

GOVERNOR HAPPY IN MARRIED LIFE.

Sympathetic and Devoted Wife Has Helped Smith to Attain Success in Public Life.

By Mrs. Charles Dana Gibson. No man travels alone, least of all "Al Smith." He was guided during those early years by a devoted and Christian mother, at whose knee he learned to walk humbly with his God, the path she herself had trod.

Al Smith's mother took a natural pride in her gifted son's high office, but far more important than this was the comfort she took in the knowledge that her son and his wife loved each other.

Our Governor, Alfred E. Smith, is called "The Happy Warrior." To be sure he is a "Happy Warrior." But he was made happy long before you could have called him a "Warrior."

And Alfred Smith was made happy in that modest little home in Madison Street. Five children were born there. No, only two children were born there, Alfred, Jr., and Emily.

There were sure many anxious and serious times, through which his wife had to guide him. The family income was very small. But that and the rooms were the only small things in that home.

She certainly must delight in his performances now. I know of no one who plays a leading part more successfully and she still applauds. He has no better or fairer critic. I realized the big and important part she played in her family when I, with my husband, visited her at St. Vincent's Hospital, last winter.

What we went to State College for was the same reason that took a thousand other Pops and Moms. Freshman week begins there today. Twelve hundred future wearers of "dinks" arrived to learn what it is all about. They call it the "green invasion" because the Frosh wear the green dinks.

Penn State Students in Practice Teaching.

Twenty-five seniors in the school of Education at the Pennsylvania State College are now in Johnstown for a nine-weeks' period of practice teaching in which they will take complete charge of certain high school classes under the supervision of the resident teacher and a college staff faculty member.

GETTING EVEN WITH BROTHER KERLIN.

Several months ago we published a paragraph from the "Call It A Day" column of the Harrisburg Telegraph. It expressed the columnist's reaction to a sandwich he bought at Centre Hall, while on a motor trip through that section.

The prayer of the paragraph was in substance that the writer might be delivered from ever meeting up with such a combination of bread and ham again.

We republished it, not because we wanted to slam anybody, but because it was really an amusing bit of writing.

W. W. Kerlin, the Centre Hall poultry magnate, took offense at the article, at us and about everything else in sight because he regarded it as a reflection on the fair name of the metropolis of Potter township.

That is water under the wheel, however. All of Centre Hall has forgotten the sandwich incident. The town hasn't been ruined by it and now the sun has broken through the clouds that Mr. Kerlin thought we had helped hang over it.

The writer of "Call It A Day" was in Centre Hall again, last week, and the diatribe on the sandwich becomes a paean of praise of the garage man over there.

I don't know his name... the man who turns the handle on the Tydol pump at Centre Hall... but he gets a verbal gold medal from me... not because the amount involved was important... but just because what he did was unusual.

Back on Centre Hall mountain, too, I encountered an innovation... the woman at Pete Coldron's eating place actually buttered two hamburger sandwiches for me and my girl-friend... butter on a sandwich at a roadside eating place is as scarce as an Al Smith vote at W. C. T. U. headquarters.

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Would That the Spirit of the Good Doctor Could See This.

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GRIZZLY BEAR IS BECOMING RARER THAN BUFFALO.

"The buffalo was never half as near total extinction as is the grizzly today."

This is the startling statement made by Will C. Barnes, assistant United States forester, in summing up the annual game census of the national forests as it relates to the grizzly bear, says a Bulletin of the American Game Protective association.

The census discloses that there are only grizzly bears in the national forests in the United States, outside of Alaska, and 50 per cent. of these are in Montana—not a single individual grizzly is reported from any of the national forests in California, a State in which these animals were once abundant.

Nothing could more definitely indicate the necessity for protecting this great carnivorous species; unless it is the intention to pursue it to extermination.

The Alaska brown bear also shows a heavy decrease in numbers, since last census and a definite need for curtailing hunting privileges in the limited area where this animal is found.

The summary of the game census of the national forests discloses the following footings: Antelope 7,665; Black Bear 51,017; Grizzly including Alaska brown bear 3,380; Caribou 35; Deer 709,836; Elk 74,179; Moose 7,950; Mt. Goat 19,334; Mt. Sheep 13,248.

This census is not an actual count but is the result of close estimates made by men who are constantly on the ground and are keeping tab on game conditions from year to year. The antelope shows a slight increase, except in the few herds that are in captivity, which do not seem to thrive.

Deer show a steady increase. In the Kaibab Forest, over-population is still acute and no effective plan has been definitely agreed upon for controlling the size of this herd.

