Dentocratic Matchman. Bellefonte, Pa., August 13, 1926.

Holy Fire Burns for 200 Years.

Deeply impressive and often strange are the many examples of perpetual fires and flames that are kept burning for a long period, as memorials to the great and as symbols of certain creeds and customs of religion and humanity. Perhaps the best-known example are those of pagan people who keep up perpetual fires as a religious custom.

The oldest known fire in the world is that in a Buddhist temple near Bangkok, Siam, which has been burning without interruption for two centuries. A priest is always on guard to watch the sacred flame. Every four years a new flame is kindled, but this is always lighted in the great blazes from a brand of the old fire.

The life of a grand vizier in Persia was once saved by a Parsee trader, who discovered and exposed a plot to kill the royal official. In spite of the fact that the Persians are Mohammedans and hold fire worshipers in contempt, a single flame has been kept burning continuously for seventy-five years at Sarhad in honor of the humble trader.

In inhabited lands within the arctic circle fires have been known to burn for years. This, however, is not so much a custom as it is simple practice based on resources of convenience and necessity because of the scarcity of wood or kindling of any kind to produce ignition. Oil is the fuel of the people who live in the eternal snows of the cold north.

Soon after the death of Caruso, a candle of chemically treated beeswax was constructed in New York to be used as a memorial to the famous opera singer. It was designed to burn twenty-four hours on each All Soul's day in the Church of Our Lady of Pompeii, Italy, where Caruso last worshiped. The candle, 5 feet in circumference at the base, 16 feet high and weighing one ton, will burn for eighteen centuries at the rate of one day a year, it was estimated. Made of antique Greek design with Roman rennaisance relief on the order of an orphan asylum in New York of which Caruso was a generous benefactor, the candle cost \$3,700. It bears an inscription: "Offering to the Most Holy Mary of Pompeii in behalf of our benefactor Enrico Caruso."-Ex.

Camping and Problem of Food.

There is no healthier sport than camping. During the warm and balmy spring and summer days, it is real recreation. To get out in the fresh air and sunshine, free from worry and care, enhances the health of anyone, be he office man, salesman or what

But due to the entirely inadequate means of food preservation and re-frigeration found in the majority of camps, there is the ever-present danger of sickness from infected foods. in or der that this may be avoided. Butter and eggs should be bought only as used. The milk is a problem in itself. Perhaps the solution lies in the use of a milk other than market milk, in order that purity and sterility may be assured. For such use, evaporated milk is ideal. Many people are wont to confuse evaporated and condensed milk but there is no similarity be-tween the two. Condensed milk is a combination of sugar and milk and can be used only when both of these substances are desired. Evaporated milk is merely pure, fresh milk with about sixty per cent. of the water re-moved and the nutrient content left intact. It is absolutely sterile and pure, having been sterilized before leaving the factory. The water, re-moved by evaporation, may be re-placed very easily and the milk returned to its original volume. Evaporated milk may be obtained in small cans, containing six ounces or in larger ones containing sixteen and can be taken to the camp in quantities suf-ficient for the needs of the entire perof pure, fresh milk without the worry or the danger attached to the use of the market product.

FOREIGN TRAVEL . HOLDS SURPRISES

Americans on First Trip Abroad Find Hotel and Train Customs Different.

New York.-Americans contemplating a first trip abroad are particularly interested in all the hints they can obtain on differences in mail, travel and hotel customs abroad, said a representative of the American Express company recently, when asked for some general information on baggage and other items connected with trav-Seasoned travelers know all these el. things, but each year produces a brand new crop of visitors to Europe who have to get this information. Not only are customs different, but common everyday things go by different names, he pointed out, and this applies not only to countries where foreign languages are spoken, but to England, where a street car is called a tram, "curb" is spelled "kerb," and a "check" is "cheque," and that the latter has to bear P revenue stamp.

Division of service on trains into classes, since many years unknown in America, is universal in Europe. In most countries there are three classes and in some four. First class is everywhere used only by the very rich-and by Americans. Second class has practically disappeared in England (on account of the excellence of third class), except on a few trains connecting with boats for the Continent, on which services there is a demand for second class all the way through. The almost universal habit among well-informed Americans, he said, is to travel third class in England and second in most of Europe. going first perhaps in Spain and Portugal. Where fourth class is found the seats are seldom upholstered.

