

WHEN INDIAN FISHES ITS WORK, NOT SPOR?

Naturally Lazy, He Uses the Sure and Simple Method.

He has three ways of doing it—with a gill-net, with a dip-net, and with a gaff-hook.

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.

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.

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.

Next day the Indian comes back in his canoe and pulls the net up, usually finding four or five salmon in it.

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.

One woman who lives a short distance 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

The practice of surgery goes back as far as the time when man first began to hurt himself or to be hurt by others. Medicine and surgery were flourishing in the Orient some four centuries B. C.

The figures of patients undergoing operations are carved on Egyptian monuments and among the antiquities of that people are such instruments as lancets, probes, knives and forceps.

The surgical skill of the Orient seems to have been bottled up for a time, or, at least it was in no hurry to cross over to Europe, where for a long period the barber was the usual surgeon.

MOTORS DISPLACE MULES ON CANAL

Ancient 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 by something new, says the New York Times.

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."

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 Onondaga lake, where he sometimes went almost out of sight of land.

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 new freighter did not leap from the brain of the marine architect at a single bound. Rather, it has been a matter of evolution. You will bear in mind that, although the barge canal was completed for its full length in 1918, it was turned over to the War department in that year and continued to be operated by the Federal government during the war and in 1919 and 1920.

In the development of the type of vessel best adapted to use on the barge canal the Standard Oil Company of New York has made a valuable contribution to commerce, according to naval architects. In common with other shippers, the Standard Oil Company of New York was alive to the possibilities of developing business by water, and as soon as the barge canal was finished in 1918 it put several towed barges on this canal.

Old Traditions Persisted.

Although the new barge canal offered wide possibilities, the mental habit of a century persisted. To boatmen and to boat builders a canal was a canal. To them a boat for use on a canal must be a canal boat.

The first stage in the evolution of the new freighter, therefore, was a close copy of the original canal boat. It was a craft about 75 feet long and approximately 22 feet wide. It was towed by a tug. From four to six of these boats could enter a lock at once.

Reaching the conclusion that the barge canal was a feasible method of transportation, the company in the winter of 1920 struck out boldly to develop a self-propelled vessel suitable to its needs. That winter it built five identical boats, namely, the Buffalo Socony, the Rochester, the Utica, the Albany and the Syracuse Socony.

The five boats plied the barge canal successfully during 1921 and 1922, go-

ing not only to Buffalo but through Lake Champlain.

The Buffalo Socony type marks the second stage in the evolution. It demonstrated 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.

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 Chester, 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.

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 Panama canal and up the Pacific coast, fighting a gale that wrecked larger vessels.

However, the last word has not been spoken in inland waterway navigation. The fifth stage in the evolution of the new vessel is now in process. It will result in the launching this season of eight additional vessels of the Troy Socony type, except that they will be larger.

Each of these vessels that are now building 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.

Each step in the evolution has seen greater departure from the canal boat style. In this final step the shipbuilder has broken with tradition almost entirely. He has produced a vessel not only with a sharp bow and a generally smart appearance, but has given to the eight new boats a sheer elevating the prow and stern higher than the middle of the boat. This makes a better looking and more seaworthy 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.

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 final—step in the evolution of the type of boats best adapted for barge canal navigation. Practically the entire distribution of Standard Oil 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 are 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. Perrot, 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 in daily blasting operations.

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 average 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 pointed out included a full ration of fresh meat and fresh vegetables and one-third 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 said: "This was done that the guardsmen 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 Rogers, tract in Walker township; \$350.

Methodist church, Port Matilda, to U. Scott Craun, tract in Worth township; \$2,300.

W. F. Rich, et ux, to J. R. Daughenbaugh, 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.

Advertisement for N-Tonight Tablets, featuring a box of the product and text: "Be Well And Happy... Chips off the Old Block... C. M. PARRISH BELLEFONTE, PA."

Advertisement for Chichester's Pills, featuring a box of the product and text: "THE DIAMOND BRAND... SOLD BY DRUGGISTS EVERYWHERE"

Advertisement for Webster's New International Dictionary, featuring a list of words and text: "Here are a few samples... Only \$3.00... G. & C. MERRIAM CO., Springfield, Mass., U.S.A."

Large advertisement for Lyon & Co. featuring sections for "Womens and Misses Coats", "Silk and Wool Dresses", "Art and Embroidery", and "Begin your Xmas Gifts Now".

Advertisement for Yeager's Shoe Store, featuring text: "Boys School Shoes... Guaranteed to Wear or a New Pair Given... Only \$3.00... Store Open Thursday Afternoon... THE SHOE STORE FOR THE POOR MAN... Bush Arcade Building 58-27 BELLEFONTE, PA."