

**Snow Shoe Reservoir Not Considered Dangerous.**

Complaint was made to the Public Service Commission, last week, that the dam at the No. 1 reservoir of the Snow Shoe Water company was leaking and in a dangerous condition. The complaint was made by the superintendent of the company in connection with the filing of a petition for an increase in rates for water service. The petition set forth that to make the necessary repairs will entail an expense of approximately \$33,900, and to meet the interest on this expenditure will require an additional income of \$2,810.

On Saturday morning two engineers of the State water power and resources board, in company with Thomas Caldwell, J. M. Cunningham and O. J. Harm drove to Snow Shoe to make an examination of the reservoir. The latter is located on the upper reaches of Beech Creek, about two miles and a half from Snow Shoe. The breast of the dam is some fifty or sixty feet long and about six feet in height. It is constructed of masonry and concrete and is five feet thick. There was a small leak at one end of the dam, but it was of minor importance and, after making a thorough examination, the engineers decided that the dam is in no danger of giving away.

The main trouble is that the town is a little short of water protection. An eight inch pipe runs from the reservoir for a distance of about a mile, where it connects with a six inch pipe which runs to the town, a distance of a mile and a half. As water protection the town now has a dozen or more fire hydrants, which are not deemed sufficient, but they are all the present supply of water will justify. The citizens are clamoring for better protection and the only way to give it to them is to lay a new pipe line. As the distance is two miles and a half it will mean the expenditure of a considerable sum of money, and the company wants an increase in rates to justify the expenditure.

**Stover Family Reunion Held at State College, on Sunday.**

The Stover family reunion was held, on Sunday, at the home of Mr. and Mrs. John Stover, at State College. The big dinner, to which all present contributed, was the principal feature, and was enjoyed by old and young alike. Those present were as follows:

Mr. and Mrs. John Stover, Hall Stover, Mrs. Frank Miller, Mr. and Mrs. Raymon Poorman, Kenneth Poorman, Elmer Stover, Mr. and Mrs. Howard Evey, Mr. and Mrs. Russell Evey, Mr. and Mrs. Homer Evey, Mary Louise Evey, Charles Evey, Mr. and Mrs. P. Osman, Stanley and DeVoe Osman, Mrs. Virginia Behrer, Mrs. William Raup and Miss Helen Struble, of State College; William Stover, of Howard; Mr. and Mrs. Ralph Stover, Naomi and Paul Stover, of Akron, Ohio; Charles Stover, of Millheim; Roy Behrer, of Pittsburgh, and John W. Miller, of Pine Grove Mills.

**Two Centre Countians Get Degrees at State College.**

At the fifth annual summer session commencement held at State College, last Thursday, two Centre countians were among the 111 young men and women to be awarded degrees. They were:

Carl J. Gray, son of Oscar Gray of west High street, Bellefonte, who received his bachelor of science degree in the curriculum in electrical engineering of the School of Electrical Engineering, was a member of the college band and college orchestra during his four years at Penn State.

Ralph H. Carter, son of Alvin M. Carter, of State College, received a degree in bachelor of science in the agricultural biochemistry curriculum in the School of Agriculture. He is a member of the Liebig Chemical Society.

The Water Works Journal for July, a Pittsburgh publication, devotes almost three pages to a story of Bellefonte's big spring and pumping station. The article is illustrated with pictures of James D. Seibert, water commissioner, the big spring and exterior and interior views of the pumping station. The article was a collaboration by J. O. Stutsman and J. D. Seibert.

**NEW DEER LICENSES READY ON SEPT. 1.**

As a result of the opinion recently given the Game Commission by the Attorney General's Department to the effect that it is necessary to have a special deer license, costing \$2, to hunt for antlerless deer during the season of 1928, the Game Commission outlined its policy for the distribution of these licenses.

Immediately upon receipt of the Attorney General's opinion, the Game Commission stopped, temporarily, the issuance of resident hunters' licenses in every county of the Commonwealth. This was done in order to be fair to those hunters who had already secured their regular licenses, and who were, up to that time, of the opinion that such regular licenses would permit them to kill a deer. Hunters who do not desire to hunt deer this year under present conditions may return their regular licenses to the county treasurer who issued it, and their license fee will be returned. Such licenses need not be returned in case the owner desires to hunt only for small game.

