

INK SLINGS.

—Yesterday morning's shower was welcome but it didn't come near wearing its welcome out.

—It is a matter of record that during Governor Pinchot's tour his complaints evoked more applause than his praises.

—When we remarked some time ago that the "Alfaletics" had a chance for the pennant it was the 1926 flag we had in mind.

—Sunday gave every appearance of relief from the long and serious drouth, but the rain that fell was scarcely a drop in the bucket.

—The President is back in Washington and it is likely to prove very hot there for him, unless he can put a lot of his party troubles on ice.

—If cranks could be removed from the driving seats of automobiles as easily as from the fronts of the cars there would be reason to rejoice.

—It kinda gets under our skin when the young sports writers of the Metropolitan papers refer to Washington's ace as "old man Johnson." If they think Walter is old at forty we hope to be spared meeting any of their kind. One of them might ask us if we had "scooped" the rest of the boys when Noah made his hundred and fifty day non-stop flight to Ararat.

—Don't forget to go to the primaries next Tuesday. If you are not interested in expressing a preference in the matter of the official who will hold the scales of justice over your life and home for the next ten years you might be in having the right kind of a person to assess you for taxes or select the teacher who will play such an important part in the life of your child.

—Of course we know nothing of the merits of the controversy that led to the demotion of Gen. Mitchell as head of the government's air service. Whether there is anything to his charges of inefficiency and inadequacy or not, the wrecking of the Shenandoah and the PN-9, within a week, and the consequent loss of nineteen lives, is certainly some water on the mill of the Mitchell side of the argument.

—The Methodist church at Waddle was closed several years ago. Now there is talk of closing the Presbyterian house of worship at Meyer's cemetery. Both are in the Buffalo Run valley and, like Samantha Allen, we might congratulate the community on the fact that it has grown so good that there is no more need for churches, were it not for the suspicion that the real cause might be that the numerous filling stations that have sprung up along that road have put them out of business.

—Last week Bellefonte was visited by a lot of striking anthracite miners who were hunting work. At the same moment the international officers of the miners union were basking in the luxuries of one of Philadelphia's most sumptuous hotels where they had established temporary headquarters. Maybe if being a union officer wasn't such a soft job there would be fewer strikes and maybe, when the crew that visited our town get back into the coal regions and tell their fellows that mechanics are happy and well to do here on less wages than the strikers were getting before they quit, there will be some thought among them that it is often well to let well enough alone.

—Murder will out. In last week's number of the Saturday Evening Post the Hon. Josephus Daniels, former Secretary of the Navy, is given considerable space in which to tell the world that it was William Jennings Bryan who encompassed Woodrow Wilson's nomination at Baltimore, in 1912. Wilson and Bryan are both sealed in niches in the silent halls of death. Dead men tell no tales, so it is a question of veracity between the Hon. Josephus and Jim Blakeslie. As a matter of fact Jim might be dead, too, for all we have heard of him since Vance McCormick got him some sort of an Assistant Postmaster Generalship for having helped him reorganize the Democratic party in Pennsylvania so beautifully. Be that as it may, and the veracity of the Hon. Josephus to the contrary notwithstanding, it was Blakeslie who lit a cigarette, thought a little and announced that it had to be Wilson, else we are all wrong as to the claims he made just after the close of that notable convention.

—Early last fall, you will remember, we stated that we expected to extract a lot of fun out of the judicial primary race. Well, we've had a lot. Not as much, possibly, as we then anticipated, but realization never comes quite up to anticipation. Some day we will let you in to all of it. It wouldn't be fair or ethical to do it right now. There is one little incident that touched our funny bone so hard that we can't "keep it." Do you know that one of the vice presidents of the Republican county committee, whose selection for the honor was protested by the grand Pooch-Bah of Prohibition in Centre county because she was recommended by a "wet," is now arm-in-arm with her protester of yesterday soliciting votes for a candidate who is not recognized as orthodox by the organization she vice presidents in. Isn't it awful how everybody is back-sliding? From all parts of the county we hear of Democratic committeemen who are working for Republicans and Republican committeemen who are working for Democrats.

