precisely the same people are seated in front of these innumerable cafes as are seated in Paris. The boulevards are the same boulevards; the same shops and stores are found along the highways. It is a very gay

city, is Buenos Aires.

The most prosperous business in Buenos Aires is that of the shoe shiners. Everybody that makes any kind of pretense of respectability of life has his shoes shined in this great city. Incidentally, nobody shines their own shoes, but unshined shoes would be an oddity on the boulevards or streets of

this metropolis.

Government buildings are such as to inspire confidence in the future of this amazing Argentine, and oh, what a land is this Argentine anyway! With its almost uncounted miles of alfalfa, such as Iowa and Nebraska at their best seldom know; with its miles and miles of corn fields that the best of our corn belt cannot beat; with its miles and miles of waving yellow wheat; and further westward its hundreds and thousands and millions of extraordinary cattle and sheep-what a land, this Argentine! How rich in all the possibilities of a marvelous fu-ture. The hour is not so far off when the handful of millions that now make up the Argentine will have developed into such a population as the United States of North America has at the present time.

"THE LOS ANGELES OF THE SOUTH."

Over the Andes is Chile, and in Chile is Santiago, and Santiago is the center of one of the most glorious bits of this whole earth's surface. If I were a resident of Los Angeles, Cal., I should keep a jealous eye on Santiago de Chile, for all the glorious advantages that make Los Angeles a veritable city of the angels Santiago also possesses, and in this city, somewhat backward perchance after the brilliant gayety of Buenos After, there can be found a type of life which will can be found a type of life which will appeal to any thoughtful student of the human heart. Chile is fortunate in that it has a president now in control of the direction of its affairs who is a man of superlative courage. President Alexandre is giving himself with a tenacity and a certain rigidity of resolution to bringing Chile to a higher place among the nations of the world, and the new emphasis which is being placed on primary education means a new day in the life of the entire nation within a single generation. He is a bold prophet who dares prophesy the limits of advancement to be made by this extraordinarily beautiful country in the next fifty years.

When one reaches Peru the imagination is touched. This is one of the most ancient of all the lands of the South. In Lima is to be found the University of San Marco, the oldest university in all the western world. One scarcely reaches the outskirts of the modern city before evidences of the ancient builders are to be found, and less than a hundred miles away from the city there are easily discernible to the naked eye the remnants of a civilization that is now dead. Peru fascinates and Lima, its capital, will hold the attention of any thoughtful man. One may worry a little because man. One may worry a little because at the present moment Peru has not yet been liberalized. The shroud of Roman Catholicism is still between its people and the white sunlight of liberalized thought and endeavor. Again we see a very strange amalgam of the races of mankind and again we wonder what is being wrought out of these strange and to us sometimes incongruous mixtures. Back in the hills from Lima is a race of original

frame, bodies inured to the bearing of enormous burdens, possessing a certain physical courage which has come down to them through untold generations of men and women who fought bare-handed against the powers of nature. In the hills there is a greater liberality of thought and it is not inconceivable that the ultimate salvation of Peru will come through the life service of those who unafraid have seen the face of God from the hills around Huancayo.—By Titus Lowe.

ISSUES RULES FOR PARKING.

Harrisburg.—Parking of vehicles of all descriptions on the improved section of any Pennsylvania highway is forbidden in a rule just promulgated by Paul D. Wright, Secretary of High-

ways.

The highway secretary also directs that hereafter no vehicle may be stopped at the foot of the hill, at the crest of a hill, or on any portion of a curve.

The new rule, formulated by Mr.

Wright under State laws which employen the most of the state laws and regular. power him to make rules and regulations governing the use of highways, is intended to keep all thoroughfares clear for two-way traffic.

The rule is as follows: Attention of users of highways is called to numerous accidents which occur as the result of carelessness on the part of drivers, especially in the parking of vehicles; and it is hereby directed that hereafter no vehicle may be stopped at the crest of a hill, at the bottom of a hill, or any portion of

On many Pennsylvania highways there are dance pavilions, picnicking

In all cases where a driver of a motor or other vehicle comes to a stop upon a public highway and desires to remain there he should remove his vehicle from the improved section of the roadway. Under no circumstances may a vehicle be parked with four wheels on the improved section of the

places, camp sites, eating places and resorts of various natures is called to this provision.

From this date highways must be kept clear for the passage of all vehi-

All persons are warned not to violate the above rule under penalty prescribed in said acts, viz: A fine of not less than \$10, nor more than \$25

for each and every offense.

