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MAN'S TRUSTY AND BEST FRIEND.

By L. A. Miller.

Spare the dogs! Scientists tell us that the decomposition of animal matter is worse than of vegetable, and that the greatest care should be exercised in removing dead animals, bits of meat and bones. These things are bad, no doubt, otherwise nature would not have provided so well for their removal.

Nearly every animal, as far as known, has its parasite, mess-mate or follower. The yellow egg-headed heron digs the worms out of the thick hide of the elephant; a long-billed blackbird picks the teeth of the crocodile; the common blackbird destroys the larvae that infests the backs of cattle; another species of bird feeds upon the maggots that are frequently bred on the heads of sheep, and thus it goes through all the long lists of animals.

Has man no mess-mate? No attendant? No natural scavenger? He is the most wasteful of all animals, and by his superior knowledge contributes so many odd mixtures and compounds that he frequently kills himself in the endeavor to eat them. Kind Providence did not forget man, but provided him with a mess-mate that is more than the blackbird that feeds with the cattle, or the heron that tickles the back of the elephant; an attendant that is more than an escort or follower; a scavenger that is more than a soulless independent or lazy lout.

The dog is man's attendant. Not only his attendant, but his friend, his companion and the conservator of his health. Of all the animals and beasts, of whatever name or kind, the dog is the only one that prefers the company of man to that of its own species. From the time its sealed eyes are opened it looks to man for care and protection. A frowly, roly-poly puppy will leave its mother and blindly follow a boy or man if given the least encouragement. Man may have warm and devoted friends, but none who will follow him through thick and thin, honor and dishonor, glory and shame, luxurious wealth and pinching poverty, as will his dog. The fidelity of human friends may be doubted, but that of the dog is unshaken forever. Its caress is just as loving and honest in the meanest hovel as in the palace; it receives the well-picked bone from the wan and shriveled hand of pleurisy as graciously as dainties from the silver laden tables of affluence.

Neither plague, nor scourge, nor loathsome disease will scare this born friend from the bedside of its master. No storm sofer, no danger so great, no privation so dreadful as to drive it away. Even kicks, blows, abuse, starvation and heartless neglect are forgiven in a moment and remembered no more.

Where in all the world of life can this fidelity be equalled. With jealous care the mastiff guards the helpless innocent in its cradle, offers itself as a plaything, is filled with delight at baby's cooing and crowing, steadies its first tottering footsteps, follows it to the playground, guards it from danger, plays ball, chases the rolling hoop, waits anxiously for the closing hour of school, sleeps so lightly at the bedside that every movement or sigh is heard, plays a winning hand in fights stands ready to offer its life in a willing sacrifice if necessary to protect its young master from danger, and all it asks in return is a kind word or pat of the caress. Not only is the dog a devoted friend and trusty protector, but a conservator of health. The tastes of the dog complements man's in a marked degree. It is the only animal that eats bones, meat and cereals. As scraps of these form the principal waste from man's table, and which, of all other waste are the most inimical to health when permitted to decay; their removal is of the utmost importance. In doing this the dog plays the part of a scavenger, and plays it so modestly and so inoffensively that it is rarely regarded in that light.

Not only does the dog watch for crumbs and scraps from the table and offal from the kitchen, but it scours vacant lots, searches the gutters and explores byways and dark recesses in search of noxious and offensive animal matter, which, if let alone, would breed pestilence or disease. Provided with a keen scent, a capacious stomach, remarkable digestive power, strong jaws and almost untiring activity, it is better qualified as a scavenger than any other creature or thing in the world.

Well fed dogs will steal away from home to assist in the destruction of the carcass of an animal, often going long distances. And what is most singular in this connection is that dogs rarely fight over a large carcass, but all work with a will to hasten its destruction. Do they do it because they are hungry, or because it is their mission?