In most countries circular tickets (like our prewar mileage books) good for a certain amount of travel anywhere over certain lines or within the country, may be obtained. In some, reduced rates obtain for trips of more than a certain length; in others, tickets good for unlimited travel for a certain number of days may be obtained at a flat price.

Ticket Examination.

Throughout Europe tickets are invariably examined on entering the train platform or boarding the train, and must usually be retained and surrendered at destination.

Time tables, it was said, are not freely distributed in Europe, and it is sometimes difficult to obtain information about connections even from the station agent. On most of the Continent the 24-hour clock is used, the hours from 1 p. m. to midnight being known as 13-to 24 o'clock. Trains are not commonly referred to by their numbers, as in America, and the story of the American who with infinite pains had learned the number of the evening train is classic. "How is No. 15 running this evening?" he asked the station agent. "The 7:43 is reported on time, sir," replied the ir flexible Britisher. The fact that European goaches are divided into compartments is known to most Americans. Originally these compartments ran all the way across the coaches from one side to the other, and access from one compartment to the next was only by opening the door and swinging along an outside running board. Such coaches are still to be found on local runs, and are practically universal in rural districts, but on through runs on the Continent they have been superseded by corridor-and-vestibule cars. The compartments open at one side directly out of doors, but on the other into the corridor, which runs along one side of the coach.

leaving and do not seem to suffer in the least. Table d'Hote on Diners.

Generally only table d'hote meals are served in dining cars. There are several sittings, tickets to which are issued by attendants, a convenience appreciated by Americans.

The amount of baggage carried free varies in different countries, as do the customs. In England most trains carry "luggage vans," or baggage cars, in which trunks and other heavy baggage may be carried, but in which there are no facilities for checking. On arrival at destination each papsenger must claim his own trunk.

On most of the Continent only such baggage will be carried free as can be taken into one's compartment, and to be allowed in the compartment at all it must not exceed certain dimensions, so that it can go in the rack above one's head. All other baggage must be "registered," which means that it is carried checked in the baggage car much as in America, excep' that extra payment must be made.

The advice often encountered to carry only hand baggage is due to the fact that many trains do not carry brggage cars, so that if heavy articles are taken they must often he left behind to come by a later train. Contrary to the custom in America, it is usually the faster trains which do not carry baggage cars and the locals which do.

Americans are puzzled at the absence of any service parellel to the "express" in this country, whereby articles are forwarded under receipt and attended by messengers. Articles may be sent through the mails and by freight.

Sending Letters.

When it is definitely known at what hotels one will be, and on what dates, it is usually more convenient to have one's letters sent there. Otherwise it is best to use the foreign offices of some travel agency or firm. Friends should be warned that only to British possessions will 2 cents carry a letter; elsewhere the minimum charge is 5 cents. The American Express company, whose Paris office during the summer rush handles as many as 40,000 letters a day, finds that 90 per cent of all letters received for patromcarry insufficient postage.

Another thing which causes confusion is that no telegrams or letters can be sent collect, so that when it is expected that cables will arrive after one's departure a small deposit should be left at the address in care of which they will arrive to cover the cost of telegraphing them on.

Hotel customs do not differ greatly from those in this country. The "American plan" of operation is found far more frequently than in the land which gave it birth. Many hotels now make a surcharge for service, and in many cities and some countries there are taxes on hotel bills. These items are not included in the prices quoted led to for accommodations, but are the total of the bill, so that if this is not taken into consideration the total is apt to be more than expected. The hall porter, or "concierge," is an important individual and can do much to make one's stay pleasant. Contrary to the usual impression, it is only in England that the traffic goes to the left. Elsewhere, when it has any noticeable predilection at all, it inclines to the right. Americans who have wondered at the incessant squawking of motor horns in Paris are informed that an ordinance requires bulb horns within the city limits.



Scientists Working Out Gigantic Jig-Saw Puzzle in the Southwest.