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Relief for Secretary Mellon.

Our heart bleeds for poor "Andy" Mellon, as his intimate friends in Pittsburgh familiarly called the Secretary of the Treasury before he found out that he is a statesman. According to the records, Mr. Mellon paid \$1,882,600.25 tax on his income for 1924. Under the law this was forty-five per cent. of his income, which must have been in the neighborhood of \$4,000,000. After paying his income tax the poor man had little more than \$2,117,400 to maintain himself and his family for the year. It is difficult to imagine how he managed to make "ends meet," in the circumstances. It is true that he has had much experience in business and is rated as a financier of extraordinary capacity. But what is \$40,000 a week to a Pittsburgh millionaire and Mr. Mellon couldn't have had much more than that.

It is estimated there are 25,000,000 income earners in the country. Of these it is safe to assume that 15,000,000 earn less than \$2,000 each. Probably 20,000,000 fall under the \$5,000 mark and 22,000,000 enjoy incomes of less than \$10,000 a year. The average wage of unskilled labor is about thirty-five cents an hour. Working nine hours a day and 300 days a year earners in that class receive less than \$1,000 a year. The average earnings of skilled workmen is about sixty-five cents an hour, making it possible for that element in the industrial life of the country to get a trifle more than \$1,600 a year. The average income of tradesmen and professional men may be as high as \$10,000 a year. Country preachers and school teachers are lucky to get about the recompense of unskilled laborers.

It is small wonder that Secretary Mellon is anxious to reduce the tax levy on big incomes. If his bill had passed the last Congress he would have saved about \$882,600.25 in 1924. The skilled and unskilled laborers, the school teachers and country clergymen, and there are a good many in that group, would have derived no benefit but the Secretary of the Treasury is not greatly concerned about them. If his purpose had been to help them drive the wolf from the door he would have suggested a reduction of the tariff tax which burdens them on every commodity they consume. Income tax reduction is a purely selfish scheme to shift the expenses of government from the rich to the poor, and is now pressed in pursuance of a promise made during the last Presidential campaign to contributors to the slush fund.

Secretary Mellon is confident that his bill will be enacted during the coming session of Congress. President Coolidge has assured him of all the moral and "immoral" support at his command, and "the cohesive force of public plunder" is a powerful agent in legislation. Besides the Secretary depends much on the sympathy of Senators and Representatives in Congress. Few men are hard-hearted enough to view without emotion the spectacle of the Secretary's already rather sharp nose being pressed on the grindstone for another period of two years, and maybe longer, and he fondly believes they will come to his rescue. That the school teachers, the country clergymen and the vast industrial army known as unskilled laborers will continue to suffer makes no difference. They give little to the campaign fund anyway.

—There are 550,000 radio sets in farmer's homes in this country and Governor Pinchot's Giant Power propaganda appeals to every one of them.

A New Law Firm in Centre County.

We note with considerable interest the announcement that Mr. Edward J. Thompson has been admitted as partner in the practice of law by Geo. W. Zeigler Esq., the well known Philadelphia attorney, the firm to be known as Zeigler and Thompson. The junior member is a son of the esteemed A. Curtin Thompson. He is a graduate of the University of Pennsylvania law school and has been looked upon by older heads in his home town as one of its very best and most promising types of young men. And—we imagine—he is a Democrat. If that is so we hope that with all the other successes we wish the new firm there will come a conversion of its senior member to the error of his political ways.

—The most gratifying announcement recently made public is Mr. Hearst's statement that he is not a Democrat. But most of us knew that.

—Machine politicians are now making a survey of the fuel problem with the purpose of finding out how to extract advantage from it.

—The President has returned to Washington but there will be no change in the policies of the administration that account.

Colonel Mitchell's Daring Act.