**BEGIN RE-ISSUANCE.**

Persons desiring to hunt deer this year who have not as yet secured their resident hunter's license may now obtain it. No special deer license will be granted to anyone not possessed of a regular resident hunter's license. Since the special deer licenses and applications will not be in the hands of the county treasurers until about September 1, it will be permissible to submit applications for such licenses on plain paper, giving post office address, occupation, age, height, color of hair, color of eyes, resident hunter's license number. Such applications will be filed in the office of the county treasurer in the order in which they are received so as to give each hunter an equal chance to secure a license.

Special deer licenses are good only in the county in which they are issued. Should a person, upon making application to a county treasurer, find that the quota of licenses for that district has been filled there is nothing to prevent him from making application in another county. Regardless of the number of licenses which one person may secure, he will be permitted to kill only one antlerless deer during the season. The matter of the camp limit for deer will be eliminated for the season of 1928, each member being permitted to kill one deer. Non-residents will not be permitted to hunt deer in Pennsylvania this year.

Persons who reside upon or cultivate lands within the Commonwealth who wish to kill deer may hunt on such lands free of charge. They will be furnished with special free deer licenses upon application made direct to game protector in the county in which they reside.

**Must Report All Accidents.**

Motorists who injure or kill cows, pigs, sheep or horses valued at \$50 or more will have to file accident reports, according to an opinion given the bureau of motor vehicles, Pennsylvania department of highways, by William A. Reiter, the bureau attorney. Mr. Reiter's ruling is as follows: "Animals, such as cows, pigs, sheep and horses are personal property and come within the term property damage. Consequently, accidents involving such animals where the damage amounts to an apparent extent of \$50 or more should be reported to this bureau, as required by Section 1030. This, however, does not apply in the case of dogs.

"It is impossible to stipulate a general rule where all cases involve animals, as each case will have to be determined on its own merits."

**Real Estate Transfers.**

- J. T. Leathers, et ux, to M. Fred Hazel, tract in Spring Twp.; \$1.
- Howard Vail to W. E. Vail, tract in Rush Twp.; \$1.
- Elizabeth Crotzter to Whiterock Quarries, tract in Benner Twp.; \$363.
- Celia T. Williams to Clara W. Fowler, tract in Bellefonte; \$1.
- I. G. Gordon Foster, et al, to William D. Custard, tract in State College; \$1.
- Orlando W. Houts, et ux, to Frederick W. Owens, et ux, tract in State College; \$1.
- F. P. Barker, et ux, to Ruth E. Hartman, tract in Haines Twp.; \$100.
- Lee Green to Emma C. Hall, tract in Boggs Twp.; \$1.
- James L. Leathers, et ux, to H. E. Walton, tract in State College; \$1.
- Edward Flick, et ux, to Unionville Cemetery Association, tract in Union Twp.; \$75.
- Jacob Solomon, et ux, to George R. Mayes, et ux, tract in Philipsburg; \$800.
- Benjamin F. Haffley, et ux, to Henry S. Haffley, tract in Miles Twp.; \$1.
- Robert Baney to Anna Confer, et bar, tract in Bellefonte; \$200.
- Anna R. Foekenthal, to Harold T. Griffith, et ux, tract in State College; \$1.
- Roy S. Imler, et ux, to Harvey J. Keith, tract in Ferguson Twp.; \$1.
- Clarinda C. Callahan, to Merlin A. Henry, et ux, tract in Rush Twp.; \$5,000.
- John MacNeil, et ux, to Thomas Bannon, tract in Rush Twp.; \$10.
- Anna M. Williams, et bar, to W. Scott Crain, tract in Worth Twp.; \$4,100.
- George H. Keller to Charles F. Noll, tract in State College; \$625.
- Polly Ward to John E. Beck, tract in Bellefonte; \$1.
- Annie M. Corman to Herbert Small, tract in Miles Twp.; \$45.
- William Tressler, et ux, to Ross P. Sellers, et ux, tract in Patton Twp.; \$900.
- William C. Dietz, et ux, to Liberty Twp. School District, tract in Blanchard; \$3,000.

