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POLITICAL CALENDAR FOR 1930.

The elections calendar for 1930 has been prepared by George D. Thorn, deputy secretary of the Commonwealth and chief of the bureau of elections:

The spring primary election will be held Tuesday, May 20.
The general election will be Tuesday, November 4.

Nominations will be made at the primary for Governor, Lieutenant Governor, Secretary of Internal Affairs, a justice of the state supreme court, a judge of state superior court, all members of Congress, 26 State Senators, and the full membership of the state house of representatives. Candidates will be elected to these offices in November.

At the primary, also members of political party committees will be elected.

Dates of importance to voters are: Last day to be registered for voters who were not registered for the November election of 1929 in Philadelphia, Pittsburgh and Scranton, in order to qualify them to vote at the spring primary of 1930, is Wednesday, April 16th.

Voters who were enrolled by party for 1929 elections and who have not changed their place of residence, need not register anew for the 1930 primary.

Last day to be registered for the spring primary in all other cities, for voters not registered for the November, 1929, election, is on Wednesday, April 30th.

Last days to be assessed for the November election are Friday and Saturday, September 5th and 6th. The assessors sit at polling places on those days.

Last days to pay tax to qualify for the November election, Saturday, October 4th.

Last day for registration and enrollment in boroughs and townships, for the spring primary, May 10th.

First day in any city to be registered for the November election, is Thursday, September 4th.
Second registration day, all cities, Tuesday, September 16th.

Third and last day for registration, all cities, Saturday, October 4th.

Dates to be observed by candidates at the primary are:

First day for obtaining signatures on petitions for nominations to be filed with the Secretary of the Commonwealth, Wednesday, February 19.

Last day for filing petitions with the Secretary of the Commonwealth for the primary, Monday, March 31, before 5 o'clock, p. m.

First day to obtain signatures on petitions to be filed with the county commissioners, Thursday, March 6.

Last day for filing petitions with the county commissioners for party offices, Monday, April 14th.

Last day when candidates may withdraw before the primary, Tuesday, April 8, until 4 o'clock.

Last day for candidates to file statement of expenses at the primary election, Friday, May 30th.

Last day for treasurers of political committees to file statement of expenses at the primary election, Thursday, June 19th.

Dates to be observed by the candidates after the primary are:

Last day for filing nomination papers by independent bodies of citizens for any office, Friday, September 5th.

Last day when candidates nominated at the primary election may withdraw from nomination, Monday, September 15th.

Last day to file nominations, to fill vacancies caused by the withdrawal of candidates nominated at the primary election, Monday, September 29.

Last day for filing statement of expenses for the November election by candidates and treasurers of committees, Thursday, December 4th.

A GRAND OLD DEMOCRAT, A LONG LIFE OF THRILLS.

Colonel James McClurg Guffey, prominent in Pennsylvania Democratic politics for a half-century, one of the nation's four dominant Democratic chieftains from 1896 to 1912 and a pioneer in the field of oil and natural gas development, died in his home, in Pittsburgh on Thursday of last week, March 20.

The son of Alexander and Jane Campbell Guffey, he was born Jan. 19, 1839, on a farm near Madison, Westmoreland county. He was the last to survive in a family of nine children, six sons and three daughters.

Mr. Guffey began his education at the celebrated country school, "Old Sulphur Springs," near his father's home at Guffey's Landing. Later he took a commercial course in Pittsburgh and at 18 accepted a clerical position with the Louisville & Nashville Railroad, in Louisville.

He became interested in oil in 1865, at "Pitohole" Venango county, Pa., the first oil boom town, at one time having 16,000 inhabitants but now only a memory. In 1872 he located at St. Petersburg, Clarion county, during an oil boom there, and from that time he was actively interested in the production of oil and natural gas.

Activity in politics began in Clarion county, just at the time he was beginning to expand as an operator in oil and natural gas. He came of a family that has always been Democratic, and in 1878 was the Democratic candidate for Congress in the Armstrong-Clarion-Indiana-Jefferson district in a three-cornered fight between a Republican, a Democrat and a Greenbacker. The Republican, the late Judge Harry White, of Indiana, Pa., was victorious.