Washington.—Scientists are working out a gigantic jig-saw puzzle in the Southwest, first searching over hundreds of square miles of territory for the pieces that nature has hidden through the centuries. The story of this fascinating "game"

is wrapped up in an announcement just made by the National Geographic society that its research committee has made an additional grant of funds to continue this summer the "Beam Expedition" work under the leadership of Dr. A. E. Douglas of Steward observatory, University of Arizona

Ancient Apartment Houses. "No one knows the age of the interesting communal dwellings, America's first 'apartment houses,' that have been unearthed in New Mexico," says bulletin from the Washington (D. C.) headquarters of the National Geographic society. "The largest of these, Pueblo Bonito, in Chaco canyon, has been intensively studied by National Geographic society expeditions during the past six years. Much new information has been gathered in regard to these early Americans from the examples disclosed of their masonry, pottery, baskets and culture, for they had no calendar. Now this secret seems likely to be found out from the examination of what laymen might consider prosaic old wooden beams that supported the flat roofs of the Bonitans.

"Doctor Douglas found some years ago that trees in growing not only leave a ring for each year, but that often the character of the ring denotes the particular year in which it grew. That is, in an unusually moist season an especially wide or wellmarked ring will be left in all the trees of the region subjected to the unusual conditions. If a living tree four hundred years old is cut and a recent characteristic ring identified, other outstanding rings made in the tree's youth can be dated centuries ago. These characteristic marks may be found, in turn, among the most recent rings of an ancient log preserved in a sandbank, and so nature's calendar may be followed back still farther.

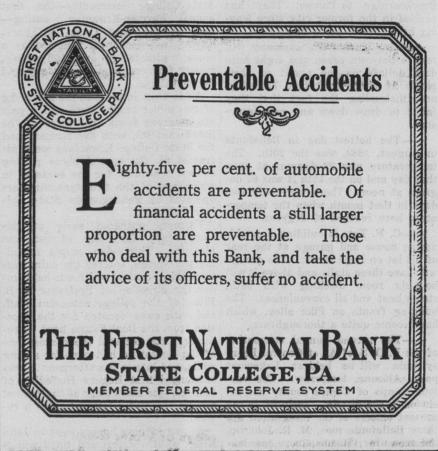
Scientists Hunt Old Wood.

"Since the working out of this method the scientists of the National Geographic society's Beam expedition have been scouring the Southwest for specimens of ancient wood. Some have been discovered in the form of old tree stumps covered centuries ago The Rate of Interest on Investments of High Grade is Tending Downward

iberty Bonds now return less than 4 per cent. One Treasury loan was placed at less than 3³/₄ per cent. This shows that we are creating wealth in excess of the capital needed for the new enterprises.

High Interest Rates today involve a risk that the prudent investor should avoid.

The First National Bank Bellefonte, PA.



The Bird Population.

The total bird population of continental United States, as estimated by biologists of the department of agriculture, is 4,000,000,000 to 5,000,-000,000. There are probably about 40 birds to every person, says the Bulletin of Mass. Audubon Society.

As to the breeds, it is pleasant to note that the friendly robin is most numerous. In the northeastern and central States, the only sections thoroughly covered in the bird census, out of 1,052,000,000 in all, there were found 82,000,000 robins. Next came the English sparrow with 69,-000,000, the song sparrow with 50,-000,000, the catbird with 34,000,000, the meadow lark with 29,000,000, the house wren and kingbird with 23,-000,000 each, and the bluebird with 22,000,000.—From "Our Dumb Animals."

Florida Lots Sold to Pay Back Taxes.

Miami, Florida—Several thousand Florida lots, located in developments around Miami, are offered at auction at the country court house of Dade County for back taxes. Many of the properties are held by Northern residents who purchased during the buying hysteria, which continued for several years up to last Fall.

The publication of the list of properties against which the country and State hold claims took twenty-four pages of a Miami newspaper. The owners of many of these properties are unknown to the tax departments of the county.

----Rough roads cause considerable damage to the working parts of an automobile. Uneven roads are often unnoticed while driving as the body of the car does not shake with the axles and differential.

Reserved Seats.

On European railways there are an most no separate coaches consisting entirely of reserved seats, like the pullman cars in America. A few lines in England run pullman cars, and of course all compartments in sleeping cars are on reservation, but in general the above holds true. Instead, any seat, number of seats or compartments in an ordinary day coach may be reserved according to regulations, which vary in different countries.

