

NEW ADVERTISEMENTS.

SHERIFF'S SALE.—By virtue of Sunday writ of Fieri Facias issued out of the Court of Common Pleas of Centre County, to me directed, will be exposed to public sale at the Court House in the Borough of Bellefonte on **SATURDAY SEPTEMBER 10th, 1927.**

The following property:
Beginning at the Turnpike (now State Highway and corner of lot No. 3 in the plan of said Borough of Milesburg; thence along said lot 100 feet; thence across lot on line parallel with said Turnpike or State Highway to lot now or late of S. M. Huff; thence along said S. M. Huff lot 100 feet to Turnpike or State Highway; thence along said Turnpike or State Highway 46 1/2 feet to the place of beginning.

Reserving thereout and therefrom a Ten-foot Alley or Driveway to be opened along the South side thereof.

Seized, taken in execution and to be sold as the property of H. T. Mann, who survives Maude B. Mann co-obligor.

Sale to commence at 1.30 o'clock p. m. of said day.

E. R. TAYLOR, Sheriff,
Sheriff's Office, Bellefonte,
Pa., August 9th 1927.

FINANCIAL STATEMENT.

Summary of the Annual Statement of the School District of Bellefonte Borough for the year ending July 4th, 1927:

Assessed Valuation	\$1865750 00
For School Purposes, 21 mills	39180 75
Per Capita Tax	6120 00
Total Amount of Taxes	\$45300 75

Account of Charles F. Cook, Treasurer.

RECEIPTS—GENERAL FUND.

To Balance on Hand July 6th, 1926	\$ 347 57
Rec'd from General Property Tax	42262 91
Tuition, non-resident pupils	16362 40
General Appropriation	18873 00
Vocational Appropriation	1327 50
Refunds, sale of books, etc.	485 70
Rent	25 00
Tax Liens	291 15
Sinking Funds	150 00
Interest	150 00
Total	\$85096 81

EXPENDITURES.

Expense of Administration	\$2550 96
Educational	18 23
Compulsory Ed.	118 47
Expense of Instruction	32701 48
Expense of Operation	6618 21
Expense of Maintenance	3108 86
Expense of Fixed Charges	2023 68
Expense of Debt Service	13090 50
Expense of Capital Outlay	2635 56
Expense of Auxiliary Agencies	838 48
Total Expenditures	\$83707 73

By Bal in Centre County Bank July 4, 1927—\$89 14
By Bal in Bellefonte Trust Co., July 4, 1927 1209 94— 1389 08
Total \$85096 81

SINKING FUND ACCOUNT.

Receipts—
To Amt. in Treasurer's hands July 6th, 1926... \$ 10478 56
To Amt. Received as Interest... 493 02
Total \$10971 58

Expenditures—
By Amt. paid for Steam Heat Property... \$ 6000 00
By Amt. Transferred to General Fund... 4971 58
Total \$10971 58

CASH ACCT. OF A. H. SLOOP, Principal.

Receipts—
To Amt. rec'd. from School Board... \$ 257 77

Expenditures—
By Amt. paid for postage, express, etc... \$ 257 77

BALANCE SHEET OF SCHOOL DIST.

Assets:
Amt. in Banks July 4, 1927... \$ 1389 08
Amt. Due from Herbert Auman, Collector:
1924 Duplicate... \$ 601 73
1925 Duplicate... 1389 81
1926 Duplicate... 4505 45— 6487 99
Amt. Due from Tuition... 2231 92
Amt. Due from Tax Liens... 3182 68
Total \$13291 67

Liabilities—
New Bonded Debt... \$ 68000 00
Note of Mrs. M. E. Brouse... 3000 00
Total Liabilities... 68000 00
Total Assets... 13291 67

Net Indebtedness... \$ 54708 33

D. A. BARLETT,
C. L. GATES,
M. T. EISENHAEUER,
Bellefonte, Pa. Borough Auditors,
July 29 1927 72-31-3t

NEW ADVERTISEMENTS.

FOR SALE.—Walnut bureau, 1 Walnut wardrobe, 2 walnut tables, 1 nut white iron bed. Inquire of Mrs. J. M. Curtin, at the home of the late Mrs. Geo. F. Harris, on east Linn St. 32-ft.

FOR SALE OR RENT.—Residence and garage at 203 east Linn St., Bellefonte. Inquire of
112 N. CRIDER,
112 So. Harvard Ave.,
Ventnor, N. J.
72-32-1f

Sealed Proposals for Spring Twp. School, Centre County, Pa.

