

THE CENTRE REPORTER.
ISSUED WEEKLY.

CENTRE HALL, PENN'A.

THURSDAY, SEPTEMBER 20, 1924.

SMITH & BAILEY, Proprietors.

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

CHURCH APPOINTMENTS.

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

The autumn Communion which I see is not indicated on the schedule will be held as follows:

Centre Hall in connection with the confirmation service, October 28, at 2:30 P. M.

Tusseyville, Sept. 30, at 2:30 P. M.

Spring Mills, Oct. 14, at 2:30 P. M.

Georges Valley, Nov. 4, at 2:30 P. M.

Farmers Mills, Nov. 4, at 10:30 A. M.

Regular preaching services for Sunday, September 23:

Georges Valley, 10:30—"The Grace of God."

Centre Hall, 2:30—"The Grace of God."

Farmers Mills, 7:30—"The Grace of God."

Other announcements for week:—

Centre Hall

Prayer Meeting, Wednesday at 7:30.

Teacher training, Wed., 8:15.

Council meeting Friday evening.

Catechism, Saturday, 7:30 p. m.

Sunday School, 1:30 p. m.

Luther League, 6:30 p. m.

Centre Hall Reformed Church, Rev. Delas R. Keener, pastor:

Centre Hall—

2:30 Regular Lord's Day services.

1:30 Sunday School.

Friday, Sept. 21, 7:00 p. m., catechetical lectures.

Tusseyville—

10:30 Harvest Home services.

9:30 Sunday School.

Spring Mills—

Thurs., Sept. 20, 7:30, catechetical lectures.

Presbyterian—Centre Hall morning; Pine Grove Mills, afternoon; Lemont, evening.

United Evangelical—Tusseyville, morning; Egg Hill, afternoon; Centre Hall, evening.

Harvest Home service at Tusseyville.

Methodist—Spring Mills, morning; Centre Hall, afternoon; Sprucetown, evening.

Harvest Home services at all points.

County Commissioners—
Harry P. Auth, 29
John T. Harnish, 17
Geo. H. Yarnell, 24
John A. Way, 20

District Attorney—
John G. Love, 26
Arthur C. Dale, 14

County Auditor—
Samuel Holter, 24
Robert D. Musser, 41

Coroner—
Dr. H. H. Longwell, 9
H. B. Shattuck, 40

BOROUGH OFFICES

Judge of Election—
Samuel Gingerich, 9

Inspector of Election—
Levi Hartley, 41

Constable—
Gross, 13
W. H. Runkle, 43

Auditor—
H. L. Ebricht, 9
W. A. Odenkirk, 11

Councilman—
T. L. Smith, 46
George Benner, 36
Wm. S. Brooks, 39
Wm. J. Smith, 20

School Director—
F. J. McClellan, 29

DEMOCRATS NOMINATE

WINNING TICKET.

Honest, Capable, Energetic Men Placed in the Field for County Offices—
Republicans Handicapped by Shelf-Worn Goods.

Thoroughly honest, capable and energetic men have been nominated for county offices by the Democrats of Centre county. The flawless ticket will almost assure party success in November.

The Republican party nominated the shelf-worn material that should long have been put under the political counter.

The candidates nominated by the Democratic and Republican parties are given below:

DEMOCRATIC **REPUBLICAN**

Sheriff Wm. H. Brown

E. R. Taylor

Prothonotary Roy Wilkinson

S. Claude Herr

County Treasurer

Lyman L. Smith James O. Heverly

Register

Forrest S. Ocker Harry A. Roseman

Recorder

Sinle H. Hoy Lloyd A. Stover

County Commissioners
James W. Swabb Harry P. Austin
John S. Specially George H. Yarnell

District Attorney
Arthur Dale John G. Love

County Auditor
Jonathan S. Condo Sam'l B. Holter
Herbert H. Stover Robert D. Musser

County Surveyor
H. B. Shattuck H. B. Shattuck

P. R. R. Track and Field Meet.
The Pennsylvania Railroad System Championship Track and Field Meet is to be held at Altoona this coming Saturday, the 22nd of September.

Much enthusiasm has been portrayed by employees living on the many lines owned by this great railroad. The regional elimination throughout the past two weeks and it is quite proper to expect some lively competition among the athletes entered in the Olympics this Saturday. The Eastern, Southwestern and Central regions all send glowing reports of the splendid condition and unusual records set by their representatives.

In short, the plans are nearing completion for the greatest combination of

athletic talent ever brought together on this railroad—the pick of 240,000 employees.

