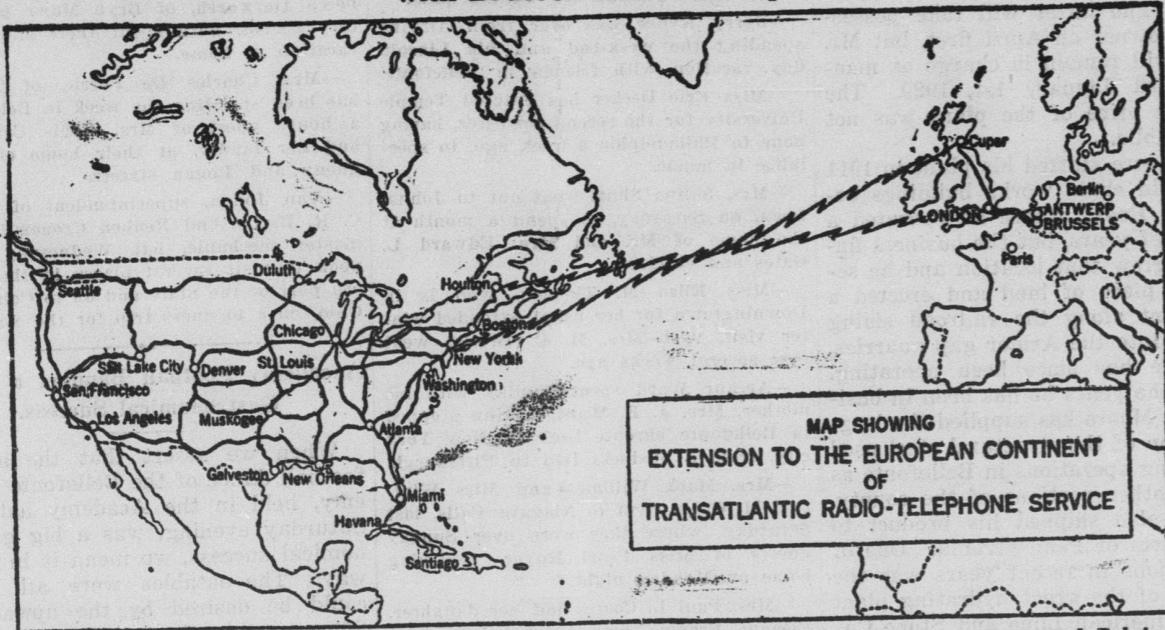


Transatlantic Telephone Service Now Links the United States and Cuba with Belgium

Land Wires, Submarine Cables and Radio are Means of Connecting Points in America with Brussels and Antwerp



The latest telephone development just inaugurated makes talking neighbors of this country and Belgium.

Long-distance telephone service from the United States and Cuba was recently extended to continental Europe with the opening of service to Brussels and Antwerp in Belgium. Extensions to other European cities of importance are contemplated in the near future.

Belgium thus becomes the fifth foreign nation to be brought within speaking distance of the average American home. Connection will be made via London, using the transatlantic radio-telephone link, which has been in service for the past year.

Trans-Atlantic telephone service to Belgian points will be in operation from 7.30 A. M. to 6 P. M., Eastern

standard time, the same period as that now in use for London. The rate for Belgium will be \$3.00 higher for three minutes and \$1.00 higher for each succeeding minute than the present rates from the United States and Cuba to London. Thus a call from any point in Pennsylvania or Delaware to Brussels or Antwerp will cost \$78.00 for the first three minutes and \$26.00 for each minute thereafter. Calls will be handled in the order of their filing. The method of placing a call is the same as that for any other long-distance point.

The new American-Belgium service utilizes various means for sending the

voice back and forth across the ocean. Land wires, submarine cables and radio all play a role in the transmission. London and New York are the American and European city terminals through which the calls pass. From London, land wires carry the voice sounds to Margate, a distance of seventy-one miles. Here they enter a submarine cable just north of the Strait of Dover, and after sixty miles of underwater travel, they emerge again near Ostend, Belgium. From here land wires carry the voice sounds seventy miles through Ghent to Brussels and thence twenty-nine miles to Antwerp.

REASON FOR PUEBLO ROADS BEING SOUGHT

Scientists May Learn Secret of Indian Tribe.

