

NAVIGATION OF THE SUSQUEHANNA RIVER.

Navigation of the Susquehanna river has been the dream of some of the residents along its shores for the past century. From the earliest time in the history of York county a few persons have been found who advocated and proposed plans for river navigation. More than a century ago, keel boats, or "broad horns," similar to those used in Western waters, before the introduction of steam, were used on the Susquehanna river, and these loaded with grain, flour, iron and other products from the northern section of Pennsylvania and southern part of New York, would descend with the current of the river to tidewater or Baltimore. After discharging their cargoes they would return to their starting places.

Some would discharge their cargoes at Harrisburg for transportation by wagons to York, Lancaster and Philadelphia. These keel boats penetrated the waters of the river to its source in New York State. In that early period, boats of all kinds were engaged in traffic, and boating of that nature became a source of considerable revenue. The early boats were crude and considerable physical force was required to propel them.

The arks and other boats for years carried their burdens down the stream but with the coming of the canal much of the traffic ceased because it was no longer profitable. Easier methods were desired, even after the canal was constructed, and many attempts were made to invent a craft that could be sailed without much physical exertion.

One effort to improve the method of navigation attracted considerable attention along the river. This was the invention of an itinerant German doctor, who turned up in the neighborhood of Washington Boro, Lancaster county.

This man was known as Dr. Gottlieb Filer. He was a stranger in the neighborhood and nobody knew where he came from. The first intimation that the people of that section had of his presence, was when they read a sign on what was known as the "Red House" which bore the professional inscription. The presence of a stranger aroused the curiosity of the inhabitants, but the German herb doctor soon apprised them on his desire to cure the sick. The place occupied had long been vacant, but served the doctor's purpose well, and he began his practice. There was one serious drawback to Dr. Filer's practice and that was his fondness for liquor, which he drank to excess, and the people hesitated to risk their lives in his hands on that account.

Finding time hanging heavily on his hands, without much promise of a successful career, the doctor conceived the idea of inventing a new kind of boat. As he was possessed of considerable mechanical ability and ingenuity, he applied himself to the work of constructing the new craft according to plans he had devised. It was his intention to surprise his neighbors.

The boat that he constructed was propelled by sidewheels attached to a crank. The rudder was manipulated by the feet. Two cords extended to a crossbar in the bow and the bar worked on a loose pin.

Having finished his boat, the doctor set out to astonish the natives with his invention. After imbibing freely the doctor appeared before Washington Boro, and standing up in his boat, called out to those on shore to watch him go through the falls at Turkey Hill. He made good his claims, for he succeeded in getting through the falls, but he was compelled to hire men to tow his craft back to the starting point. After his experience the doctor abandoned his invention and gave up the idea of navigation in that manner. His was one of the first efforts made to invent a craft for navigation, but like others, his plan failed. In later years the navigation of the Susquehanna again became a question for serious consideration and in recent years the agitation arrived at that stage when the government was induced to make a survey of the stream, with a view to ascertain whether navigation would be profitable. Army engineers employed for the purpose, made comprehensive report in which it stated that such improvement of the Susquehanna from Harrisburg to the Chesapeake Bay would be unfeasible and unprofitable.

One reason set forth is that the prospective commerce on the Susquehanna river from Harrisburg to the mouth would not justify its improvements for navigation, even in conjunction with power developments. While the engineers state that the river could be made navigable by canalization, the cost would be so excessive that it would be impractical. So the dreams of the pioneers and the anticipation of the residents along the stream in the present day, may be considered as having been frustrated by the later official report of the Army engineers.—Lititz Record.

Builds Three-Unit Airship Like Mother-Bird.

Berlin.—A three-unit dirigible, said to be storm-proof and resembling a giant mother-bird flying with two "babies tucked, one under each wing," has been designed by Baron Boris von Loutzkov, veteran aircraft and motor builder.

Baron Von Loutzkov asserts that his three-unit ship is three times as safe as a single-unit ship. Each is a separate dirigible. The three are hitched together by steel cables. In case of accident to one or two units, he declares, passengers and crew can clamber aboard an undamaged unit and cut loose one or both of the other units.

—Subscribe for the "Watchman."

FOR AND ABOUT WOMEN. DAILY THOUGHT.

For manners are not idle, but the fruit Of loyal nature and of noble mind. Tennyson.

Style predictions for Fall styles in shoes and hosiery were made at the banquet and review of the National Boot and Shoe Manufacturers' Association at the Astor the other evening. The one item stressed by all the speakers was the importance of the awakening of what they termed "shoe consciousness." This is explained by saying that more and more attention is being paid by women and by the better class shops to the style trends in shoes as they relate to the rest of the costume.

Shoes for all occasions were shown. For morning wear or with a rainy day outfit, there were three types of low calf shoes having straps, leather heels and welt soles. The tailleurs were worn with black pumps without straps, or one of the new suede oxfords.