The scent of the dog ranks next to that of the buzzard in acuteness. This alone is sufficient to prove it was designed as a scavenger, but in many other qualities entitle it to the higher rank and more agreeable title of conservator of health. Not only is it a conservator of health, but an able assistant to the producer of the necessities of life. It is the sworn enemy of rats, mice, rabbits, snakes and all predacious animals. Its vigilance prevents raids on chicken coops, corncribs, barns, houses and fields by thieves, either human or otherwise. While they neither plow, nor sow, nor reap, they guard and protect the products of those who do.

In return for all its services this faithful conservator of man's health and guardian of the fruits of his labor, only asks the crumbs from his table, his approving look and kind word. It is true, there are bad dogs, but not as many, when all things are considered, as there are bad men.

For all the news you should read the "Watchman."

FOR AND ABOUT WOMEN.

DAILY THOUGHT.

"To pity distress is but human; to relieve it is Godlike."—Horace Mann.

The coat dress is a sort of parasite among women's clothes. Itself not coat nor suit nor frock, it borrows from the designing of all three. Any fashion development that may appear to you in the making of any of these three types of garment may be made use of in the molding of a coat dress.

The characteristic of a coat dress that sets it in a class by itself is that it shall be sufficiently like a dress in fit and finish to be worn directly over a slip or petticoat, while it must be enough like a coat in general appearance to make it eminently suitable to wear in the street without any other wrap. Even the conservative woman who has grown up with the notion that it is not quite good form to appear in city streets without some sort of wrap has no hesitancy to wear the coat frock.

It had its origin in France and has never lost prestige or popularity there. To the American woman it has some distinct disadvantages. The American woman clings to her suit through thick and thin because of the blouse beneath the jacket. To her it is very important to have something washable between her skin and a cloth sleeve. This is a matter seemingly of no moment to a French woman. She is not cursed—or blessed—with a skin so sensitive that it shudders at direct contact with wool or other material that must be worn repeatedly without cleaning.

But the American is; so she clings to the suit even in those years when French women seem to have forgotten that such a thing exists. The American woman really prefers a skirt, shirt and jacket of some sort for golf and tennis to a dour frock for the same reason. But for the costume she is not going to wear every day and all day she consents to wear the coat frock because of its excellent line and the ease with which it can be adjusted. She has even discovered that it is a simple matter to have a very thin washable lining of georgette or China silk adjusted beneath the sleeves and bodice of the coat frock.

We have thought of the coat frock as especially desirable for spring and autumn days. This year we are finding that it has excellent possibilities as a warm-weather adjunct of the wardrobe, and when made of linen or other washable material it is as comfortable as any other sort of frock. Heavy linen is an excellent medium for the warm weather coat dress and one of the smartest models of the sort worn this summer shows a side closing on the left, cant-tied skirt and low waistline. There is a single reverse which, with the long slightly flaring sleeves, is finished with lace and lingerie. Two large pearl buttons, one at the belt and the other just beneath the single reverse, effect the closing.

Crepe de chine, which at first thought might seem too light a fabric for the coat frock, has, in fact, been used in several charming frocks of this description. Sometimes plaitings are used with the crepe de chine and the long, fairly close sleeves that seem to be an essential of the coat frock at present are found here. A charming model is in rust crepe de chine with plaited ruffle of white georgette forming a frill on the right side of the bodice portion and the left side of the skirt.

Satin and moire, fabrics that have been more smart than popular this summer, are well adapted to the coat frock for wear on moderate days in summer. The satin coat dress especially makes an excellent frock to wear when motoring, owing to its dust-shedding propensities. The attached scarf collar further recommends to the motorist the coat frock of navy blue satin which is embroidered rather lavishly in pastel colorings.

Sometimes the coat frock is an inviting substitute for the suit. The coat frock has many of the good points of the suit and the distinct advantage that it is easier to put on. The smartly tailored suit has been heralded for autumn, and we are assured that there will be a revival of interest in all sorts of suit accessories, scarfs, jabots, gloves, waistcoats, that go to give the severe suit distinction and feminine charm. The coat frock really is as good a medium for these accessories as the suit, and it may be a more convenient one.