PUBLIC SALE.
SATURDAY, SEPT. 29, at 1 P. M., at Boalsburg, H. M. Hosterman will sell: 2 horses, a complete set of farming implements, also household goods.

PUBLIC SALE.
SATURDAY, OCTOBER 6, 1:30 p. m. at Colyer, George R. Meiss will sell: 1 horse, 6 years old, works in all harness; 1 pure-bred Guernsey cow, 2 pure-bred Guernsey heifers, 1½ and 2 years old, 3 grade Guernsey cows; 4 Holstein and Shorthorn cows; 150 White Leghorn hens; harness, wagons and many other articles. See posters.
L. F. Mayes, auct.

DRESSER FOR SALE—Natural oak dresser, with beveled glass mirror, as good as new, for sale.—F. J. Phillips, Potters Mills.

FORD CAR WHEELS WANTED—Four Ford front car wheels in good condition, with or without bearings.—S. W. Smith, Centre Hall; Bell 4R2.

RHODE ISLAND RED HENS—The undersigned offers for sale 30 Rhode Island Red Hens. These are pure-bred and in best of condition.—J. M. Moyer, Potters Mills. 2tp

Worth selling is worth telling—advertise.

NO FEAR OF EVIL resulting from change of diet, water or climate, concerns those who take on the short trip, summer vacation or long journey, **CHAMBERLAIN'S COLIC and DIARRHOEA REMEDY** Ready for emergency - night or day.

\$4.50 NIAGARA FALLS
Round Trip

\$4.00 BUFFALO \$4.00

Sunday, September 23

SPECIAL TRAIN

Leaves Centre Hall, Saturday Night, Sept. 22, 11.08 P. M.

Returning leaves Niagara Falls [International Railroad Terminal, Prospect Park], 2.45 p. m. Leaves Buffalo, 4.20 p. m.

PENNSYLVANIA SYSTEM

The Route of the Broadway Limited

OPENING DISPLAY OF FALL FASHIONS

The Styles that are New are having their preliminary presentation today. We are not going to tell you that we have the newest styles and that we have searched the market for the most practical and clever.

THE UNUSUAL in dress—you know all that—you know very well too that when Nieman starts to do something, no half-way measure will suffice.

A visit to our store will be of interest to you.

D. J. NIEMAN

Always Reliable MILLHEIM

THE BOROUGH ELECTION.

Quiet Time at Poles—Less Than Half of Voters Turn Out—Love Carries Borough.

The primary election on Tuesday was a quiet affair—no button-holing, argument or discussion throughout the entire day. Not one-half the voters registered their choice of candidates. Love carried the borough over Dale for district attorney. Dale had a majority of three on the Democratic ticket and Love a majority of twelve on the Republican ticket.

The election board did not complete its work until the early morning hours. The borough vote is reprinted in full as follows:

DEMOCRATIC TICKET.

COUNTY OFFICES

Sheriff—
E. R. Taylor 83
Elmer Breen 51

Prothonotary—
S. Claude Herr 117

County Treasurer—
William A. Carson 27
Lyman L. Smith 107

Register of Wills and Clerk of the Orphans' Court—
Forrest S. Ocker 133

Recorder of Deeds—
Sinle H. Hoy 68
D. Wagner Gless 69

County Commissioner—
James W. Swabb 120
John S. Specially 87
Burdine Butler 6
John W. Yearick 44

District Attorney—
John G. Love 62
Arthur C. Dale 65

County Auditor—
Jonathan S. Condo 91
Herbert H. Stover 107

Coroner—
No vote.

County Surveyor—
H. B. Shattuck 113

BOROUGH OFFICES

Judge of Election—
F. K. Frank 130

Inspector of Election—
Sarah Goodhart 124

Constable—
William Garis 91
W. H. Runkle 42

Auditor—
J. H. Knarr 123

Councilman—
E. M. Huyett 97
H. H. Mark 117
L. E. Runkle 109
B. G. Grove 95
E. H. Grove 22

School Director—
E. E. Bailey 120

REPUBLICAN TICKET.

COUNTY OFFICES

Sheriff—
Jacob S. Knisely 31
William H. Brown 15

Prothonotary—
Roy Wilkinson 42

County Treasurer—
James Orvis Heverly 24
Iro G. Burkett 15
Edward J. Gehret 2

Register of Wills and Clerk of the Orphans' Court—
Thomas Moran 7
George W. Rees 1
Frank Sasserman 9
George Eaton 1
Harry A. Roseman 11

Recorder of Deeds—
Mrs. Rebecca Tuten 19
Lloyd A. Stover 27

New Trunk Line for Pennsylvania

20th Century Limited at Full Speed.

