

THE CENTRE REPORTER.
ISSUED WEEKLY.

CENTRE HALL, PENN'A.

THURSDAY, JUNE 22, 1922

SMITH & BAILEY, Proprietors.

S. W. SMITH, Editor
EDW. E. BAILEY, Local Editor and Business Manager.

Entered at the Post Office in Centre Hall as second class mail matter.

TERMS.—The terms of subscription to the Reporter are \$1.50 a year, in advance.

ADVERTISING RATES.—Legal notices, twenty cents per line for three insertions, and ten cents per line for each additional insertion.

Local notices accompanying display advertisements, five cents per line for each insertion; otherwise, eight cents per line; minimum charge, twenty-five cents.

Display advertising rates made known on application.

CHURCH APPOINTMENTS.

PENN'S VALLEY LUTHERAN CHARGE
REV. MELVIN C. DRUMM, Pastor.

—SERVICES FOR—

SUNDAY, JUNE 25, 1922

Tusseyville, 10:30—Holy Communion
Centre Hall 2:30—Holy Communion
Spring Mills, 7:30—The Handwriting on the Wall.

Other announcements for week:—

Centre Hall

Prayer Meeting, Wed. evening, 7:30
Catechise, Sat. evening, 7:00 o'clock sharp.

Sunday School, 1:30 p. m.

Luther League, 6:30 p. m.

Georges Valley

Catechise class Saturday afternoon, 1:30.

Spring Mills

Catechise class, Saturday, 2:30 p. m.

Penns Valley Charge picnic and Orphan Home band, in Georges Valley grove, Saturday, July 29th.

Catechise Classes picnic, same place, Sat., July 15th.

U. Ev.—Linden Hall, morning; LeMont, evening—Children's Day service.

Christian Endeavor meeting every Sunday evening at 6:30 in the Presbyterian church. Everybody welcome.

Wednesday Reuben Zettle drove to Danville, taking with him his grandmother. They returned in the evening, bringing back with them Mrs. W. H. McKinney, a sister of the latter.

DEMOCRATIC TICKET.

For United States Senator,
(Short and Full Term)
SAMUEL E. SHULL, of Stroudsburg.
For United States Senator,
(Unexpired Penrose Term)
FRED B. KERR, Clearfield County.
For Governor
JOHN A. McSPARRAN, of Lancaster.
For Lieutenant Governor
ROBERT E. PATTISON, Jr., Philadelphia.
For Secretary of Internal Affairs,
A. MARSHALL THOMPSON, Pittsburgh.
For Congress,
J. FRANK SNYDER, of Clearfield.
For State Senator,
WILLIAM I. BETTS, of Clearfield.
For Assembly,
Miss ZOE MEEK, of Clarence.
For Member of State Committee,
G. OSCAR GRAY, of Bellefonte.
For County Chairman,
G. OSCAR GRAY, of Bellefonte.

THE PRESIDENT'S PET.

The one thing the President is determined on is the Ship Subsidy bill. The bonus he is opposed to, and the tariff he is willing to have sidetracked for the sake of giving the right of way to the most indefensible measure it was ever proposed to expend a huge amount of money on. The Trade and Transportation Bureau in Washington has published a strong protest against it, mainly because it will be futile if we are going to strike a heavy blow at our foreign trade by enacting the Fordney-McCumber tariff. No Government ever adopted such antagonistic measures as the pending tariff and the Ship Subsidy bill. The Subsidy bill can't possibly lower freight rates, and it is not in the least likely to increase shipping facilities, although it will entail an annual expenditure of from \$52,000,000 to \$100,000,000.

Boalsburg Boy Scouts.

At our meeting Monday night we had a very good turnout. We discussed conservation and the events we are going to compete in on Thursday. We are organizing our baseball team and we are ready to play at any time. We are trying to get the Bellefonte Scouts over here to play us on Conservation Day if possible. We are sorry to hear that we cannot have a stand on Conservation Day to raise a little money to help in buying our uniforms. The next meeting will be on Monday evening, and we hope for a very good turnout.—Paul Roberts, Scout Scribe.

Undertakers Koch, of State College, and Campbell, of Millheim, attended the State funera directors' convention held in Lancaster last week.