In his statement of the causes of the wreck of the dirigible Shenandoah and other recent air-craft disasters and disappointments Colonel William Mitchell reveals splendid courage but little discretion. No man knows better than he the penalty of offending high officials of the army and navy. Less than a year ago he was demoted from the rank of Brigadier General in the army air service to that of Colonel because he told the truth in testifying before a Congressional committee under oath. In telling the truth, as he understands it, with respect to the matter now under consideration he will probably be more severely punished. But it will be penalizing earnest and faithful service to the country.

Colonel Mitchell says that the disaster to the Shenandoah and the loss of the PN-9 in the flight to Honolulu ear the "direct result of incompetency, criminal negligence and almost treasonable administration of the national defense by the War and Navy Departments." This is a grave charge but if proved becomes an important feature in the recent history of the country. In support of the charge Colonel Mitchell states that two officers were killed in an air meet last October because they were sent out in dilapidated machines under an arrangement by the War and Navy Departments that "the navy should take the races one year and the army should take them the next year, thus equalizing propaganda, not service."

He declares further that the recent pacific naval maneuvers which cost \$80,000,000 were not only worthless from a defensive point of view but were "framed" for political effect; that another test made at New York to prove that air craft could afford no protection to cities was an absurd "frame up" and that those who knew the facts were muzzled to conceal them. He might have added that the fatal trip of the Shenandoah was conceived and undertaken not for any useful public purpose but in order to help an administration candidate for United States Senator in one of the middle western States. In any event the disastrous incidents form a dark page in history which ought to be fully exposed.

—Still the Governor might have made a better impression on the people if he had been able to say that he exhausted every effort to enforce all the laws as the constitution requires.

Sounding Alarm Against Vare.

That the rank and file of the Republican party of Pennsylvania will not tamely surrender to the control of Congressman Vare is becoming apparent. That the rank and file of the party realizes Congressman Vare's ambition to control is equally certain. He has acquired absolute dominion in Philadelphia and is certain to use the leverage it affords to subjugate the State-wide organization and bend the local leaders to his purpose. During the late session of the General Assembly he and Max Leslie, of Pittsburgh, worked together, thus combining the corrupt forces of "the neck" in Philadelphia and "the strip" in Pittsburgh in "unholy" alliance. That created a formidable as well as a vicious force.

In this connection former Congressman Ben. K. Focht, of Lewisburg, sounds an alarm. Mr. Focht is an experienced and capable politician, who stood close to the late Senator Penrose. In a recent issue of his newspaper he says "it is plain that with Vare backed by every active political agency in Philadelphia, nothing of compromise may now be finally considered without Vare's feet being under the council table and his terms accepted at least in great part." Mr. Focht ascribes this condition of affairs to apathy on the part of the better element of the party, which is probably an accurate appraisal. But he offers no remedy for the evil. In this failure he defaults on the Penrose practice.

Unless Congressman Vare is crushed at the primary next spring he holds the destiny of the Republican party in his hand. There might have been a chance to curb his ambition at the coming election by defeating his plan to control the Municipal court if there had been enough civic virtue in Philadelphia to serve a small village. But this can hardly be hoped for now and the only chance is to concentrate against him next spring. Unhappily this cannot be expected if men like Ben. K. Focht can do no better than complain. They must organize opposition and fight as their former leader Boies Penrose did in his time and would again if he were in the flesh.

—We presume it was because none of the drivers were killed that some of those who attended the Labor day racing in the Altoona bowl think it was not so thrilling as former ones.

League of Nations Eulogized.

The sixth assembly of the League of Nations convened at Geneva on Monday "in an atmosphere of confidence and with the conviction that world peace can be placed on a solid foundation." Two notable speeches were made at the opening session and Edward Benes, foreign minister of Czechoslovakia, said to Mrs. Woodrow Wilson, who was present during the session, "by spending four weeks each year at Geneva, I see every foreign minister in Europe. Like other ministers I am able to treat in this neutral atmosphere many questions existing between us which are amplified later into important agreements. The League of Nations founded by your husband is a great time saver."