The attention of all users of highways is called to the third paragraph in Section 25 of the act of June 30, 1919, which is as follows:

The operator of any motor vehicle overtaking another vehicle shall pass such vehicle on the left, but shall not attempt to pass any such vehicle at intersecting highways, or at a sharp turn or curve or on approaching the crest of a hill where a full view of the saw in Germany. Every train highway ahead for a distance of two crowded to the overflow point. On hundred feet is obstructed.

provision of the act in question is a to the cars." fine of not less than \$10 nor more The mann than \$25, for each and every offense, or, in case of non-payment of such fine, to undergo imprisonment in the county jail for a period not exceeding

WHEN THE TIMBER SUPPLY OF THIS COUNTRY IS GONE WHERE WILL WE TURN?

Starting with the great forests of New England, we have seen the lumber industry pushed westward and southward as the forests of the East were exhausted of merchantable saw timber. Pennsylvania, which but a generation ago, was one of the large timber-exporting States in the Union, now pays a freight bill of \$20,000,000 on the forest products needed to supply the demands of its people.

When the merchantable timber of

this country is gone, where will we turn? To Europe? Most emphatic-ally no! Europe has no more than she herself needs. Her forests were exhausted generations ago. Shall we turn to Siberia? Yes, but in a very limited degree, since most of the Siberian softwood forests are inaccessible. Shall we turn to the tropics? Yes, for hardwood, which cannot be

classed as structural and all-purpose woods; first, because of high costs, and second, because of the nature of the

Then where will the United States Then where will the United States get its timber when its own forests are no longer able to supply the demands? The answer is—nowhere! Nowhere in the world are there enough softwood forests to supply the enough softwood forests to supply the needs of the United States and the other countries with which we will come in contact as active competitors bidding for the world's timber supply.

No, the importing bubble has been burst by a careful analysis of the facts. The practical thing to do is to use wisely the remaining forests of the United States, and to grow a new timber grow as that we shall not be timber crop, so that we shall not be forced to seek beyond our shores the timber we need to carry on our agri-culture, to build our homes, to print our newspapers and periodicals, to run our factories, and to give employ-ment to more than 1,000,000 of our

The Fish Law.

Twelve black bass may be taken in a day. They must be nine inches long. The size limit on pike, is twelve inches, and twenty-five may be taken in a

Sunfish, perch and catfish may be

MANY, FOLLOWING AN EX-TENDED VISIT TO THAT COUN-

Industrialists are the controlling power in Germany. There is less poverty in German cities than there is in New York, Chicago and other American cities. The financial powers of Germany are determined not to pay the war debt. The German govern-

ment will go into bankru, tcy.

These and many other startling statements were made by Hazlitt A. Cuppy, former editor and owner of Public Opinion, in the course of an interior startling statements. interview with a Star-Bulletin reporter. Cuppy, who is considered an authority on international affairs and who has made a close study of European problems, is now in Honolulu on the last leg of a trip around the

During his recent visit in Germany Cuppy spent months among the German people, being able through his fluency in speaking the language, to mix with the wealthy as well as the common people and exchange views with them. As a result of his minute study of the situation Cuppy is satisfied that Germany will never pay her war debt. He is equally satisfied that there is now a plan, as well organized and as thoroughly broadcast by propaganda as were the preparations for the world war, to spread the belief throughout the world that poverty reigns in Germany—that Germany's treasury was depleted by the re-cent war and that industrial conditions there are on the verge of a com-

plete downfall. Reports circulated through the press of the world to the effect that places and eating stands; and it is hereby directed that hereafter no vehicle may be parked or stopped on the improvd portion of a highway in the vicinity of these places.

In all cases where a division of the socialists, are untrue, Cuppy says. The scheme is to lead the world to believe that riches of Germany have been wasted away until it is impossible for the government to attempt to pay the war debt, go into bank-ruptcy and then start anew, he be-

"While it is true that the German highway.

Under no circumstances may vehicles be congregated along public highways to such an extent that the regular and orderly passage of twoway traffic is hindered. Attention of managers of baseball parks, amusement is growing poorer and poorer, the people of Germany are daily growing wealthier," Cuppy said. "I saw less evidence of poverty in Germany than in any of the other seventeen or eighteen countries which I have visited. In fact I saw more poverty in East Side, New York, and Chiresorts of various natures is called cago than in Germany. There are classes in Germany, it is true, which are in desperate circumstances owing to the almost complete submersion of the mark, but these are made up of that class which, before the war, derived their living from fixed incomes on investments, and the lower sala-ried people. When people had invest-ments which before the war realized a hundrd thousand or two hundred thousand marks annual income they were wealthy indeed. Today when that income is no larger they find themselves in very straightened cir-

wealthy. I never in my life saw so much travel among the people as I The penalty for a violation of this the platforms, being unable to get in-

> The manner in which government owned industries are being conducted shows conclusively that the German government has no intention of economizing in order to raise money to pay the war debt, Cuppy says. He pointed out that travel is less than a cent a mile on the government owned points. The most striking feature of the plane which cent a mile on the government owned railroads and that he could send letters to the United States from Germany cheaper than he could send

them from any other country.