Something of the Directoire effect is achieved in the coat frock of navy blue twill with long revers fastened at the side with three buttons. There is a white organdie and lace vest with a high collar that further carries out the Directoire note. Looking forward velvets loom large, and velvets will undoubtedly be the medium for intricate and colorful prints this autumn and winter that georgettes and other crepes have been this summer.

Alpaca, a material that has taken strong hold in Paris, is another material that lends itself well to the possibilities of the coat frock.

Quite the most extraordinary bit of gossip about the coat frock is the fact that there are dinner frocks worn by very smart women here and in Paris that are to all intents and purposes coat frocks. At least they are modeled on coat lines and save for the lower bodice and the brilliance of the materials used are similar to the coat frock with which we are familiar.

Dregs of wine was a color known to our grandmothers, if not to our mothers, and it seemed a perfectly innocent color name in those ante-Volstead days. And now the French milliners are using a range of lovely red tones that go by this name.

Flowers made of black lace have been one of the millinery triumphs of the season and Reboux is credited with this invention. The petals and leaves of roses, lilies and other flowers are skillfully wrought with fine black lace, and are used in trimming hats of the floppy, garden party variety.

Here and there colored shoes persist, even among the best-dressed women, but usually they are worn only with all white or all black, and this is also the rule in fashionable France.

MECHANICAL DEVICE TO CONTROL TRAINS.

Lewistown Branch First Railroad Equipped With Automatic Control. Complete Success so Far.

A system of automatic train control, the first of its kind to be attempted by any railroad, has been installed by the Pennsylvania Railroad system, on the Lewistown Branch of the Sunbury division. It is now in operation.

Complying with an order issued by the Interstate Commerce Commission, on June 13, 1922, for all Class 1 roads to equip one division with some system of automatic train control prior to January 1, 1925, the Pennsylvania Railroad system lost no time in installing a system that has for its purpose the ultimate in safe operation. The Lewistown Branch, extending from Selinsgrove Junction to Lewistown, was selected as the most suitable field for a thorough trial of the new idea in train operation, and the work of installation was started early in 1922, completed in July of this year, and the line turned over entirely to automatic train control on July 11.

The one paramount idea of automatic train control is safety, guaranteed by a wonderful electrical mechanism that serves as a constant safeguard against human errors. An engineman, under certain conditions, must do certain things; failing in them, his train will be stopped by the automatic train control.

For the installation of the control system, elaborate layouts of expensive electrical devices are necessary. The entire track is electrified with a low voltage power, through a power line paralleling the track. Position light signals are installed, and the track marked off into zones of approximately one mile in length. Engines are then equipped with a simple electrical apparatus, through which the power in the rails induces current on the engine, and a series of signals in the cab of the engine is regulated. These signals, small disk lights, three in number, located just ahead of the engineman's seat, indicate to him the track conditions ahead, and the speed at which his train may be moved. Should he fail to comply with these signals, the automatic train control takes the engine out of his hands.

Under the system of train operation signals are adjusted by the train dispatcher, through a selector in the dispatcher's office, or regulated by the train itself. One portion of the division is equipped for the dispatcher's control of signals, and the other portion is equipped in such a manner that signals are regulated by the train itself.

Trains are governed by cab signal indications, marked "A," "R," and "S." With track conditions favorable, and the two zones just ahead unoccupied, what is known as the "A" signal is carried in the cab, permitting the speed authorized for the class of train being moved to be used. With the zone ahead unoccupied, and the second zone ahead occupied, the "R" signal is carried in the cab, permitting the train to move at restricted speed. With the zone just ahead occupied, the "S" signal is carried in the cab, permitting movement at slow speed only.