M. Painleve, of France, in opening the session, pointed out the splendid progress already achieved by the League of Nations and predicted greater results in the future. He declared that "co-operation for the maintenance of peace must have its root in the League of Nations" and added that "the negotiations with Germany are an effort to bring about agreements or arbitration treaties in conformity with the covenant of the League of Nations." His closing message to the Assembly as the retiring president was "hope, venture and persevere," and his colleagues on the floor cordially applauded the sentiment. All things considered it was the most auspicious opening thus far held.

The new president of the Assembly, Senator Dandurand, of Canada, was equally optimistic in his address. He hailed the League as "a successful and noble enterprise dedicated to make the world safer," and expressed confidence that "the enlightened collaboration of statesmen gathered in an atmosphere of devotion to the well being of humanity will contribute to the establishment of peace founded on justice." Three United States Senators, Walsh, of Montana; Jones, of New Mexico, and Capper, of Kansas, were present and greatly impressed. Senator Capper, who is a Republican, remarked that "the League is on the right track," and it is possible that he will favor it on his return if the party bosses let him.

—Colonel Mitchell may have made a great sacrifice but if he causes considerable improvement in public service he will enjoy a liberal recompense.

Pinchot Has Reason to be Pleased.

On completing the "second leg" of his State-wide tour of inspection Governor Pinchot expressed himself as much pleased. "The generous cordiality of my reception by both the citizens generally and the institutions," he said on his arrival at Harrisburg, "has convinced me that the people of Pennsylvania are glad to have their Governor inspect the State work outside of Harrisburg and report in person what the State has done." Of course this was a polite fiction which means nothing. The citizens generally and the institutions understood that the tour is purely political and were cordial because it is a habit to thus honor high public officials.

But the Governor had other and very substantial reasons for being pleased with the effects of his tour. It gave him abundant opportunities to expose the iniquities of the corrupt machine which for reasons satisfactory to itself is antagonizing his ambitions, and his frequent exposures were received with popular favor by citizens generally. In fact the signs which met his eyes at every place he spoke indicated sympathy with his purpose to wipe the machine off the political map of Pennsylvania, gratify his present ambition to become a Senator in Congress next year and promote his future hope to reach the White House some time if not at the next election.

Governor Pinchot is developing considerable ability as an actor. As a politician he is willing to adopt any method, no matter how vicious, which promises success. When he gratefully accepted the fraudulent votes cast for him at the instance of Max Leslie and those procured for him in "the neck" of Philadelphia by Bill Vare, he fixed his standard as a politician. Now that such methods seem to be under popular condemnation throughout the State he preaches political morality with an air of sincerity that may fool the public completely. Meantime those who are not deceived are watching the progress of his operation with much interest. It is an interesting experiment in psychology.

—The man who shouts at the top of his voice in a social group doesn't have to prove that he acquired the habit in a bar room.

—The worst thing about insomnia is that it gives too much time to think about disagreeable things.

A Serious Blow to Dirigible Aircraft Development.

From the Philadelphia Inquirer.

It would be unworthy of this nation if we should abandon ourselves to hysterical denunciation of dirigible aircraft and cease all efforts for their development and utilization, as the result of the disaster to the Shenandoah. It would be a craven denial of the heritage of countless generations of men who have risked and sacrificed their lives in their efforts to conquer the elements, by land and sea and in the skies.

At the same time it would be foolish to contend that the science of lighter-than-air aviation has not received a terrific setback. That setback results, undoubtedly, from an entirely unwarranted sense of security inspired among the people by the performances of the Shenandoah and Los Angeles in the past two years. They had crossed continents and a great ocean, weathered terrific tempests and won out in the face of disaster. To the man on the ground they represented mastery of the air. To the men who operated them they were still dangerous experiments, despite the fact that the great factor of risk—hydrogen—had been eliminated. The history of aircraft disasters to dirigible balloons has been an almost continuous record of destruction, but the element which brought it about in nearly every case was the explosion of hydrogen gas in the lifting bags.

The metal framework of these great craft had to be light, so special alloys were compounded and the structures were sealed down until the point of weakness was reached, as in the case of the British R-38, which first cracked and then exploded over the Humber in 1921 while on a trial flight precedent to her delivery to the United States. Dirigible engineers immediately made the frames of new craft stronger. The Shenandoah was regarded as the strongest, structurally, which had yet been designed. The Los Angeles has a wider cross section and may be stronger still.