Sealed proposals will be received by the Spring Township School Dist., Centre County, Pa., John H. Barnhart, Secretary, Bellefonte, Pa., until Aug. 27th, 2.30 p. m., 1927.

- For the erection of a one story, four room brick school building.
- For a system of heating and ventilating.
- For a system of plumbing.
- For a system of Electric Wiring.

A certified check will be required with each bid for the following amounts: General work, \$400.00; heating and ventilating, \$250.00; plumbing, \$150.00; electric wiring, \$50.00. Each check will be made payable to the Treasurer of the School District and shall be forfeited in case the bidder awarded the contract fails to execute said contract and furnish satisfactory bond.

Plans and specifications may be secured from the office of Hersh & Shollar, Architects, Altoona, Pa., on receipt of a deposit check of \$15.00. Check to be forfeited in case contractor fails to place a bona fide bid.

The Board of Directors reserve the right to reject any or all bids.

By Order of the Board,
JOHN H. BARNHART, Secy.,
Bellefonte, Pa.
Hersh & Shollar,
Registered Architects,
Altoona, Penna. 72-31-3t

Notice to Satisfy Mortgage.

To Thomas Dale and Evan Williams, Executors of the Last Will and Testament of William Williams, Deceased.

Please take notice, and you are hereby notified, that a petition has been presented to the Court of Common Pleas of Centre County, Pa., to No. 203 September Term, 1927, by Russell O. Shirk, setting forth that the premises hereinafter described is encumbered by a certain mortgage dated May 23rd, 1871, and recorded in the Recorder's Office of Centre County, in Mortgage Book "G", page 400, for \$3500.00, by Robert Carl, Evan Williams, Thomas Williams, Nelson Williams and James Williams to Thomas Dale and Evan Williams, Executors of William Williams, deceased, and that said mortgage is a lien upon all that certain message, tenement and tract of land situate and being in the Township of College, County of Centre and State of Pennsylvania, bounded and described as follows, to-wit:

BEGINNING at an Elm corner of lands of William Lytle and Moses Thompson, thence by land of the latter, South 84 deg. East 140.5 perches to Black Walnut stump; thence by the same lands South 89 1/2 deg. East 54.6 perches to Hickory; thence by same lands North 15 1/2 deg. East 92 perches to stones; thence by land of John Wasson North 49 1/2 deg. West 43.3 perches to stone; thence by lands of John Shuey and Haldeman's heirs, South 82 deg. West 108.8 perches to stones; thence by land of John Williams South 1 1/2 deg. West 12 perches, thence by same lands South 82 deg. West 13.3 perches; thence by land of heirs of William Williams, decl. South 19 deg. West 11 perches; thence South 26 deg. West 10 perches; thence South 3 deg. East 10 perches; thence South 39 deg. East 14 perches; thence South 6 1/2 deg. West 10 perches; thence South 46 deg. East 2.8 perches; thence South 45 deg. East 6 perches to Elm, the place of beginning.

Containing 129 acres and 11 perches near measure.

Said petition further sets forth that the presumption of payment has arisen of said mortgage and that upon proof thereof said court will be requested, upon payment of costs due, to make a decree authorizing and directing the Recorder of Centre County to enter satisfaction upon the margin of the above stated mortgage of which proceedings the undersigned by the decree of said Court dated August 8th, 1927, was directed to give notice by advertisement of the facts set forth in the petition once a week for four successive weeks after the presentation of this petition in a newspaper of general circulation published in the Borough of Bellefonte Pa., commanding said persons to appear before said Court Monday, September 5th, 1927, at 10 o'clock A. M., to show cause why the proper decree should not be granted and satisfaction of the said Mortgage should not be entered on the record thereof by the Recorder of Deeds in and for the County of Centre.

E. R. TAYLOR, Sheriff.
72-31-4t

BUILD 60,594 MILES OF ROAD

Ten-Year Record Shows Federal Aid Speeds Up Whole Country.

Washington.—Ten years of federal participation in highway building under the provisions of the 1916 federal aid act ended on June 30, last, and in that period about two-thirds of the federal aid system of 171,687 miles were hard surfaced, macadamized, graveled or otherwise improved. Another decade, if the states continue to follow their policy of accepting federal funds and general supervision, will see the system completed.