Washington.—The Indian population of Chaco canyon, N. M., a thousand years or more ago, built wide "roads" extending many miles across the mesas and cut broad stone stairways out of the solid rock of the canyon wall. Why? That is one of several questions which prompted the National Geographic society's expedition to ancient Pueblo Bonito, under the direction of Neil M. Judd, archeologist of the Smithsonian Institution. Pueblo Bonito, one of the greatest apartment-house cities of prehistoric America, lies ruined on the floor of Chaco canyon, 70 miles north of Gallup, N. M. The aboriginal inhabitants wrung their livelihood from the silty soil of the canyon bottom and could not have farmed the wind-blown messes above. Yet they hewed dozens of stairways in the treacherous ledges of the sandstone cliffs which extend back from the canyon rim and then built roadways north and south across the mesa. Some of the "roads" are said by the Navajo to extend 40 miles up hill and down. And there innumerable step series were carved with stone hammers, for the Bonitians were people of the Stone age. They had no metal tools; no beasts of burden.

Stairways Are Wide.

The stairways are from five to ten feet wide and some of them have a 10-inch tread. The roads, if that is what they were, vary in width from fifteen to twenty feet and are usually lined with boulders which were rolled to one side in the clearing process. On sloping ground the lower side of the road was built up and where the mesa changes levels abruptly steps were cut in the rock.

On upper, retreating ledges, built against the foot of the red sandstone cliffs, the expedition found terraces ten to fifteen feet high, braced with massive masonry walls. One of these, varying in width from ten to thirty feet, is traceable for more than a mile. With the man power available to the pueblo, the building of this single terrace must have been a herculean task. But, with a definite objective in view, the Bonitians seem never to have considered the human labor involved.

Why the canyon dwellers built these things is not yet absolutely clear. In tracing the roads as far as he was able, a task quite incidental to the major explorations of the society, Mr. Judd found that they all seemed to lead back into the rimons, where pine trees formerly grew. In building their pueblo the Bonitians used thousands of pine logs, and it may be that they constructed the roadways and the stairs as a means of facilitating the transportation of such logs. Of the 200 fragmentary beams excavated from Pueblo Bonito by the National Geographic society's expedition in the last seven years, not one bears any evidence of scarring, a fact which indicates that the timbers were carried instead of being slid down the cliffs.

Seek New Light.

While this may explain the stairs and the "roadways," it is not so helpful in explaining the terraces. Further investigation throws new light on them.

In addition to the investigation of these problems, Mr. Judd unearthed further evidence that Chaco canyon was the center of a larger and more ancient prehistoric population than had been thought. He discovered several sites of half-sunken villages of the Post Basket Makers, peoples who came centuries before the builders at Pueblo Bonito. He expects that investigation of these sites will reveal other house groups as extensive as the one excavated this last summer by the Smithsonian Institution and which was first discovered by the National Geographic society's expedition in 1926.

Automatic Tide Gauge Invented in England

London.—An automatic tide level indicator, considered a great improvement over any existing type, has been produced and is being exhibited in London.

The device consists of an illuminated indicator, constructed to show the height of the tide at any time during the day or night. On the model the figures when magnified for night reading are 22 inches long and can be deciphered from a ship or a land station at long distances.

The recording figures and marks for night use are projected on a glass screen high above water level, or, when fixed ashore, onto the window of any existing lookout or signal station. The dimensions of the figures may be enlarged as required. The indicator works automatically and continuously and can be installed on any site where access to the rising and falling of the water is available for the necessary float.

For isolated sites a system of acetylene gas is installed with automatic control for lighting and extinguishing at definite times.

No Longer a Joke

San Francisco.—The joke about the sea being dusty is no longer a joke. A recent sand storm at sea off the coast of southern California was reported by the United States hydrographic office to have had the appearance and density of fog.

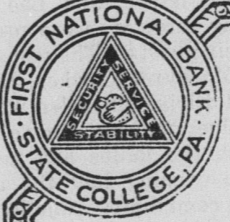
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Cannibal Diplomacy.

Quite a while ago we had some diplomatic dealings with the King of the Cannibal Islands, as the Fiji group used to be called. His name was Thakobun.