Other aircraft of this type are being built. An immense amount of planning and construction is under way in this country preparatory to commercial dirigible aviation. Shall that effort be stricken down? England is building several great air-crafters to link her with her possessions in the Orient. Shall they be scrapped? We must withhold our condemnation of these craft. Engineers will go over the sad wreck of our hopes in the Ohio hills and, doubtless, will discover why this great ship was "ripped to pieces like a paper kite." They may be able to suggest changes in design to meet terrific storm pressures. But this danger never will be completely eliminated, in all probability.

It is possible, even now, to approximate what happened. The layman who has watched the swirling leaves and dust clouds in advance of a storm has seen a miniature "line squall" such as wrecked the Shenandoah. The visitor to the seashore who has watched great combers rise and curl and crash on the beach has seen a tiny replica of the same thing. A storm pressure area comes smashing along and develops a terrific lifting and tearing power through the resistance of the air it meets. Such storms have leveled cities and strewn their ruins with dead and injured. Strong buildings of steel and stone and brick have been smashed and smashed like match boxes. How could we have expected the Shenandoah to survive under high in the air? These disturbances are seasonal in the Central States. The commander of the Shenandoah knew of them and feared them. His wife says he wanted to postpone the westward trip of his ship till October, when the danger would have been over for the year.

We have faced and felt disaster. Perhaps it will be difficult to get Congress to invest in further experiments with craft of this type. But it is the nature of man that he should climb out of the wreckage of his hopes and build and dare anew.

Farm Acreage Decreases.

From the Greensburg Daily Tribune. Pennsylvania is not alone in the reports on farm acreage decreases. There are many other States in a similar predicament although the decrease has been most noticeable in western Georgia, southeastern Alabama, southern Mississippi and western Maryland.

There were 30,000 fewer farms in the United States last year than in 1923 and there was a reduction in cultivated area of about one million two hundred thousand acres. Looking at the decreases in percentage, however, the decrease was small, being less than one-half of one per cent. of the total number of farms in the country and less than one-third of one per cent. of the total number of acres under cultivation.

Southern States seem to have been more badly affected by the decrease in the number of farms, while the decrease in production extends over the middle east and south.

—The new state highway up Bald Eagle valley is now open as far as Unionville. Most of the road between Unionville and Port Matilda has been completed, but is not yet open to general traffic. People living in that section can get in and out by making two detours.

SPAWLS FROM THE KEYSTONE.

—Indications are the September list of the State Board of Pardons will be one of the largest for the month in a long time.

—Lehigh county's biggest pumpkin, according to reports received by the farmers' bureau, was raised on the farm of Percival Derr, at Lyndville. It weighs more than 200 pounds, being 6 feet and 4 inches in circumference. It will be exhibited at the Allentown fair.

—George R. Curtis, champion Sunday school scholar of Pennsylvania, who attended thirty-one years without missing a Sunday and was never late once, died at his home in Hollidaysburg on Friday, aged 85 years. He was a veteran of the Civil war, served as councilman and school director and was a Mason, Odd Fellow and Baptist.

—Sheldon McKean, of Beech Creek, is at the Jersey Shore hospital with one ear almost severed and other severe cuts about the head as the result of an automobile accident near Antes Fort. McKean was a passenger in a car operated by James Wilson, of Lock Haven. Two young women, whose names could not be learned and whom the men are said to have picked up at Avis, were also in the car. They and Wilson did not need the attention of a physician.

—William G. Baltzover, aged 35 years, was crushed to death under a falling tree at Hawstone on Wednesday night of last week. Baltzover was employed in the Gaster stone quarries at the Haws Refractories on the Blue Ridge mountains, when fellow employees cutting timber out of the way warned him to look out, but Baltzover laughingly assured them trees didn't fall up the mountain when cut. In this case it did and the top catching Baltzover lashed him to his death.