THE DEATH RECORD.

SMITH.—Emanuel Smith, who began life as a clerk in the Thompson general store, at Potters Mills, and more than a quarter of a century ago became the proprietor of the store, doing business there ever since, died at his home Friday night from leakage of the heart. He had been in rather delicate health, but was able to take care of his store up to within a few days of his death. Mr. Smith was the son of Henry Smith, who also engaged in the mercantile business at Potters Mills early in the seventies. He is survived by a wife and two sons—Earl, of Potters Mills, and Boyd, of Spring Mills. There survive also three brothers: Michael, Potters Mills; John and William, Spring Mills, and two sisters—Emma S., wife of D. Geiss Wagner, Centre Hall, and Kate C., wife of Dr. H. S. Alexander, of Bellefonte. Funeral services were conducted on Monday afternoon by Rev. M. C. Drumm, of the Lutheran church; interment at Tusseyville.

LEITZEL.—Mrs. Michael Leitzel died at the home of her daughter, Mrs. Robert Kennedy, at Reedsville, Friday, at the age of seventy-three years and twenty-four days. Interment was made in the Heckman cemetery, below Penn Hall, Monday forenoon, Rev. M. C. Drumm officiating. The deceased's maiden name was Miss Alice Lingle. She is survived by the daughter named above, also Mrs. Domer Emerick, of Altoona, and a son, Charles Leitzel, of Spring Mills. A sister also survives.

BEDLYON.—Mrs. Margaret Bedlyon, aged 77 years, 2 months and 21 days, died at her home, Manns Narrows, at Reedsville, after an illness of six months, caused by gangrene. She was confined to her bed four weeks prior to her death.

She leaves four sons and one daughter: Arthur Bedlyon, of Mt. Rock; John B. Bedlyon, of McKim station, Burnham; Samuel Bedlyon, of Hawstone; George Bedlyon, of Duncansville; and Mrs. Sara Fye, of Manns Narrows. Two brothers, Andrew Metzler, of St. Paul, Minn., and Jacob Metzler, of Williamsport, and one sister, Mrs. Sara Gingerich, of Boalsburg, are also living.

The funeral services were held at her late residence Sunday afternoon, 5:30 o'clock. On Monday morning of last week the body was brought to Tusseyville where further funeral services were held and the interment made.

BARNES.—Mrs. R. P. Barnes, one of Pleasant Gap's best known residents,

passed away at her home as the result of a severe attack of paralysis, aged over 73 years. Her husband preceded her to the grave a number of years ago. These children survive: John, Frank and Mrs. Ammon Kerstetter, of Pleasant Gap; Roy, of Cleveland, Ohio; Orrie, of State College, and George, of Duncansville. Interment was made at Pleasant Gap in the Lutheran cemetery.

FLINK.—Charles E. Flink, a few days ago, received the sad news of the death of his mother, Mrs. F. J. Flink, in Smalands Rydaholm, Sweden, during the latter part of June. She was aged a bit over 70 years. There survive her husband and eight children. Four sons and a daughter are in the United States, and three daughters in Sweden.

ZIMMERMAN.—Miles Zimmerman, who last spring moved from Clearfield to Pleasant Gap in the Riddle property, which he purchased, died on Tuesday. His age was about seventy-two years.

Major Hastings to be Released.

Major William H. Hastings, brother of former Governor Hastings, will be released from Eastern penitentiary within a few days, according to an announcement made in Philadelphia on Sunday, after serving a sentence of eight years for attempting to kill his brother-in-law, Ross Hiccock, of Harrisburg. Major Hastings gained considerable notoriety during his brother's term as governor by charging that the latter was guilty of fraud in misusing funds belonging to the Hastings family. Governor Hastings served from 1895 to 1898. He died in 1902.

The attack on Hiccock occurred at a session of the legislature in 1913, and was alleged to have been due to Major Hastings' belief that his relatives were depriving him of money.

Threshermen Meet.

Centre County Thresherman and Farmers' Protective Association will meet in the grand jury room in the court house, Bellefonte, on Saturday, at 10 a. m. Important business will be considered and a good attendance is desired. Every thresherman, saw mill man, farmer and employer of labor of whatever kind will learn something of interest and profit by attending. Bring your neighbor along.