In 1896, when he supported William Jennings Bryan as Democratic nominee for president, Guffey was elected Pennsylvania's member of the Democratic National Committee, carrying with it Democratic leadership in the State. This he held for 16 years.

In 1908, however, he broke with Bryan, candidate for the third time that year, and Bryan's friends unseated Guffey delegates from Pennsylvania to the Democratic National Convention held in Denver, Colo., and unseated Guffey as national committee member, electing James Kerr of Clearfield in his stead. Kerr died shortly after his selection, and the Democratic state committee restored to Guffey the national committee membership.

During all these 16 years, "Col. J. M." was known as one of the "Big Four," the other three being Charley Murphy of New York, Tom Taggart of Indiana and Roger Sullivan of Illinois.

In 1912, J. M. Guffey made about his last active stand political in Democratic affairs in Pennsylvania and the nation. At that time he opposed Woodrow Wilson for the Democratic nomination, being a strong supporter of Champ Clark. A. Mitchell Palmer, later attorney-general of the United States and four years ago a candidate for the Democratic nomination for the presidency, was elected national committeeman, displacing the veteran leader.

Col. Guffey never asked anything for himself from his party, though he gave hundreds of thousands of dollars to keep the machinery of the State organization going. It is no secret that he, almost without contribution from any others, paid the expenses of the Pennsylvania delegations to both the Denver and St. Louis national conventions of the party. He loved politics and played the game merely for the thrill of it.

His greatest success of all was the development of the Lucas gusher in the Beaumont field, Beaumont, Tex. This operation was first known as the J. M. Guffey Petroleum Co., but is now known as the Gulf Refining Co. and is controlled by Andrew W. Mellon, secretary of the treasury, and is valued at \$500,000,000.

When he was born the iron industry was an infant, with charcoal as its fuel. He was seventeen years old when the invention of the Bessemer converter promised to revolutionize the industry, and he was thirty-eight years old before the first Bessemer converter was established in the Edgar Thomson works in Pittsburgh.

Colonel Guffey was six years old when petroleum, in the development of which he was to play so large a part, was first used for industrial purposes. In the year of his birth Pittsburgh used not over 300,000 tons of coal. Manufactured gas had been turned on in Pittsburgh in 1837, but it was not until 1883 or thereabouts that natural gas first came in. Guffey was a pioneer in this field also.

He was thirteen years old when the Pennsylvania Railroad was completed from Pittsburgh to Philadelphia. He was forty-seven years old when C. M. Hall began the aluminum researches which have resulted in the giant Aluminum Company of America.

Colonel Guffey made hundreds of millions of dollars and died without a cent.

"How about some nice horse-radish?" inquired the grocer of the new bride.

"Oh, no indeed," she smiled sweetly. "We keep a car."

INTERESTING FACTS ABOUT NATIVE BIRDS.

Raven.—The Raven is so rare that it is hardly worthy of consideration from the economic standpoint. From the historical and literary standpoint the species is exceedingly interesting and important. It is known that the chief food of the Raven is dead fish, crawfish, snakes, and refuse. Hundreds of pellets examined near nests in Huntingdon county showed very little evidence which would incriminate the species.

Crow.—The Crow has been so widely discussed that everyone is probably pretty well aware of the status of the bird in Pennsylvania. There is no doubt that in the nesting season the crow destroys a great many eggs and young birds, as well as the young of certain game mammals. The point is that if other food is easily available crows do not as a rule destroy valuable bird and animal life. They prefer smaller rodents, frogs and snakes, snails, various insects, and a good deal of vegetable matter. During the winter when crows gather in great numbers and when food may be scarce they doubtless do a great deal of damage and they must be shot or poisoned if the game birds and mammals are to survive. Probably no one should want to see the crow exterminated but this species has so ably solved its problems of existence and is so adaptive that three-fourths of the crows may be killed without endangering the standing of the species.

Blue Jay.—This species is not protected in Pennsylvania chiefly because of its habits of destroying the eggs and young of smaller birds. The Blue Jay is fairly common and adaptive and probably does not need protection. Some of its food habits are decidedly beneficial.

Starling.—Examinations of the stomachs of many Starlings have thus far shown that they are not particularly destructive to economically valuable vegetation. The species is known to prey upon Japanese beetles and other noxious insects so that much may be said in its favor. Its habit of ousting and occasionally killing our native cavity-nesting birds is very objectionable, however, and in sections of the State where the Starling is becoming so terrifically abundant we will probably have a considerable problem in controlling the species.