The vast importance of the system, embracing, as it does, practically all interstate highways, is evidenced by the fact that its arteries reach every city of more than 5,000 inhabitants in the country and if a zone of ten miles were marked off on each side of the roads in the system, that zone would include the homes of 90 per cent of the country's population.

60,594 Miles Built.

On May 31, 1927, the country's investment in highways of the federal aid system, built with government co-operation, reached a total of \$1,145,403,031, of which \$505,960,673, or about 44 per cent, was contributed by the federal government. To date 60,594 miles of roads in the system have been built jointly by the states and the federal government. Meanwhile, many of the states have gone forward on building programs without waiting for help from the government, and the result is that two-thirds of the system originally contemplated is now completed.

In 1916, when the federal aid act was passed, only 287,047 miles of 3,001,825 miles of road in the country were surfaced. Today the surfaced mileage slightly exceeds 521,915 miles and the construction problem grows increasingly important because the unprecedented increase in the number of motor vehicles, the development of suburbs, and the participation of motor trucks in industry necessitate further extension of roads in width as well as length.

For Mail Service.

Originally, the purpose of congress in establishing the federal aid system of highway construction was to improve highways for the promotion of the rural mail service, but the policy was subsequently expanded to authorize the secretary of agriculture to show preference to projects to "expedite the completion of an adequate and connected system of highways, interstate in character."

The experience during the war in the endeavor to move munitions and materials by highways as well as by the railroad systems brought out forcefully the fact that there had been little unity or system in the work of road building beyond that exercised by private organizations, such as the Lincoln Highway association, the Dixie Highway association, and similar groups.

Discord Arises.

States and counties were responsible for such roads as were built, and discord arose in various communities as to routes—smaller cities and villages in various sections exerting their efforts to have road improvements touch their own localities. The result was that at the beginning of the war few of the principal cities of the country were entirely connected by good roads, passable in all kinds of weather.

Under the 1916 federal aid road act the old office of road inquiry, created in 1893 to study highway conditions, was converted into the bureau of public roads, and was given the task of supervising federal aid road building. The act authorized the secretary of agriculture to help states with their programs of improving post roads up to 50 per cent of the cost of the improvement, providing that the cost did not exceed \$10,000 a mile, exclusive of bridges more than 20 feet long.

Ten States Get More.

In states such as Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, and Wyoming, containing large areas of public domain, including national parks and Indian reservations, the government's percentage of the cost of improvement was fixed at a rate averaging 62.9 per cent for the ten states.

When the act was passed there were still six states which had no highway departments and others whose departments had only nominal authority. The act of 1916 provided that to receive federal aid a state would have to create a highway department having sufficient authority to co-operate with the government, thus providing a stimulus to state control.

The act was amended in 1921 to authorize the designation of a system of main interstate and intercounty highways limited in each state to 7 per cent of the total mileage existing when the act was passed, and many states which had not already done so quickly adopted definite construction programs. Another amendment to the act in 1921 provided that if a state did not maintain roads when built, the federal government would, and the maintenance cost would be deducted from the state's quota.

Table of Authorizations.

Federal aid to the states in building roads will continue until 1930 at least, inasmuch as congress has appropriated or authorized appropriations for

the purpose. The following table shows the amount of money authorized by congress from 1917 through the fiscal year 1920:

1917 ... \$ 5,000,000	1924 ... \$65,000,000
1918 ... 10,000,000	1925 ... 75,000,000
1919 ... 65,000,000	1926 ... 75,000,000
1920 ... 85,000,000	1927 ... 75,000,000
1921 ... 100,000,000	1928 ... 75,000,000
1922 ... 75,000,000	1929 ... 75,000,000
1923 ... 50,000,000	

In some years more money was spent for federal aid roads than shown for those years in the above table. This apparent discrepancy is explained by the fact that the road-building program moved slowly for the first three years after the passage of the act. Moneys appropriated were held over and the unexpended balances were added to the funds available in later years and were drawn upon as required.

Coolidge Favorable.

The policy of the Coolidge administration has been favorable to carrying out the program authorized, although President Coolidge has indicated in messages to congress that subsidies to the states in general do not have his approval.

The principal federal subsidy to states is that of assistance in road building. In 1924 more than 76 per cent of the total funds turned over to the states from federal revenues were devoted to highway construction. This percentage has increased since 1924, with the decrease of federal aid in certain other directions and the increases in highway expenditures.

The chief arguments in opposition to the federal road aid work has been made by the populous eastern states, which object to being taxed by the federal government for the purpose of building roads or supporting other federal aid activities in the less populous states.