With the afternoon costumes color was given more sway, with the result that many combinations of snakeskin and reptilian leathers were used with plain brown or black kidskin. Evening slippers include satins and metallic brocades.

All of these shoes had spike heels and narrow straps. Many included a combination of both fabric and color. Some of the satin slippers had fancy jeweled ornaments, while the brocaded models depended on color scheme and design.

A new color in satin shoes is honey. This color is not as deep as the blood blue rose of last season, but if predictions come true, it will be the evening shoe color for next Fall.

Stockings were credited with having a great deal to do with the present fashion trend in shoes, in that they were the one item of a woman's costume that had to fit into the color scheme or ruin a smart effect. French and American-made stockings were shown in a variety of shades to match or harmonize with any outfit. The French stockings were sheer and had fine drop-stitch clocks, while the American hose sponsored the new "V" line heel which is equally appropriate for street or formal wear, color being the deciding factor. An interesting point brought out by the exhibitors was, that when in doubt about stocking color, one specially suitable to the complexion should be worn.

The cape appears to have created a little storm centre of discussion. Its first appearance on this side had an instant response, for American women like the cape and wear it in many forms and for many different sorts of dress. The endorsement of Paris, as expressed by coutouriers of importance, appears to be a matter of proportion.

We read with no surprise that the cloche is the leading model in hats. It will accompany the slender, youthful suit charmingly where a larger hat would swallow it completely.

It really seems as if the milliners may as well give up in despair, they will never again, I believe, force the picture hat to the front. At least, not while the present mode of sleek hair-dressing persists. There are some ravishingly lovely hats among the wider models. Grim, Swiss horsehair, georgette and the like are used with fascinating effect. Sometimes a scarf accompanies to relate the hat to the frock by means of color or flower motif. Hat and scarf sets are appearing at Palm Beach on some of our smartest women.

But this hat of grace and charm is for occasions only. It can never hope to replace the smart little cloche or beret for general wear. It is remarkable how many versions we have of the beret which Reboux and Agnes launched such a short time ago and which swept the land like wildfire. Parisiennes consider the puffed and folded crown, which is the beret proper, to be the last word in chic. Naturally, it is oftentimes developed in silk or cloth, since these materials lend themselves to the mode. But the newest berets are pastel felts which are folded cleverly and which are very trying to many faces.

But with every house in Paris and America featuring them, and with every clever designer experimenting with them, you will have no difficulty in getting a model which suits your type if you will be patient and choose wisely.

Yet, for all their popularity, the larger hat need not despair. For as we turn a page of fashion we find the extensive use of lace and the elaborate gown of velvet and pleated georgette which needs a hat a bit more formal. Lace is and always will be elegant. We can't make a sports frock of lace, although it must be admitted we make one of everything else, even chiffon.

Laces of all kinds are being much used; for founces, for panels, for the lower part of sleeves, for whole frocks. Thread laces are very popular and marlot laces are often seen. Ivory and cream tints are preferred to white as a rule and some exceptionally handsome gowns use lace dyed to match. Godets favor this idea.

Right here I am forced to refute what I have just said. For as I write I get word of a sports frock made of lace. Something new under the sun, to be sure! A very simple, smart, good-looking thing it is, too; of champagne lace, the blouse long and the skirt pleated. Very well, I give up. There is absolutely nothing which may not pass under the name of sports frocks.

Don't overlook the importance of pleated skirts. They are everywhere, even in evening gowns, topped by velvet blouses which I am told will remain good for some time. Pleats may be accordion, knife or pin; single, double or in groups. But pleats we must have. Another thing to remember is the separate cape. It may be of chiffon, if you like.

—The "Watchman" gives all the news when it is news. Read it.

Built 5,900 Miles of New Roads in 1925.

Motorists will have about 5,900 more miles of concrete road to travel over during 1926 than they had in 1925. Added to the 31,700 miles built in previous years, there are now approximately 37,600 miles of concrete on the highways of the United States outside limits of incorporated cities and villages.

The building of 5,900 miles of concrete highway in a single year established a new record and along with the improvement of many other miles of gravel and grading was no small job for the road builders. It involved the use of tremendous quantities of materials and the employment of a great army of workers.

A feature of last year's highway construction activities was the efforts of the road builders to inconvenience the motorists as little as possible. In every way the policies of the State Highway Departments were to serve the highway user.

More attention was paid to detours around construction jobs. They were kept in good condition and were carefully marked so that the motorist could reach his destination with the least inconvenience.—Reformatory Record.

Coming to Earth.

It is acknowledged by aviators that the most difficult part of a trip begins when one is nearing one's destination. In landing a machine certain rules have to be observed. The pilot must first circle once round the aerodrome, then he must shoot off a green light

which, in effect, asks, "Is it safe for me to land?" If a similar green light is sent up from the aerodrome, he may land, if, however, a red one is shown, it means that there are other machines on the ground, or for some other reason it is not safe to come down. He must then circle round until a green signal is given him.

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