Democratic Watchman.

Bellefonte, Pa., November 7, 1924. WHEN INDIAN FISHES

ITS WORK, NOT SPORT

Naturally Lazy, He Uses the Sure and Simple Method.

He has three ways of doing it-with gill-nei, with a dip-net, and with a gaff-hook. The familiar hook and line of the white man he scorns as being too slow and entailing too much hard work. What the Indian wants is the fish. He cares nothing about the sport of the thing, nor the thrill of landing a 12-pound beauty with an eight-ounce rod and a slender silk line; leave that to the crazy white man who has nothing else to do. The Indian wants the fish, and the easier he can get them the better he likes it, and the more time he has for sleep. His favorite way of catching salmon is by the use of the gill-net, since this method leaves him the maximum amount of time for his previously mentioned sleep. A gill-net is a straight piece of netting about twelve feet long and five or six feet wide. One side has wooden floats and the other heavy leaden weights, so it will hang perpendicular in the water. On either end is a stone anchor to keep h stretched out.

Setting the net is an easy process. He chooses an eddy or a deep pool in the river and floats by in his canoe, with the net piled in the stern. When the proper spot is reached, he kicks one of the anchors overboard. This settles to the bottom of the river and pulls the net out over the stern as the cance floats leisurely on. When all the net is out of the canoe, he kicks the other anchor overboard and his work is done. "His labors over for the day, the Indian wends his homeward way and sinks into repose until the morrow, leaving the net to catch his meal, says Adventure Magazine.

The water of the Nooksack river is never very clear; usually it is muddy. This makes it hard for the salmon to see, and thereby brings about their undoing. They swim around in the eddies and pools in search of food and, if a net is there, they are sure to run into it head-first in the course of a day or two. The meshes of the net are not quite large enough to let an average-sized salmon through. He gets halfway through, and then tries to back out. As he backs out, the meshes of the net catch under his gills and he stays there till the owner of the net pulls him out.

Next day the Indian comes back in his canoe and pulls the net up, usually finding four or five salmon in it. These he either takes home or hides under a log so he can tell his wife where to find them. With this supply of fish, he betakes himself to rest and

MOTORS DISPLACE MULES ON CANA

Ancien' Craft Replaced by Self-Propelled Craft on New York Waterway.

New York .- When the New York state barge canal was completed for its full length in 1918 it was obvious that old methods of navigation would have to be replaced with something new, says the New York Times. The snub-nosed, mule-hauled wooden canal boats that for almost a century had made up the argosy which brought the wealth of the inland to the seaboard and gave to New York its position of metropolis no longer would fill the bill, the story continues.

Along with the old canal boat went the old-time canaler, who for years had made his leisurely way across the state, leaning against the tiller, smoking his pipe and looking out for "low bridge." The two-the boat and the boatman-had served their time well; but now it became evident that both must pass into the discard. Neither the boat nor the boatman gave up easily. A lifetime of canaling was not lightly to be dropped. They struggled for existence; but the struggle was in vain. They could not adapt themselves to new conditions.

Accustomed to the narrow Erie canal, with its towpath and mules, the old canaler could not get used to the wide reaches of the barge canal, the deep locks, the broad stretches of Oneida lake, where he sometimes went almost out of sight of land. He missed the mules. Slack-water navigation began to take on the characteristics of the sea. New, smart. craft began to appear, manned with new, smart young fellows. Their talk had the tang of salt water. They spoke in "bells," "knots" and "fathoms." They knew not "low bridge." Tales of the sea began to get about the decks. In short, the period of transition had be-

It was evident that the wooden canal boat of the "roaring forties" could not survive. The only question was what sort of boat would take its place.

New Type of Freighter

Only in the last two years has this question been answered. Now, with large steel, self-propelled vessels, veritable motorships, capable of breasting the boisterous waters of the Great Lakes and the waves of the ocean, it becomes evident what sort of freighter will replace the traditional canal boat. The old-timers still frequent the canal, but grow fewer and fewer each year. They still make up tows that ply the Hudson and navigate the inland waterway to Buffalo and Montreal, but the barge canal is not the Erie canal, and the primitive t is gradually dropping from sight.

1920. There have been but three years

in which commerce, unimpeded by

subsidized traffic, could proceed to de-

velop trade. Those years have seen

surprising progress in boat building

barge canal the Standard Oil Com-

Old Traditions Persisted.

Although the new barge canal of.

The first stage in the evolution of

close copy of the original canal boat.

approximately 22 feet wide. It was

these boats could enter a lock at once.

York experimented with these towed

Reaching the conclusion that the

on this inland waterway.

ing not only to Buffalo but through Lake Champlain.

The Buffalo Socony type marks the second stage in the evolution. It dem onstrated that the self-propelled craft is superior to the hauled barge in economy, in speed and in dispatch of deliveries,

Because these five boats were a success, the Standard Oil Company of New York considered the next step, namely, making larger boats. In the winter of 1922-23 the company's marine architects lengthened the five boats in the Buffalo fleet by inserting a 40-foot section amidships, making each of them 190 feet long. This added a carrying capacity of 112,000 more gallons to each boat. Experience in one season proved that it cost no more to operate the lengthened boat than it did when the craft had its original dimensions. This demonstrated the feasibility of using a still larger craft. The year of 1923, therefore, marks the third stage in the evolution of the barge canal freight carrier.

