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A. Fauble

Democrat Watchman

Bellefonte, Pa., February 20, 1925.

Longfellow on the Links.

I drove a golf ball into the air.
It fell to earth, I knew not where,
For I alas, was short of sight,
And couldn't follow it in its flight.
I kicked my caddy into the air,
He fell to earth, I know not where,
For I deemed it a thing exceedingly vile,
That inferior caddy's superior smile.
Soon, soon after, I found the ball,
It had hardly budged from the tee at all;
And the caddy was standing sardonically grim—
I had kicked my opponent instead of him.
—Boston Transcript.

VILLAGES FOUND UNATTRACTIVE IN STUDY BY GOVERNMENT.

Nearly 20,000,000 people in the United States, or about one-fifth of the population, live in villages, and 30,000,000 farming people use these villages for purposes of business, education, religion, health, and social well-being. Yet these centers of rural population are generally unattractive and often very ugly. Villages in other countries are generally much superior to those of the United States in design, in the character of their streets and public buildings, and in their approaches and recreation spots. A start, however, has been made toward beautifying the American village.

Some examples of leadership in this respect are recorded by the Department of Agriculture, which has been studying the problem of village planning from the standpoint of its importance to the rural community and particularly to the farmer.

It is more as a buying than as a selling place that the farmer makes use of the village. In marketing his principal products he generally deals with some large distributing center. But he purchases his household supplies in the village. He goes there for amusement and for social purposes generally. His children often go to school there. An attractive village, says the department, is an important influence in stabilizing farm life and in counteracting the attractions which cities have for the young people of the farms. As the farmer's chief point of contact with outside interests, the village can make a big contribution to the happiness of farm life, even if it be considered from no other standpoint than the fact that it is the place where the farmer spends a large part of his income.

Where villages are being made more beautiful, the impetus has come in nearly every case from local initiative. Villages that have well-planned streets, attractive recreation spots, and pleasing approaches are nearly always indebted for these advantages to the energy and public spirit of some small group of citizens.

Under such inspiration dump heaps have been turned into garden spots, unsightly shacks and dilapidated stores have been torn down and replaced by smart, substantial business buildings, and extensive programs of landscape gardening and tree planting have been undertaken. Villages that have embarked on this path are finding that beauty pays. It improves local business and attracts tourist business. It enhances real estate values, and has a powerful influence in raising individual standards of efficiency and enterprise.

One good example of a village that was not well planned originally but that now has been transformed into an extremely pleasing place, is Weston, Mass. Weston formerly had a large swamp area in its center. This has been drained, graded, seeded to grass, and planted to pine, fir and chestnut trees. A new town hall and a fire station have been built opposite the entrance to the common. Public buildings are now centrally grouped. Old, unsightly structures have been torn down. The improvements were planned by a landscape architect. It took 25 years to put the plan through, but every one in Weston now believes that the enterprise was worth the time and money it cost.

A village that was started with a good plan and has realized it is Paterson, California. This village and a colony of irrigated farms, occupying 18,000 acres, were planned in 1910. Roads leading to the village were strategically located and planted with trees and shrubs. The village itself has eight streets radiating from a civic center where the public buildings are located. In the last four years the residents of the village have built a public library, a community club house, a concrete swimming pool, and a grammar school, and have provided an automobile camp park.

A town dump at Lewisburg, Pa., has become a scenic asset, through the activities of women, who formed a civic club, launched civic improvement propaganda, and accumulated funds for an improvement program. Formerly the first impression a visitor got on arriving and the last one he took away with him on leaving was one of squalor, because the town dump lay across the main approach to the village. Today the land where the dump stood is the property of the civic club. Old shacks have been removed from it and refuse cleared away. It has been leveled and planted to grass, flowers and trees. It is spanned by gravel walks and surrounded by ornamental lighting standards. Now the visitor enters the village through a green and smiling park.

Many other examples of effective village planning have been noted by the department's investigators. Yet the idea that village planning is as necessary as city planning has taken root in comparatively few places. It has not the pressure behind it that brings results in crowded cities where congestion makes radical changes compulsory. The government points out, however, that village planning often means great savings to the community; that it is never too early nor too late to begin it; and that the expense is almost never prohibitive and is seldom a serious handicap.