If Things Are Going Wrong, Blame Weather

Fort Worth, Texas.—When things go awry, blame it on the weather, says D. S. Landis, poet, philosopher and for 25 years weather observer here for the United States weather bureau.

Temperature and humidity affect the human nervous system, and fluctuations creating nervous activity are reflected in the actions of people over a large area, he believes.

A bright day cheers, raising the spirits of the people, making everyone more congenial and reducing likelihood of friction.

A cloudy day, on the other hand, while a sedative for people of a phlegmatic type, is an irritant to persons of more vital nature and causes unrest and brittleness of temper, according to Landis. He says that police records show that crime, especially suicides, increases on gloomy days.

Periods of drunkenness, brawls, assaults, murders, arson and the like will be found segregated under abnormal barometric pressures, which, in turn, are the offspring of temperature and absolute humidity, Landis believes.

Although hot weather generally causes crossness and irritation where humidity is great, there are sections in the Southwest where the mercury reaches 120 degrees, and the dry heat becomes actually exhilarating in Landis' opinion.

"A mean temperature of 70 degrees is the best for normal living conditions with an average amount of moisture," Landis said. "Fluctuations from this cause nervous activity."

"It's not always intuition that causes us to do the things we do. Often it's the weather working on our neutral make-up."

Bone Placed in Spine, Girl Cripple Can Walk

Chicago.—For the first time in three months nine-year-old Colletta Beck of 601 North Leamington street, is now able to walk.

During all that period she had lain all but motionless, in bed. A plaster cast, extending from her hips to her neck, had held her body rigid while a bit of bone that a surgeon had taken from her left leg knitted itself firmly into her spinal column.

About a year ago Colletta's spine was injured by a fall while roller skating and tuberculosis developed in the injured vertebrae.

Late in April Colletta was taken to the Norwegian-American hospital. Dr. Fred Mueller cut out the diseased bone, replaced it with a carefully fitted piece of her left tibia and incased her in the plaster cast.

"She is in fine condition, and, while she took only a few steps, Colletta now can walk as straight as any other child," said her father, Harry J. Beck.

The Value of an Insurance Trust

There is no longer any debate about the value of Life Insurance for men in every walk of life.

The value of an Insurance Trust whereby the beneficiary is spared the risk and trouble of investing an insurance fund, is also plain.

Why not talk it over with us.

The First National Bank BELLEFONTE, PA.

Letters of Introduction

A stranger in a strange land may find letters of introduction useful. But a book of our Travelers Checks is better than any letter of introduction. We issue them in denominations of \$10, \$20, \$50, and \$100 ready for use.

THE FIRST NATIONAL BANK STATE COLLEGE, PA.
MEMBER FEDERAL RESERVE SYSTEM

SALE OF Boys' School Suits AT FAUBLE'S



This Dixie Baby Has 25 Toes, 18 Fingers

Charlotte, N. C.—Twenty-five toes and eighteen fingers were in possession of a three-year-old colored baby who was registered at the orthopedic clinic at the city health department.

The child, Betty Burton, daughter of G. M. Burton of Cornelius, was brought to the clinic by her mother, who was informed by the attending surgeon that the superabundance of fingers and toes could easily be removed and the child made normal.

The hands and feet of the little pickaninny were fearfully cluttered with the extra protuberances. The legs were small and weak, and the mother said the child could not walk alone.

Only 3 weeks until school opens. Be one of the lucky ones. Only 68 Suits in this lot—they won't last long.

A. FAUBLE

\$16.50 Suits now \$9.85
13.00 Suits now 8.85
10.00 Suits now 6.85

54th ANNUAL Encampment and Fair

of the Patrons of Husbandry of Central Pennsylvania

Grange Park, Centre Hall, Pa.

August 27 to Sept. 2, 1927

Encampment Opens August 27th
Exhibition Opens August 29th

The largest and best fair in Central Pennsylvania; by farmers and for farmers. Grounds increased to seventy acres. Beautifully located. Shade and pure water. Electric light. Telephones.

A large display of Farm Stock and Poultry, Farm Implements, Fruits, Cereals, and every product of farm and garden.

LIBERAL PREMIUMS

Free Attractions and Amusements

COME AND HAVE ONE BIG TIME!

Admission (For Entire Week) 50 Cents

Fifty cents will be charged for parking automobiles.

ALL TRAINS STOP AT GRANGE PARK.

JACOB SHARER, Chairman.