Should the engineman attempt to exceed speed permitted by the cab signal indications, the automatic control takes charge, and brakes are applied and train is brought to a stop. The first train to be moved over the division after the automatic train control was made effective on July 11.

"Did you say that two artists had worked on your wife's portrait?" "Yes, a portrait-artist did her face and figure and a landscape-painter her hat."

BEETLE-HUNTING.

Seven years ago an alien more dangerous than the reddest Bolshevik was a stowaway on a ship from far Japan. He came in with a consignment of Japanese iris, hiding amid their loveliness a power for ill that is almost incalculable. The unwelcome stranger was the Japanese beetle—Popillia japonica, who is now ravaging the fruit orchards of New Jersey and parts of Pennsylvania.

The brilliant colored but pernicious visitor is causing great concern to the entomologists of all the eastern seaboard States. Because of him quarantines have been established, with State troopers riding the deadlines and experts toiling in the sun to find a means of killing him.

The beetle is said to be susceptible to arsenate of lead. He curls up and dies if he mixes but a little of it with his favorite diet of fresh fruit. But he doesn't like it. He prefers Jersey peaches, and with his hungry fellows devours them down to the stone. He has an alcoholic's liking, however, for fermented juices, and this may prove his undoing. The experts are busily compounding him a mixed drink more seductive than hard cider or cherry brandy and deadlier than either at its best, for it will be strongly laced with the lethal arsenate of lead.

It is a serious situation, for the beetle multiplies rapidly, and unless the quarantine can be kept effective until some means is found to kill him off the pest will spread all over the country in a few years. The general public cannot do much to help, save co-operate with the Federal and State authorities in maintaining the quarantine.—Ex.

FACTS CONCERNING GRADES OF PENNSYLVANIA WHEAT BY GEO. A. STUART, IN CHARGE GRAIN STANDARDIZATION.

Pennsylvania Department of Agriculture, Bureau of Markets.

If it were possible to write a personal letter to every grain grower in Pennsylvania and show him in dollars and cents the immense losses due to a lack of understanding of factors influencing the grades and consequently the price of wheat, this subject at once would become the most discussed topic of conversation of Pennsylvania agriculture. The result would be increased profit to the wheat grower and the saving of wheat growing in Pennsylvania from a slow death.

In the western States where a large amount of wheat is shipped the farmer has become acquainted thoroughly with the Federal standards. The farmer knows if he has premium wheat he gets paid for premium wheat, and if he is careless and raises and sells impure wheat it is discounted. He therefore, selects and treats his seed before planting. He rotates his crops and cares for his land in order to have a minimum of weed seeds and foreign material when the grain is threshed. His thresher is asked to clean the wheat thoroughly when threshing.

What about the wheat grower in Pennsylvania? The fact that a very large percentage of cars of Pennsylvania wheat arriving at the terminal markets grades No. 4 or No. 5 or Sample Grade shows a lack of knowledge of the value of grading, especially since a great deal of the grain is of the quality of Grade No. 2 if care had been exercised in preparing it for a shipment. Very often the country buyer, in order to hold his customers, pays the same price for wheat irrespective of quality. In order to protect himself from loss, he, therefore, pays less than market price for the better quality wheat.

There is no incentive to the grower to be careful, no incentive to produce a better quality and cleaner wheat, but more of a disposition to be lax, and each year shows an increasing spread of noxious weeds and of inseparable foreign material in grain shipment. Many a farmer when asked why he does not take care of his wheat in eliminating the rye, the cockle, the garlic and other foreign material will answer: "What's the use? I get just the same price for it." If Pennsylvania is to hold its place as a wheat growing State, something must be done. The first step is for every farmer to become acquainted with the factors which influence the quality and price of wheat; and secondly, to eliminate the factors which lower the price.

The principal factors which influence the quality of grade of wheat are weight per bushel, the amount of water it contains at time of marketing, the amount of damaged kernels, the amount of foreign material, the presence of Angoumois Moth or live grain weevil.

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