Manufacturers are leaving their
money deposited in banks in foreign
countries rather than bring it into Germany, where they would be required to pay a tax on it, he said. Industrialists on several occasions be-came confidential with the American newspaper man and practically admitted that these conditions existed in Germany because they are wanted

In England the feeling of the people in favor of releasing Germany in mose sections.

Peruvians. These are the mountain of the war debt has folk, small of stature, compact of GIVES HIS OPINION OF GERthe mark. Almost every man, woman or child in England that had \$100 to invest purchased German marks, Cup-py explained. Now that the mark has gone so low those who invested in them are willing to do anything to help Germany bring the mark back to par, and are willing to go so far as to cancel the war debt if this will bring

the desired results. The bankrupting of Germany is a deliberate process in Cuppy's opinion. The railroads are carrying passengers at less than operating expense, the postal service is carrying mail at less than cost. In every way the govern-ment is getting deeper and deeper in-to debt. Cuppy says that everywhere one goes in Germany he hears the re-mark "how poor we are," and yet the fare at the tables is fit for royalty and the dresses splendid. It is a huge international deceit, he says.—Lititz

NEW SEEDING SUFFERS IN MANY LOCALITIES.

Reports are coming from sections of the State where the drought has been severe that the young clover in wheat stubbbles are nearly all dead. In many cases, farmers report that there appears to be little or no timothy to help

out the scarcity of clover. Although late rains may bring on enough clover to make at least partial stand in some fields, indications point to a short clover crop next year with no clover sod to plow the following year. This situation, unless remedied, will prove a serious handicap to

the farmer. "A clover crop may still be secured for next year if labor and time are available to prepare the seed bed," says J. B. R. Dickey, extension specialist at State College. "Before preparing to re-seed, examine the present stand carefully and be sure that all chances for the germination of the seed has passed."

seed has passed.' In stony, weedy or very hard wheat stubble, plowing, followed by several harrowings, is advised. The soil should be given plenty of time to settle to make a firm seed bed an inch or so deep. This leaves the lime and ferso deep. This leaves the lime and fer-tilizer where applied for wheat, on the surface to be used by the clover. The stubble on the top of the ground

provides valuable protection. The time for re-seeding, according to Dickey, depends on the locality and moisture conditions. In the southern part of the State, seeding made by the 15th or 20th of August should be large enough to go through winter safely. Farther north, ten days to two weeks earlier is advised. Moisture is an important factor and sowing on dry soil is never advisable.

When clover and timothy are sown without a nurse crop, experience has shown that plenty of seed should be used. Twenty to twenty-five pounds of mixed seed will not be too much. Several hundred pounds of acid phosphate or mixed fertilizer will be a great aid to the summer seeding, Dickey states. He believes that clover sown this summer on a well pre-"On the other hand, the farmer, the manufacturer and the laborer are should give a very good crop of clean

Complete Electrification of U. S.

Detailed plans for the complete electrification of the United States, worked out in the form of an atlas by years' work, was a map showing a system of 220,000-volt transmission lines covering the entire country and placed with reference to existing transmission lines, water-power, industrial centers and railroad lines.

Early Potato Crop a Failure.

The early potato crop of Pennsylvania is practically a failure. This is especially true of the Cobbler varieties in the eastern section where heavy losses resulted from a lack of moisture. The late crop of tubers shows promise and is a good stand

W. L. FOSTER, President

DAVID F. KAPP, Cashler.

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Four "special combinations" are provided on each luncheon and dinner menu in addition to the usual a la carte features. Over one hundred different combinations are used and changes are made every week in order to afford a variety of choice. Each "special combination" consists of meat, fowl or fish, two vegetables, rolls and coffee, tea or milk. The portions are ample for one person and are served on separate dishes the same as a la carte

This service not only meets the desires and conveniences of railroad travelers, but also effects a reduction in dining-car prices notwithstanding the continuing high

Persons interested in the cost of serving meals in dining cars should read the pamphlet—"Food at 50 Miles an Hour Costs"—reprinted from The Nation's Business. Copies of this pamphlet may be had, free of cost, by writing to D. N. Bell, Passenger Traffic Manager, Broad Street Station, Philadelphia Street Station, Philadelphia.

Pennsylvania Railroad System

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