The Secretary.

SPECIAL DOLLAR DAY AT NIEMAN'S DEPARTMENT STORE, AT MILLHEIM, ON SATURDAY. DON'T MISS IT. adv

Penn State to Limit Freshman Class to 1000.

The trustees of the Pennsylvania State College have decided to make every possible effort to admit 1000 to the freshman class next September. This will be about 100 more than the number admitted last year when fifty-five per cent of the applicants had to be turned away through lack of accommodations. The college registrar will start to grant admissions about the first of July, and will receive applications until the thousand quota is reached.

Founder of Altoona Mirror Dead.

Harry Slep, founder of the Altoona Mirror, and one of the best known newspaper men in the state, died at his home in that city on Friday afternoon, the result of pneumonia, with which he had been ill only a few days. He was a native of Hesse Cassel, Germany, born October 24, 1856. He came to this country when ten years of age. He learned the printing business at Harrisburg, and many years ago located in Altoona, starting the Mirror in 1874. He was a fine type of manhood. Surviving are his wife and one son and two daughters.

Five long and one short whistle from the Bradford mill, after the noon whistle, will indicate a meeting of the local fire company on that evening. This signal will be given for both regular and special meetings.

Kansas Editor Appreciated.

Here's a story published in an exchange which shows how greatly the people of a community in Kansas appreciated the work of a Kansas editor. A bunch of citizens presented him with a bouquet. On this occasion a quartette from a local church sang a few sweet songs and a minister made a talk. Then six husky men carried the popular editor from the house and placed him tenderly in a model 1922 plumed sedan, and the whole town formed a parade behind the editor's expensive car. After that the appreciative crowd returned to their homes serene in the thought of having provided one bright day in the life of their local news purveyor.

FOR SALE—Shorthorn bull, two years old.—J. F. Treaster, Centre Hall.

FOR SALE—3-room house, modern conveniences. Call Bell phone 1613, Boalsburg.

The
First National Bank
Centre Hall, Pa.

Opening Day—

Saturday, July 1st, 1922

Hours—9 A. M. to 9 P. M.

Souvenir for Everybody

REO-

The Incomparable Six Chassis

For Seventeen Years Reo has been a builder of fine automobiles—NOT simply an assembler of units! And this experience is clearly evident in the chassis on which the Reo Coupe and Sedan Touring Cars are mounted.

With a basic design of established correctness, with superfine quality materials throughout, with machine work held to unusually close limits, and with assembling and inspection exacting carefulness rather than speed—Reo reliability is pre-determined.

The motor itself is a remarkably fine example of automotive engineering. Such features as 4-bearing crank-shaft (high manganese steel, heat-treated), 4-bearing cam-shaft (integral forging), aluminum alloy pistons each fitted with three 2-piece high duty rings, and intake valves in head—these are but indicative of the advanced design as a whole.

Splash and pressure oiling system is used—most positive system possible. Cooling is certain. Each cylinder is surrounded by water. Flat tube radiator, positive centrifugal pump and 6-Made fan are further assurance.

Reo-Rayfield carburetor, pre-heating device, air controlling system to regulate supply of air according to the climatic condition—these three factors explain why carburetion trouble is unknown.

Main frame is heavy, strong and straight, no bends or offsets. Sub-frame carries radiator, motor, clutch transmission and other units, relieving main frame of severe stresses at vital points and distributing road shocks over large area.

Clutch is of the multiple dry plate type—thirteen friction discs. Smooth acting and positive. Transmission is located amidships—makes for better balance and accessibility. Two universal joints between clutch and transmission. Axle shafts of chrome-nickel steel.

Electric starter acts through transmission and clutch, NOT on fly wheel. No stalling or sticking. Steering gear is attached both to main frame and sub-frame—double support which prevents vibration and breakage. Adjustable bevel gear and internal sector and pinion type. Simple and positive. No back lash.

Springs are long and resilient; semi-elliptic front and rear. Alemite system for chassis lubrication. Service brake pedal also serves as clutch pedal—half way down throws out the clutch; further pressure applies the brake. Emergency brake operated by right foot pedal. Only one lever and that's to change gears.