He sent by special messenger a treaty to Washington, duly signed. A rather remarkable pledge of good faith accompanying the document was the tooth of a sperm whale.

This particular tooth was, from his point of view, the most valuable thing he could offer. It was a sort of fetish, its possession being a guarantee of power and emblematic of cannibal-savage royalty.

In Fiji at that period any whale's tooth was the price of a human life. This particular specimen was said to have caused the loss of many lives, noble and plebeian. Thakobun attributed its enormous age as an heirloom in the royal family—a gift originally from the god of good and evil.

This divinity, by the way, was supposed to inhabit a cave in the interior of the largest island of the group. When, now and then, he turned over, it caused a trembling of the earth. The tooth was regarded with awe and dread, and no common eyes were allowed to look upon it.

It was in 1870 that Thakobun, the last of the Fiji kings, sent the tooth to President Grant as an "earnest" of his wish to negotiate a treaty of friendship with the United States. His object was to preserve the independence of his country, which he knew to be in danger.

The treaty, with the pledge, was kindly received and acknowledged, but the latter was never acted upon by the Senate. Thakobun's luck departed with the tooth. Three years later, because he had failed to pay certain Australian creditors, he lost his throne and his islands became a British colony.

The tooth is preserved to this day at the State Department in Washington.

Europe Consumes Much Horse Meat.

From a small plant started shortly after the close of the World War, the Chappel Brothers Abattoir of Rockford, Illinois, which during the year just closed slaughtered 40,000 horses, has grown to a plant of monster proportions. Incidentally, the plant is the only institution of its kind in the United States.

Car loads of wild horses captured by wild horse hunters of the western plains are shipped to the plant at Rockford. Broken-down steeds, whose working days are over, are received at the plant and given a merciful death.

The wild horses, it is said, are being secured for about \$2 per head, while broken-down Dobbin will bring in \$5 to \$10 to the owner. These animals are collected from a wide area and shipped to the plant.

While the bulk of the horse meat is shipped to Europe, American circus and animal acts use a large quantity of the flesh. Owners of dogs too purchase the plant's product.

The Barberry Bush is a Persistent Enemy of Grain.

In 1916 the rust damage to spring wheat alone was estimated at 180,000,000 bushels, and for the next 10 years it was estimated that the average loss of all grains was 50,000,000 bushels annually.

For 10 years under Federal commanders, relentless war has been carried on against the disease by destroying one of its hosts—the common barberry bush. Men have toiled to destroy more than 15,000,000 bushes. About 8,000,000 have been dug, pulled, and grubbed. More than 7,000,000 have been killed by chemicals, chiefly by salt—about 1,200 tons of it. A preliminary survey in the 13 North Central States pointed out the most obvious and numerous groups of the enemy. Repeated surveys are necessary to make sure that eradication is complete. The barberry is a persistent plant and comes up from fragments of rootstocks and roots. Also seedlings have been found eight years after the original fruiting bushes were destroyed. Single barberry bushes have been known to spread rust for more than 5 miles in all directions.

Routed from the open spaces, bushes have been found in most inaccessible places, in the crevices of precipitous cliffs, in abandoned stone quarries, in the middle of great clumps of wild bushes and vines, in second-growth timber, in wet and dry forests, and one even on a floating log. Whatever the difficulties, the campaign must go on. The Federal directors and the citizens organized for barberry eradication want all the assistance possible from volunteers. The campaign is winning. Rust attacks have been reduced in all the territory. The estimated average annual loss of wheat in the 6 years, 1915 to 1920 was 50,000,000 bushels, whereas in the last 7 years, 1921 to 1927, the estimated average annual loss is only about 16,000,000 bushels. Rust losses have been almost eliminated slowly and epidemics are mostly local.

Dawdlers Look Out.

Drivers of vehicles which are overtaken or passed by another vehicle approaching from the rear are required to give the way to the right when signaled and are forbidden to increase their speed. The new motor code strictly forbids the speeding up of the vehicle when the operator of the vehicle in the rear has signaled his desire to pass.