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**ALASKA AIR SERVICE COVERS 300,000 MILES.**

Three hundred thousand miles of flying 1,000 passengers and 30,000 pounds of freight transported by air without loss or injury. This record, which might be notable if made on a regular run in a temperate climate with full airport and emergency landing facilities, was reported recently by George E. King and Joseph Crosson, of the Fairbanks Airplane Corporation.

Fairbanks City in Alaska is near the center of that supposedly frigid territory; and it was in Alaska, with its jagged mountains, white in winter, its rivers of ice and its barren snow blanketed tundra, that this human and mechanical accomplishment was made, sometimes in a temperature of 50 degrees below zero.

The Fairbanks Airplane Corporation has been operating a flying service in Alaska for three years. It is now being reorganized under a new name with additional equipment. Until now its equipment has been one Fokker with a B. M. W. motor and room for pilot and six passengers, one Hispano-Suiza Swallow for pilot and two passengers, and J. N. 4 D. of the same make, with a carrying capacity of pilot and one passenger.

Seven months of the year the planes are equipped with skis. The rest of the year being mild, wheel landing gear is used. Except for two weeks during the spring when the snow is melting, flying is continuous. Most of the year there is good visibility and little fog or sleet, two of the greatest menaces to aviation. The longest of the hops is about 600 miles. So far no regular schedules have been adhered to. King says that users of air transportation in Alaska calculated that journeys which by other available means of transit would take a week could be covered in an hour by air. The rate has been \$1 a mile.

"It costs just about as much to travel by dog sled," King added, "after paying for dogs, supplies, the outfit and for the guide. The cost is the same by air, but days or weeks of time are saved."

The commerce peculiar to the country uses air transport. Alaska's main business is minerals and furs. To get from Fairbanks to Nome or Bethel or to Whitehorse in the Yukon a prospector by land transit would be from six weeks to two months on the way, encountering hazard and hardship.

King or Crosson or Carl Eilson, famous Arctic flyer and chief pilot of the company, will take him to his destination in seven and one-half hours. A remote prospector whose pay claims may have a considerable quantity of placer gold and none of the things it will buy. An airplane takes the gold to Fairbanks or Juneau and brings back supplies in exchange or banks the gold. Business men who need to go from point to point now go by plane. Trappers make use of it not only to transport themselves but their valuable mink and silver fox pelts. During the months when fur is being sent south for the Christmas trade, air transport is of great value to trappers. If they cannot deliver their bags to market in time for the busy season they lose money.

**Elevated Speedway Cost \$50,000,000.**

A 50,000,000 double-decked steel and concrete elevated roadway, stretching between Atlantic City and Philadelphia, will be under construction by the middle of August.

The roadway, it is reported, will be built by the Pennsylvania Railroad and other interests, and will replace the electric lines now operating between the two cities. It is to be 70 feet wide and have three traffic lanes on each of the two decks.

The first deck of the roadway will be used by the railroad for a new high-speed combined gas and electric car. Ramps will be built to the deck for these cars at Woodbury, Glassboro, Newfield, Mays Landing and Pleasantville.

The upper deck will be used for automobile traffic only. Private and passenger automobiles will be charged toll, but will be granted the privilege of using the company garage to be built in Atlantic City, which, it is said, will be the largest of its kind in the world.

**Kansas City Democrats Raising Campaign Fund.**

For the first time in many years Democrats at Kansas City are raising a campaign fund for the August primaries. Democratic city and county employees are being asked to contribute.

The money will be spent mostly for newspaper advertising, it is announced.

"The good die young." But to die good one must die young.

**ATTORNEYS-AT-LAW**

- S. KLINE WOODRING**—Attorney-at-Law, Bellefonte, Pa. Practices in all courts. Office, room 18 Crider's Exchange. 51-17
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