English Sparrow.—The English Sparrow is unquestionably becoming rarer as a result of the disappearance of the European Starling. It may be said with some certainty that the English Sparrow now is not a very great enemy of our native birds except in occasional instances. Some of the food habits of the English Sparrow are decidedly praiseworthy. During the nesting period these birds destroy many insects which our native sparrows and warblers pass by, foul-smelling, hard-winged species which are not usually considered palatable.

Great Blue Heron, Black-Crowned Night Heron, and Green Heron.—The herons of the State do some damage locally in capturing valuable fish. They are especially destructive in the vicinity of hatcheries and when they become numerous in these localities, must be controlled.

Loon.—While the Loon occasionally captures valuable fish, it is usually so rare that it is not of economic importance.

Kingfisher.—The Kingfisher is never an abundant bird. It is widely distributed, but in the scheme of nature occurs in such numbers as will not dangerously decimate the population of fish in any one part of the State.

TO BAN 28,000 UNFIT CARS FROM KEYSTONE ROADS.

Twenty-eight thousand unfit automobiles will be removed from Pennsylvania highways during the coming year in an effort which is part of a national Highway Safety plan undertaken by various companies in the automobile industry, as announced by the National Automobile Chamber of Commerce. The program will involve the expenditure of approximately \$1,050,000 in this State. Nationally, the motor companies plan to scrap 400,000 old automobiles in 1930, at a cost of about \$15,000,000.

The program is characterized as "perhaps the greatest single safety move in industrial history," by Alvan Macaulay, president of the Automobile Chamber, and former chairman of its Street Traffic committee.

"This widespread experiment will strike at the heart of the unsafe vehicle problem by eliminating a huge block of those cars which are in the poorest condition" says Mr. Macaulay.

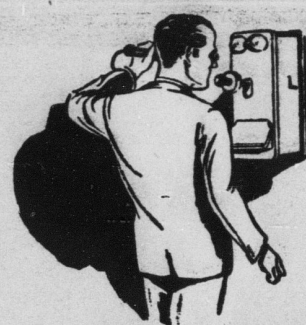
"The rattle-trap car is only one factor in the accident difficulty. Unsafe, incompetent, and reckless drivers, as well as reckless pedestrians, cause a large proportion of the accidents. Blind curves and other highway defects are also to blame. The industry hopes, however, that this drive for the extermination of unsafe cars will set a standard of action which will be helpful to the entire situation."

One of the hazards of the highway situation has been the rattle-trap car which keeps re-appearing on the road after it has presumably been sent to the discard. The aim of this program is to guarantee the actual scrapping of the vehicle. The plan will be worked out by each company participating, in line with its general sales policies and the volume of its production.

R. H. Grant is chairman of the committee which planned this program. Other members include: C. H. Bliss, J. E. Fields, Paul G. Hoffman, H. W. Peters, Courtney, Johnson and Edward S. Jordan.

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THE heating system of a rural church froze during an exceptional cold snap. The damage was not discovered until the night before an important service. Arrangements quickly were made for the use of a local schoolhouse and, by telephoning members of the congregation scattered over a wide farming area, the minister secured a record gathering the next day.



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Many of our patrons are holders of Pennsylvania Railroad stock. The company has in mind certain improvements that will increase the efficiency of the system, and the shareholders will be asked to vote on a resolution to increase the authorized capital stock in such an amount as will, in the judgment of the management, be necessary.

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ner's Medium Scratch 2.40 per H
ner's Chick feed 2.60 per H

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LITTLE BEAR DAMAGE EXPECTED IN MARCH.

Contrary to popular belief, bears do not leave their winter quarters at the first sign of spring but wait until their natural food supply is abundant, according to Harry Van-Cleve, veteran trapping instructor of the Game Commission.

The Game Commission has record of a few bear forays on sheep and beehives in March, but such a condition is unusual. VanCleve said. Visions of such delicacies which lingered in the memories of the bears are blamed for departure from the usual rules.

According to Van Cleve's observations the male bears are the last to hole up and the first to stir abroad in the spring. The female bears usually remain about their dens until May or June.

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