Elk herds continue to increase. The Yellowstone herd is dangerously close to the maximum of 20,000 head, the annual kill of about 1,500 not being enough to offset the natural increase.

It should be remembered that hunting of game under State laws is permitted on most of the national forest areas. National forest game is not protected by sanctuary except in certain instances. The United States has the responsibility also for care of the game in the national parks, all of which are sanctuaries.

Uncanny Numbers.

Here's something interesting about the number 9. It is from the Rock Island Magazine.

A man with an uncanny mania for juggling with figures placed a pad of paper and a pencil in his friend's hands and said: "Put down the number of your living brothers. Multiply it by two. Add three. Multiply the result by five. Add the number of your living sisters. Multiply the result by ten. Add the number of dead brothers and sisters. Subtract one hundred and fifty from the result."

Here is one discovered by W. Green in the latter part of the eighteenth century, that by multiplying 9 by any figure the sum of the resultant figures will inevitably add up as nine.

Reptile Farm is Prosperous for Four Youths.

Four youths, none more than 18 years old, comprise the members of an unusual business partnership. The Louisiana snake farm and its well-filled cages, located in the back yard of one of the firm members, prove the success of the concern.

The boys catch the snakes—mostly water and cotton-mouth moccasins—in the Louisiana swamps by the use of crooked sticks, and bring them out to their "farm" in bags.

Poison is extracted from the fangs of the reptiles once a week and this is sold at \$10 an ounce for the treatment of snake bites.

It requires but a day for the reptiles to acquire a new supply of the venom. Many narrow escapes have been made by members of the snake-hunting party on their weekly jaunts to the Louisiana swamps.

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How hard is it and how long does it take to learn to fly?

These questions, doubly doubtful because of the conflicting estimates of aviators, are fairly simple, according to William P. McCracken, Assistant Secretary of Commerce in charge of aeronautics.

McCracken, himself a veteran flier, holds that the average man should be able to "solo" after five or six hours of dual instruction.

"This instruction," he said, "should be spread over a period of from six to fifteen days. An hour of instruction each day is enough, since the novice concentrates so intensely on learning that his capacity to absorb details is soon exhausted."

Statements that it is as easy to learn to fly a plane as to learn automobile driving are far from correct, the aeronautics boss declared.

"Even those who have never tried to drive an automobile have ridden in them so much that they can judge speed and distance and have unconsciously become familiar with methods of operation. A better comparison is the sail boat. The average man can learn to fly much quicker than he can learn to handle even the single sheet cat-boat with any degree of proficiency," he declared.

A few hours of instruction and a couple of solo flights will make a fairly competent flier, still it does not make a Lindbergh. Nor does it fit a man for 500-mile cross-country jaunts.

The novice will be far safer if he wings his first 100 hours within sight of his airfield, McCracken asserted. After learning to solo, he must then diligently practice until he has the "feel" of his ship and has absorbed some knowledge of adverse flying conditions.

The department will issue a commercial license to an aviator with 50 hours of flying behind him, but will not allow him to carry passengers on trips. After 200 hours of flying he can get his transport license.

The eager novice, in picking a teacher, should find an aviator who has a commercial or transport license and a licensed plane, especially the latter, since the department will not issue licenses for obsolete "crates" which are unstable, McCracken said.

The best planes to learn in are the low powered, stable machines which can land at a comparatively low rate of speed. The high-powered, speedy planes are too sensitive for the novice.

Although it is not absolutely necessary for the flier to be familiar with motors, it is always valuable knowledge, McCracken declared.

"If the flier can afford to have a mechanic take care of his plane, he needn't know anything about the motor. I know expert fliers who boast that they know nothing whatever about mechanical things. But if your motor goes dead, even if you land safely, it is not always easy to find a mechanic competent to repair it."

—You can make any wallpaper washable by going over it first with sizing and then using a clear shellac. This is advisable for the bathroom, kitchen and children's room.

Don't be a "Road Hog."

Keeping to the right of the highway is not only good manners but is an absolute requirement under the motor vehicle law. Motorists who disregard this provision add unnecessarily to the hazards of driving, according to the Keystone Automobile Club, which calls upon all drivers to observe the rules of fair play and give the "other fellow" the same chance for safety they expect of him.

"Only a road hog," says the Club, "takes his half of the road out of the middle. If a motorist should happen to be using more than his share of the highway and another driver signals intention to pass, ordinary courtesy should impel him to pull over promptly to the right; yet it is a common occurrence to see drivers deliberately hog the road and impede the progress of others. Unless motorists reform their driving practices, they can have only themselves to blame if more stringent State regulations are imposed."

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