Largest Boat Launched in 1923. The fourth stage began in June, 1923, when the company's largest boat yet was launched-the Troy Socony, 245 feet long, 37 feet 6 inches in the beam and 14 feet deep.

Meantime so great was the success of water transport that a subsidiary of the Standard Oil Company of New York had been formed, called the Standard Transportation company. It was the latter company that prepared the design for the Troy Socony, which was built in the winter of 1922-23 by the Sun Shipbuilding company of Ches ter, Pa.

A year of operation had proved its efficiency, its owners assert. The boat has a carrying capacity of 571,848 gallons, beside its own fuel, amounting to 13,386 gallons. The Troy Socony is a twin-screw Diesel propelled ship. When her 14 tanks are filled, she draws 12 feet of water. In this vessel the modern motor ship is seen at a high state of perfection. The two Diesel engines develop about 300horse power each. These engines drive two bronze propellers, and the ship, fully loaded, can make about nine knots. There are two cargo pumps, each of which is able to discharge the entire cargo in six hours. The pumps are operated by a separate 45-horse power Diesel engine. There are electric generating sets for lighting service and for operating the electric steering gear and windlasses.

The comfort of the crew, numbering 16, is provided in commodious quarters. In all the recent types of the Standard Transportation company's fleet the pilot house and bridge are situated amidships to give unrestricted viev of the vessel fore and aft.

Can Operate at Sea.

While the Troy Socony was designed to navigate the barge canal, she was constructed with a view to use on Long Island sound in the winter. In passing, it may be said that the seaworthy qualities of vessels of this type are shown in the fact that one boat went down the Atlantic coast, through the Pancanal and up the Pacific coast

WHAT SOLDIERS ATE.

Members of Pennsylvania's National-Guard, who camped at Mt. Gretna this summer ate the product of 15 acres of potatoes based on the aver-age yield last year and more than four and one-half miles of frankfurters.

The substance report of Major Leo A. Lutringer of the Quartermaster corps, disclosed that 10,387 pounds of frankfurters were consumed in the 103,865 rations furnished. The "franks" were substituted this year for mutton, which formerly was on the ration list.

The cost for each man's mess was 42.4 cents a day, Adjutant General Frank D. Beary said, which he point-ed out included a full ration of fresh meat and fresh vegetables and onethird ration of canned vegetables daily, as well as the one chicken dinner with ice cream and all the "trimmin's" served each outfit. He declared the cost of mess was reduced by a careful inspection of all garbage without cutting the quality or quantity of food. Each day the menu for the men

was inspected as well as the kitchen and the tableware. General Beary "This was done that the guardssaid: men might be assured perfect cleanliness and balanced rations." As a result of the cost of the mess and the varied menus, the United States War Department has requested copies of the menus, in order to make a comparison with other camps.

Real Estate Transfers.

Bellefonte Trust Co., Exr., to Robert J. Klinger, tract in Spring township; \$525.

William H. Stuart, Admr., to Calvin D. Miller, tract in Rush township; \$1,300.

Florence L. Hancock, et vir, et al, to Julia J. Ramiza, tract in Rush township; \$4,000.

Robert Spicer to Lester E. Baird, tract in Spring township; \$4,500. Jane V. Robb to Edgar Lloyd Rog-

ers, tract in Walker township; \$350. Methodist church, Port Matilda, to U. Scott Crain, tract in Worth town-

ship; \$2,300. W. F. Rich, et ux, to J. R. Daugh-enbaugh, tract in Howard; \$1,175.

B. Agnes Lose, et bar, to Arthur C. Dale, tract in Bellefonte; \$250.

Tillie Stonebraker, et bar, to J.

Clyde Thomas, tract in Taylor township; \$50.

J. D. Keller, et ux, to J. Mack Stewart, tract in State College; \$1.

William Stine, et ux, to Louis Parsky, tract in Philipsburg; \$1. John L. Holmes, et al, to Robert T.

Hafer, tract in State College; \$750. Ollie G. Watson to George W. Holt, et al, tract in Boggs township; \$100. J. E. Fleming to Edna Fleming, tract in State College; \$400.



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Come to the "Watchman" office for High Class Job work.

does not stir abroad again for a week or so, or until such time as his larder is empty.

Only Campfire Smoke

At the recent state G. A. R. encampment in Frankfort, the annual campfire was the big public event and created much interest. The meeting was held in Howard hall, the Frankfort High school gymnasium.

One woman who lives a short dis tance from the hall did not attend. Her husband returned home about nine o'clock, while the gathering was still in session, and as he opened the front door, remarked: "I smell smoke, something must be burning."

His wife looked up from the book she was reading. "I've been smelling that," she said. And then a light spread over her face and with all seriousness she said: "Oh, I know. It's the campfire."-Indianapolis News.