Usually a small fee is required for reserving a seat, and in some countries, for instance in Italy, the reservation protects the seat only until a few minutes before the time of departure. After that the seat belongs to the one who gets there first. Throughout Europe it is the custom to require the marking of a seat in some manner when leaving it, for however short a time. A book, gloves or hat suffices. It is sometimes possible to obtain exclusive use of a compartment without taking quite all the seats therein.

Tor sleeping, first (and usually sec and) class passengers on payment of an additional amount have access to sleeping cars much like the compartments in the newer American pullmans, where all bedding is supplied by the company. On other runs only "couchettes" are available, and the traveler must supply his own covering, if desired. This can usually be rented and turned over to a representative of the renter at the end of the run.

To Americans the total absence of Jrinking water on most trains (except, of course, in the dining cars) proves an inconvenience, but the natives provide themselves with bottles of mineral water. light wines or beer before

Taxis are surprisingly cheap in Paris, and nowhere are they much dearer than in this country, in spite of the considerably higher price of gasoline.

Compared with America, there are of course extremely few buildings which have elevators, and those which do often have queer customs. In many apartment houses the elevators will carry one up, but if one wishes to descend one must walk. In others, tenants may ride free, but visitors must pay. Servants are denied the use of the elevators in many places. In spite of cheaper labor and comparatively plenty of servants the automatic elevator is met with much more often than in this country.

European Subways.

Americans who use the European subways are surprised to find first and second-class coaches and smoking cars, with different rates and different tickets for the different classes. In London the rates vary with the distance traveled, and the tickets bear the names of starting point and destination. On the Continent a flat fare is more common. There is no surveillance to see that a traveler with a second-class ticket doesn't get into a first-class coach, but occasionally inspectors come through who mildly collect the additional sum from delinquents.

On some lines season tickets are sold, good for an unlimited number of trips during the period named. As everywhere, the tickets must be shown at the entrance, where they are punched and surrendered at the exit. In London most of the subways-"tubes," they are called-are deep underground, and so elevators from the train platforms discharge the passengers into shop-lined arcades through which they reach the street. Some of the Paris subways were built by English companies, and consequently the trains run to the left. Express service is practically unknown, though the London trains maintain a semblance of one by skipping certain stops. The signs indicating such trains read: "This train passes-," followed by the names of the stations skipped, and many a visitor has been deluded thereby into believing the train not only passed but stopped at those points.

by the sand and clay washed by some extraordinary storm. Others have been found in Indian pueblos, still in use; and still others in the ruins of ancient structures.

"In every case cross-sections have been prepared and microscopic studies made. Many of the specimens, of course, have been found to cover approximately the same period of time; but now and then a lucky find has pushed the earliest known date line of the United States a few decades or generations farther back.

"Science has not completed this chronological puzzle, but working from both ends it has fitted piece after piece into place, steadily narrowing the gap of the unknown. It is hoped that before long a trustworthy estimate can be made of the ruins, so fitting America's early civilization into its proper relation to that of the Old world."

"Nicky," Polar Mascot, Survives Lost Master

New Philadelphia, Ohio.—With a record behind her that would discourage any conscientious mascot, Niccarowra, a cat, survivor of two tragic expeditions, is the house guest of David Maurer, father of Fred Maurer, who was lost in a dash to reach help, when his party, the second Wrangell island expedition, was stranded in the Arctic in 1923.

She was mascot on the ill-fated Kariuk, which was wrecked in an icepack in Camden bay in 1913. She was rescued from the Karluk by a sailor, and taken by Maurer on the flight across the dreary snowfields to Wrangell island in a fur bag on his dog sled.

Nine years later at the time of the second Wrangell island expedition, after Maurer was given up for dead, Nicky was brought back to her master's home here.

the standard handard is

Alimony Thief's Suicide

Laid to Red-Haired Girl Two Rivers, Wis.—A red-haired girl set the stage for the final act in the muddled life of John Walesh, who crawled into the main street here, asked for a drink and toppled over, dead.

Accused of robbing his wife of \$55 alimony money, which she expected to use for her brood of seven children, Walesh, officers said, went to the roadhouse near here where he met a red-headed girl who robbed him. Making his way back to the city, Walesh sought seclusion in a barn just off the main street.

Somewhere he procured a razor and with blood dripping from gashes from his wrists, he crawled to the street. A passerby brought him a drink of water and he fell dead as he drank.

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