SAILORS HAVE FIRM BELIEF IN OMENS

Deep Sea Seems to Breed Quaint Superstitions.

There is no place in the world where superstition is so powerful as on the sea, R. Barry O'Brien, writing in the Washington Post, asserts.

Let an absent-minded sailor whistle on board ship and his mates will curse him for bringing on a stiff breeze when it is not wanted.

But for a sailor to whistle when the ship is enveloped in dense fog is permissible, since the occult wind may disperse the very material fog.

Until comparatively recently, under no circumstances, was a young steamship-trained helmsman allowed to mount the "weather side of the bridge."

This privilege was reserved for old shellbacks who had been seven times round Cape Horn. But as few seamen can claim such distinction in these days of "iron ships and wooden men" the "leeside" is now universally used.

Parsons are never popular afloat. They are supposed to bring bad luck, and are therefore blamed by the crew for any misfortune that occurs.

Seamen no longer believe that rats leave an ill-fated ship before she sails. But they still regard the arrival of a corpse for shipment as a very bad omen, and I have known them to desert sooner than sail with it.

Strangely enough, the extent of their apprehension on this account varies with the social standing of the deceased, the remains of a celebrity being more unlucky than those of a humble citizen.

So strong was this superstition in bygone days that the packing case containing the casket had to be labeled and stowed as ordinary cargo.

The luck of black cats is proverbial. But what is not so well known is the reason why seamen are so over-indulgent in them. This is to prevent their bringing ill-luck to the ship by running away.

During the war black cats were at a premium. With so much extra tonnage afloat there was not enough to go around.

Sometimes a young midshipman would be sent ashore in search of one. And a certain youth, sooner than return empty-handed, dyed the white patches of a black and white "stray" with ink.

Those Smart Children

"My three-year-old nephew Anaximander, hurried breathlessly into the living room where we were entertaining the minister and his wife.

"Mamma!" he cried without regard for consequences, "Bruvver's gone and torn his rubber rompers and now you'll have to vulcanize them."

Little Willie, my eighteen-month-old cousin, was earnestly watching his father (my uncle) repair his automobile.

"What seems to be the matter?" he finally asked his dad.

"I'm afraid the differential's gone wrong," said his daddy, wiping the grease off his forehead with his \$8 silk shirt.

"Heck!" ejaculated Willie. "A fellow's got to understand calculus to run a car these days!"

Ermytrude is a trifle precocious and for that reason her parents temporize with her.

At the dinner table the other night she brusquely asked her mother to pass the mustard.

Mother smiled wearily and said expectantly, "If you—?"

Imagine our embarrassment when the little darling retorted, "If you know what's good for you!"—Roswell J. Powers in Judge.

Dead Spots at Sea

While we have come to accept "dead spots" on land, there is another form of "dead spot" to be found right in mid-ocean, hundreds of miles from land, for which no adequate explanation has yet been given, according to A. Dinsdale, member of the Radio Society of Great Britain. Some scientists maintain that they are caused by large mineral deposits on the ocean floor, but this explanation hardly seems satisfactory, though it is true that such dead spots can also be overcome by increasing the wavelength for communication. There are several such spots in the different oceans, and they cause quite an amount of inconvenience to ships at times, although the study of them is interesting.—Scientific American.

Something New in History

She was proud of her kindergarten, class and was anxious to show off the little ones to a number of visiting mothers.

"Who discovered America?" the teacher asked.

"Columbia," shouted a little girl, easily beating her classmates to the answer.

Overlooking the error, the teacher went on:

"And what was his first name?"

"Hall," was the quick reply that sent teacher and mother into spasms of laughter.

Stars in Pairs

There are many stars that are double, says Nature Magazine—that is, they are made up of stars revolving around one another. Most of these pairs are of contrasting color, one blue and the other gold, or one red and the other green. Albireo is considered to be one of the finest of the pairs that are visible in small telescopes.

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