More accidents are caused by the so-called creepers or dawdlers on the highways, who proceed at a leisurely speed until overtaken by a passing vehicle and then suddenly step on the gas and speed ahead so as to prevent the on-coming vehicle overtaking and passing him. This type of road hog, who refuses to yield the right of way when signaled to do so, will render himself liable to a charge of reckless driving and, if convicted of such a charge, will be fined \$25 or imprisoned for a period of ten days.

IT TAKES 1,000,000 STEERS TO PUT A MODERN DIRIGIBLE IN THE AIR.

The king of the elves, in the old fairy tales, sent his pixies and gnomes and dwarves out into the wide world to seek enough nightingales' tongues or bluebirds' breasts to be woven into a magic carpet for the king's daughter, the lovely princess.

This modern workaday world seems eons away from the time of fairies, but in Akron, O., perhaps the busiest industrial town in the country, a modern fairy tale is being lived which even the buzz and drone of modern machinery cannot drown.

Hundreds of girls work in the great Goodyear Rubber company there doing nothing but inspecting hundreds

of thousands of cattle tissues in order that the dirigibles, those fantastic birds of the air, may ride safely from ocean to ocean.

Nearly a hundred girls are now employed searching out perfect cattle inner tissues for new gas cells for the navy dirigible Los Angeles. It takes tissues from 1,000,000 steers to make cells and envelopes for the Los Angeles.

Science has spent hundreds and thousands of dollars, says J. R. Kelley, foreman of the skin room of the big plant, in a vain attempt to find a synthetic "something just as good" for the famous "goldbeater cloth," which is nothing but the casing of the lower intestine of cattle.

But the old-fashioned bossy cow has won out over grave men in their

laboratories. No good substitute has yet been found.

And the great ships of the air fly because thousands and millions of cattle have died, giving their vital tissues to these inanimate "birds" of wood and steel and aluminum and silk.

"Goldbeater cloth" was known to the alchemists of old. Medieval goldsmiths knerred its worth. Cellini himself hammered out his famous sheets of gold, thin as silk, from which he fashioned the most beautiful objects of gold the world has ever seen, by placing the precious metal between what the ancients called "steer stomachs," medical science not yet having decided where the stomach actually began and finished.

The old prospectors of '49 knew the worth of "steer stomach," too. Story has it that occasionally as much knifeing and brawling went on over the dead body of an old cow or steer as over a gold claim itself. The prospectors wanted to get their case knives into the body, rip out the precious tissue and have "gold-beater cloth," the best substance known to increase the ore and dust while it was pounded to yield up the precious gold. Every particle clung to the "steer stomach" and no amount of pounding made it give way.

One of Chicago's greatest packing houses sends direct to the Goodyear skin room this intestinal tissue from every beef butchered in its yards. The skins are sent in bunches of a hundred packed in huge tuns filled with salt, several hundred bunches to a barrel. From 20,000 to 100,000 skins are received each week.

About 100 girls have been working on the new lining for the Los Angeles for the past seven months. A total of 15,000 yards of fabric must be lined with the cattle intestinal casings before the job is done. About one million skins will be used, meaning that one million dead steers are represented in the big blimp. The cost of the skins alone will be about \$85,000.

The process of transforming plain cattle tissues into dirigible gas cells is simpler than it is speedy.

The great kegs of salted tissues roll in from the packing house daily. They are washed, sorted, inspected, washed again, inspected again and are then sent to the scraping tables, where dozens of girls do nothing all day but scrape away fatty deposit from the silk-like tissue. A speedy worker can scrape 400 a day.

After more washing and more inspection under powerful lights the skins are taken to a big room where they are applied to a rubberized fabric, wetted down at an exact angle to permit proper shrinking when dried.

One girl can lay about 250 skins a day. There are 14 cells in the Los Angeles, and about 12 sections to each cell. Since deterioration with time, each cell is sent to the hangar as soon as finished and is installed at once, so that most dirigibles are in a constant state of repair, with at least one new cell constantly going in as another is taken out.

The room where the skins are applied to the fabric is hermetically sealed. The only ventilation comes through a special pipe filled with air which has been put through a vacuum. One speck of soot in the cells could be fatal. No one is allowed in the rooms without special shoes kept in an ante-chamber and inspected carefully. An exact temperature and humidity must be maintained the year around. There is not a window in the room and doors are carefully guarded and protected.

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