—Miss Alice Matlack, 23 year old granddaughter of the late Robert Crane, ice cream millionaire, of Philadelphia, was ready to sail for London on Saturday to marry Rodney Oliver, wealthy rubber plantation owner of Singapore. She called on her friends to bid them good-bye. One of the friends was J. Mitchell Henkels, son of Stan Y. Henkels, Philadelphia art dealer. A few hours later Miss Matlack became Mrs. J. Mitchell Henkels, at Elkton, Md., and later a cablegram started on its way to the jilted fiancee overseas, announcing the marriage.

—Miss Mary Emma Walter, who has made the Friends meeting house at Catawissa her love and her life work recently, in her quiet way, celebrated her eighty-fourth birthday anniversary. Many years ago she went to Catawissa from Elysburg to rejuvenate the meeting house that had fallen into a state of neglect and had become a sort of dumping ground. Her work brought an improvement in conditions and now the entire community is interested in the movement to perpetuate the meeting house and keep it permanently in the best of repair.

—Twenty-eight freight cars were wrecked on Monday morning at Marietta, when three trains figured in a series of collisions. Two members of the crew were injured slightly, and taken to the Columbia hospital. The trains were on the low grade division of the Pennsylvania railroad, two going in a westward direction. When they collided at a switch, they pushed an eastbound train from the tracks and it toppled over the embankment. The wreckage took fire and the Marietta fire department was called to extinguish the flames. All traffic was tied up for most of the day.

—Carried for a distance of nearly three miles, the body of an unidentified colored man was found Monday night lodged under the tank of a Pennsylvania railroad engine in a badly mangled condition, as the train stopped near Huntingdon. Feet and arms of the victim were later found by a trackwalker near where it is thought the man was "picked up" by the locomotive. How he came to be on the track and whether or not he was dead when the train ran over him, is not known, but railroad police are conducting an investigation to learn more details of the accident and the identity of the man, if possible.

—Seeking to discover the reason for the failure of the last of a series of blasts to explode, Russell Murphy, aged 38 years, an engineer and member of the contracting firm of W. H. Murphy and Sons, was instantaneously killed, last Thursday, on the Tanques-Hastleton road when a blast exploded as he stooped over the powder charge. Murphy, who lived in Harrisburg, and who is survived by his widow and three daughters, had been on the highway construction job for nearly a year. Two of his brothers, Robert and Baird, who are fellow members of the firm, were on the scene at the time of the accident.

—Trying to get relief from a severe attack of lumbago, Abraham Myers, 85 years of age, retired farmer, of York county, inadvertently branded himself on the middle of the back with a hot stove lid several nights ago. The lumbago caused Myers to suffer severe pains in the back and to stop when he heated a stove lid, wrapped it up in cloth and went to bed with it. The pain from the lumbago was so great that he didn't notice that he was being burned by the hot stove lid upon which he was lying. The heat took the lumbago away but Myers is now spending his time nursing the stove-lid brand upon the middle of his back.

—After all attempts to learn the identity of the young man who was fatally injured on Friday afternoon when struck by a Pennsylvania railroad train at Portage proved futile, the remains of the accident victim were buried at Hollidaysburg on Monday morning. The young man was aged about 23 years and suffered a fractured skull and badly crushed legs. There were no marks of identification on the clothing. The man was rather tall, had reddish brown hair and blue eyes and wore a pair of brown trousers, brown oxfords and silk hose. He wore a ruby ring on his right hand and a silver ring on his left and the buckle on his belt bore the initial "K."

—Early Saturday morning an armed bandit entered Stanley's cafe, in Wilkes-Barre, and forced the owner, Harry Ganston, to turn over his cash, which amounted to \$50. After the thief left Ganston thought it was too much money to lose so early in the day, so he dashed down the street in pursuit. After a chase of five blocks he overtook the bandit and gave him such a beating that an ambulance was called to take him to the General hospital. Twice the bandit turned and threatened to shoot, but the restaurant owner kept on and when within reach gave the robber a few well-directed punches that put him out for the count. Ganston is a brother of Tommy Ganston, Wilkes-Barre boxer.