Ancient Books Show Surgery an Old Art

Five stages have marked the evolution The practice of surgery goes back as far as the time when man first that has gone on. began to hurt himself or to be hurt by others. Medicine and surgery were flourishing in the Orient some four centuries B. C. Accounts in ancient habit of a century persisted. To boatbooks tell of more than a hundred men and to boat builders a canal was instruments of steel, 14 varieties of a canal. To them a boat for use on a bandages, splints made of bamboo, the canal must be a canal boat. And of sewing of cuts on the head and canal boats they knew but one sortface; and there was even an operation namely, the mule-hauled craft that for remaking the nose by using a piece came into use in the days of De Witt of skin of the cheek for that purpose. Clinton. That the Erie canal had gone So it would seem that the Hindu had into the discard and been filled in a more thorough acquaintance with meant nothing to them. That, in place the science than one looking back over of the old Erie canal, the Mohawk river the faraway centuries would at first had been dammed in a series of lakes suspect. for big-boat navigation meant as little

The figures of patients undergoing to navigators as it still means to the operations are carved on Egyptian general public. monuments and among the antiquities of that people are such instruments the new freighter, therefore, was a as lancets, probes, knives and forceps. In passing it may be remarked that It was a craft about 75 feet long and the latest centuries need not take credit to themselves for the invention towed by a tug. From four to six of of artificial teeth, for that triumph of the dentists' art has been found in The Standard Oil Company of New nummies.

The surgical skill of the Orient barges in 1918, 1919 and 1920. eems to have been bottled up for a time, or, at least it was in no hurry parge canal was a feasible method of to cross over to Europe, where for a transportation, the company in the winlong period the barber was the usual ter of 1920 struck out boldly to desurgeon. The lives of two of Engvelop a self-propelled vessel suitable to land's greatest kings might have been its needs. That winter it built five saved for longer usefulness had a little identical boats, namely, the Buffalc Sowisdom been shown in their treatment. conv. the Rochester, the Utica, the Henry V died of a malady which could Albany and the Syracuse Socony. Each have been cured by the knife; Richwas about 150 feet long, 28 feet beam ard the Lion Hearted met his death and had a loaded draft of about 9 feet. from a wound in the shoulder caused Each had a 300-horse power gasoine by an arrow which an ignorant surengine and pumping machinery, also geon aggravated by twisting about in driven by gas engines. his efforts to remove, thus inducing blood poison.

fighting a gale that wrecked larger ves-The new freighter did not leap from the brain of the marine architect at a

However, the last word has not been single bound. Rather, it has been a matter of evolution. You will bear in spoken in inland waterway navigation. mind that, although the barge canal The fifth stage in the evolution of the new vessel is now in process. It will was completed for its full length in 1918, it was turned over to the War result in the launching this season of department in that year and continued eight additional vessels of the Troy Socony type, except that they will be to be operated by the Federal government during the war and in 1919 and larger.

Each of these vessels that are now juilding will be 260 feet long, 40 feet in the beam and 14 feet in depth of hold. They can carry 705,000 gallons aplece and will have 700-horse power in their propelling engines.

In the development of the type on Each step in the evolution has seen vessel best adapted to use on the greater departure from the canal boat style. In this final step the shippany of New York has made a valubuilder has broken with tradition almost entirely. He has produced a able contribution to commerce, acvessel not only with a sharp bow and cording to naval architects. In common with other shippers, the Standard a generally smart appearance, but has Oil Company of New York was alive given to the eight new boats a sheer to the possibilities of developing busielevating the prow and stern higher ness by water, and as soon as the than the middle of the boat. This barge canal was finished in 1918 it put makes a better looking and more seaseveral towed barges on this canal. worthy vessel. The Standard Transportation company is having five of the new boats built by the Sun Shipbuilding company at Chester, Pa., and three by the New York Shipbuilding corporation at Camden, N. J. fered wide possibilities, the mental

Large though these eight vessels are. they do not measure up to the capacity of the barge canal locks, which are 310 feet long and 44 feet wide. The eight newest vessels contain many refinements not found in the others. They have electrical apparatus for operating the main cargo pumps, also a quarter-ton refrigerating plant. This is the fifth-and for the present finalstep in the evolution of the type of boats best adapted for barge canal navigation. Practically the entire distribution of Standard Oll products for New York state is carried on now by water.

The Standard Oil Company of New York is not the only company that has large boats on the barge canal. There arc two lines from Duluth with boats that successfully navigate the Great Lakes under their own power and bring cargoes from Minnesota to New York.

U. S. Seeks to Perfect

Liquid Oxygen Cartridges Washington .- Possibilities of developing a successful cartridge ingredient from the absorption of liquid oxygen are to be investigated by G. St. J. Perrott, associate physical chemist of the Department of the Interior, who has been detailed to observe methods employed in the use of such oxygen explosives in a silver-lead mine near Pachuca, Mex. The Pachuca mine, which has used liquid oxygen for several years, is the only mine in North America employing the explosive is The five boats piled the barge canal daily blasting operations. successfully during 1921 and 1922, go-