NEWBERRY JCT. PA. ICING PLANT

By W. H. LEIGH

LIVELY interest has been aroused in Pennsylvania by the proposal to establish a new trunk line across the State, thus affording increased facilities for the shipment of manufactured products and at the same time providing a new through line between the seaboard and the Middle West.

This proposal was presented to the Interstate Commerce Commission May 16 in the hearings held upon plans for the consolidation of the railroads of the country into a limited number of systems, as provided by the Transportation Act. It was promptly taken up by the people of Pennsylvania, led by the Williamsport Chamber of Commerce.

The only trunk line now traversing Pennsylvania is the Pennsylvania Railroad, which serves the southern part of the State. The Erie dips into the northwestern corner of the State for a short distance and the Baltimore & Ohio cuts across the southwestern corner. Obviously, Pennsylvania, with its enormous mining and manufacturing interests, needs more transportation.

So far as a continuous line of rails is concerned the proposed route already exists. But these rails are under five different managements, a condition which is not conducive to maximum efficiency. What is needed is a consolidation under the terms of the Transportation Act.

During the war this line was utilized to an extent which showed how useful it might be under a single management.

The proposal includes the acquisition of the Central Railroad of New Jersey by the New York Central and the allotment to the latter of certain small leased lines of the Philadelphia & Reading, together with trackage rights, over short stretches of the Pennsylvania and the Buffalo, Rochester & Pittsburgh until new tracks can be built by the New York Central.

At Ashtabula, O., the new line would form a junction with the existing main line of the New York Central between New York, Buffalo, Cleveland, Chicago and St. Louis.

The new line would be the second shortest between New York City and Chicago, being only 939 miles long, as compared with the Pennsylvania Railroad's 909 miles. Third would come the New York Central's present route of 979 miles; fourth the Erie with 998 miles, and lastly the Baltimore & Ohio Railroad with 1,014 miles.

The proposed route crosses the summit of the Alleghenies at an elevation of 1,539 feet, as compared with a summit elevation of 996 feet on the present New York Central water-level route, 1,519 feet on the Erie, 2,193 feet on the Pennsylvania main line and 2,270 feet on the Baltimore & Ohio.

The plan for this route as set forth to the Interstate Commerce Commission, provides:

First: The Central Railroad of New Jersey with its leased lines be added to the New York Central Lines.

Second: Assignment of leased lines of the Philadelphia and Reading Railroad as follows:

(a) The Catawissa Railroad (Newberry Junction to Tamaqua) (Hauks).

(b) The Shamokin, Sunbury and Lewisburg Railroad (West Milton through Sunbury to Shamokin).

(c) The Little Schuylkill Navigation Railroad (Tamaqua to Port Clinton).

(d) The East Mahanoy Railroad (Mahanoy City to East Mahanoy Junction).

Third: The assignment of trackage rights on the following portions of the Philadelphia and Reading Railroad, for the handling of all traffic except local traffic:

(1) Shamokin to Mahanoy City.

(2) Port Clinton through Reading to Philadelphia and Port Richmond, including the use of such portions of the Philadelphia terminals as may be necessary.

(3) Pittsburgh Ry. (for which will be substituted owned lines when constructed), Falls Creek to Clearfield 30.64

Clearfield to Keating 52.98

Trackage rights over Pennsylvania Railroad (for which will be substituted owned lines when constructed), Keating to Lock Haven 44.96

New York Central, Lock Haven to Newberry Junction 18.21

Total existing New York Central operated lines and trackage rights 297.37

Additional lines to be assigned to the New York Central to complete the route

Philadelphia & Reading, Newberry Junction to Tamaqua 95.60

Central Railroad of New Jersey, Tamaqua to Jersey City 115.20

Total mileage, Ashtabula, Ohio, to New York 528.17

As will be seen by the above table, the New York Central ultimately proposes to build 96.51 miles of new road, so as to do away with trackage rights, thereby putting the entire trunk line under one ownership, management and operation.

At present, during the peak of traffic movement, the Newberry Junction Gateway handles 65,000 carloads of freight a month, while the normal average is approximately 45,000 cars a month. If the present rate of tonnage handled at Newberry Junction continues the rest of the year, 8,000,000 tons of freight will have passed over this route during 1923.