The Reo chassis contains 100 forgings, many of which could be replaced by castings or stampings if we were building down to a price. Careful inspection will reveal that we use light materials where strength is not sacrificed. But when it means one or the other, lightness is disregarded.

While few six-cylindered cars are as sparing of gasoline as the Reo, fuel economy—as is sometimes figured—does not necessarily imply maximum economy. Measured over a term of years, and all factors considered, we do not believe ANY car costs less per mile than the REO.

Haynes
Character Car

"America's
First
Car."

Space does not permit adequate description of this "car of cars." We are ready to demonstrate at any time. Just say when.

REO—Continued.

omy even when compared with light delivery units! Mark this:—Over seven hundred (known) Speed Wagons out of the sixty thousand in service have already given from 50,000 to 400,000 miles of service.

Durant
"FOUR"

"Just a Real Good Car"

FEATURES.

Every part designed for simplicity and accessibility.

Every unit mounted independently and separately removable; to minimize maintenance cost.

All working parts relieved from strain by Durant Tubular Backbone (pat. app. for), which permanently prevents all racking and squeaking of body.

New valve-in-head motor designed by Durant engineers. Quiet in operation; extremely powerful and economical. Head detachable; no piping or attachments in underpan; pistons removable through bottom of cylinders without disturbing head.

Single plate disc clutch, extremely simple to operate, simple to adjust, and removable through floor board without disturbing engine or transmission.

Specially designed floating rear axle with chrome-nickel ring gear and pinion, adjustable from outside of hub. Timken bearings.

Alemite lubrication spark, throttle and horn controls ON TOP of steering wheel; genuine leather upholstery over curved hair; straight side cord tires.

(Ask for our circular giving specifications.)

PRICES:

Five Passenger Touring Car..... \$890
Five Passenger Sedan..... \$1365
Four Passenger Coupe..... \$1365
(F. O. B. Lansing, Mich.)
War tax and freight to be added.

The **STAR**
Car

Built by the pioneer motor car builder, W. C. DURANT

Star 5-passenger Touring

\$348

FEATURES:

Red Seal Continental Motor.
Timken Rear Axle.
Timken Bearings, front and rear.
 Spicer Universal Joints.
 Selective Sliding Gear Transmission.
 3 speeds forward and reverse.
 Single Plate Disc Clutch.
 Half-Elliptic Springs—Underlug.
 Stewart Vacuum Gasoline Feed, with Supply Tank at Rear.
 Electric Lighting by Standard Generator, with Storage Battery.
 Stream-line Body.
 One-man Top.
 102 inch Wheelbase—6 inches longer than Ford.

PRICES:

Chassis \$285
Touring (regular) 348
Touring (self starter and demountable rims) 443
Runabout (regular) 319
Runabout (self starter and demountable rims) 414
Coupe (self starter and demountable rims) 580
Sedan (self starter and demountable rims) 645
Plus war tax and freight from Detroit, Mich.

To Be a Truck It Must Be a REO SPEED WAGON.

REO conceived the Speed Wagon idea—created the vehicle—copyrighted the name—and popularized the type.

There is only one Speed Wagon, and Reo builds it. Ninety per cent of all commercial carrying can be done most economically by Speed Wagon. Outside of the distinctive heavy haulage field, the Speed Wagon is adapted to practically every class of carrying service. Any load that can be divided into units of 500 to 2500 pounds, can be moved quicker and cheaper by Speed Wagons than any other medium.

Thirty miles an hour instead of fifteen—pneumatic cord tires instead of solids—a vehicle weight in sensible

ratio to its carrying capacity. Instead of disproportionately heavy—electric lights and starter instead of the absence of them.

These are among the reasons why the Speed Wagon is more profitable than the slow, heavy costly, old-time type of truck! They explain why food producers saw in the Speed Wagon the means of reaching their markets quicker and at bigger profits! They explain why manufacturers in every industry put their haulage on a Speed Wagon basis! They explain why city and suburban passenger bus companies are solid for Speed Wagon! They explain why retailers saw Speed Wagon econ-

Wide Range in Prices on Dependable Cars--From \$285 to \$5000

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