

LOCAL AND PERSONAL

Miss Anna Sweeney, of Boalsburg, is visiting her aunt, Mrs. Lizzie Jacobs, in Centre Hall, this week.

J. Shannon Boozer, for a few days, was obliged to remain at his home on account of an attack of grip.

Mrs. Lucy Henney has a line of new spring hats which she invites the ladies to come and inspect.

Mrs. Edward Sellers, of State College, was in town, a guest of her sister-in-law, Mrs. John H. Weber.

Mrs. William Breen, of Irwin, visited her sister-in-law, Mrs. J. Clóyd Brooks, west of town, over the weekend.

J. B. Royer, of Altoona, was a guest at the home of his sister, Mrs. Elizabeth Shirk, in Centre Hall, for a week. Before returning to his home he visited among friends in Bellefonte.

A white navy drake was shipped here for Samuel H. Horner, tenant on the Spangler farm, at Tussey's sink. It is a fine specimen, and will be the big drake in the waters in that region.

The hose house, formerly located near the Bradford & Co. mill, on Monday afternoon was moved to near the scale shed, east of the station. The present location is of more convenient access, especially so in case the ground is covered with snow.

Both L. A. Schaeffer and Henry Kline, prominent Bellefonte citizens and former county officers, are reported to be gradually improving from serious physical ailments. Mr. Schaeffer, about a week ago, suffered a relapse, but has since recovered from it.

Miss Bessie Coldron, operator in charge of the Bell Telephone exchange here, attended a meeting of the operators of her class and chief operators in this district, held in Altoona Wednesday of last week. She was accompanied to Altoona by Mrs. John M. Coldron and Mrs. D. C. Mitterling.

Mr. and Mrs. W. E. Arney, of Millburg, drove to Centre Hall on Sunday and were guests of Mr. Arney's parents, Mr. and Mrs. F. E. Arney, and also called on D. M. Bradford, who was a companion worker while he was assistant clerk in the Centre Hall railroad station.

On Saturday morning, S. P. Henning, of Centre Hall, went by train to Northumberland to visit his friend, Harvey Swartz, who about twenty-five years ago lived on the Huston farm, east of Centre Hall. He is in delicate health at present, and is making his home with his daughter, Mrs. J. P. Clemens.

Some time ago mention was made in these columns of Mrs. Ollie Feidler, of Woodward, having undergone a serious operation at the Clearfield hospital, but was able to return to her home. The latter part of last week Mrs. Feidler was again taken to the same hospital for further treatment by Dr. Waterworth.

W. W. Kerlin, manager of the Grand View Poultry Farm of this place, will install another Smith electric 47,600-egg capacity incubator within the next week. This gives the hatchery on the Kerlin farm a total egg capacity of 364,400 eggs, or just twenty-four and one-half tons of eggs undergoing incubation at one time.

Frank Rines, a high school boy, on Sunday afternoon was walking down the concrete road from his home at the foot of the mountain, when a car coming in the same direction struck him. The boy relates that the first thing he knew he was riding the bumper of the car. The windshield of the car was covered with ice, making a poor vision for the driver.

Word was received by Mr. and Mrs. J. Clóyd Brooks that Marion Keyser, an undertaker at Cuyahoga Falls, Ohio, was suffering greatly from an infected arm pit. The trouble began about the holidays, and stubbornly resisted every effort put forth by physicians to give relief. Mr. Keyser is the husband of Margaret Breen, a daughter of Mrs. John Breen, of town.

Abraham Coble, of Linden Hall, was in town last week and had some difficulty in handling his left leg. The member was injured while hauling corn fodder. He was loading the fodder and tramped through the ladder, spraining the muscles and slightly tearing the flesh. Instead of the injury improving, up to Friday it was becoming more painful.

Frank A. Foreman has been very seriously ill during the past week or more at his home, at State College, from hardening of the arteries and ulcers of the stomach. Mr. Foreman, who was long a resident of Potter township, and for several years of Centre Hall before locating in the college town, has not been in good health for a number of years.

Rev. Carson W. Cox, a Missionary to China, who is in America for a few months only, will speak at the Colyer church on Monday evening, February 21st. He will also show some interesting and curious things he brought with him from Nanking, China. Every one is cordially invited to attend. There is no admission fee, but an offering for Missions in China will be received.

Relatives from a distance who attended the funeral of A. J. Weaver, on Saturday, were these: Carl A. Weaver, Willa J. Weaver, Harry J. Weaver, Wallace P. Weaver, Frank Zimmerman and family, of Kutztown; Mr. and Mrs. Richard Gelin, of Greensburg; Mrs. George Martz, Lemont; Mr. and Mrs. Gilbert Cressman and Mrs. Calvin Rossman, Siglerville; Mrs. Wm. M. Grove, Berwick; John Mease, Harry Eckhart, Mark Daley, Cressona; Mr. and Mrs. Calrence Hill, Reading; Clayton Bressler, Miss Breen, Millheim; Leonard Stover, Coburn; Mr. and Mrs. Charles Frazier and family, Mrs. Arthur Cummings, Rebersburg; Mrs. Samuel Eastright, Mrs. J. G. Smith, Rev. Piper, Milesburg; Mr. and Mrs. Robert Glasgow and family, Bellefonte; Roland Leitch, David Leitch, Mr. Fowler, Howard; Harry W. Decker and Jack G. Decker, of Centre Hall.

LOCAL AND PERSONAL

The United States Civil Service Commission has announced an examination to be held at Centre Hall to fill the position of rural mail carrier at Spring Mills.

It was reported Wednesday morning that a fierce fire had been raging the night before in Williamsport. Beside the destruction of a vast deal of property, several lives were lost.

The Ladies' Aid of the Sprucetown Methodist church will hold an oyster supper in the school house at Potters Mills, on Friday evening of next week, from the hours of 5 to 8.

Charles A. Miller, of near Colyer, was in town on Wednesday to stake off the ground for his new property which he will build on the lot he recently purchased from D. W. Bradford. Orvis Horner will build the foundation.

A car load of cows were shipped from the Centre Hall railroad station, on Wednesday morning, by a buyer from a distance. Some of the cows, perhaps all of them, were loaded the evening before without the car being bedded.

At \$1.30 per bushel, wheat is being sold in large quantities by local farmers. The marketing of the crop has been in process for several weeks. The 1926 crop was rather light in this region, but the aggregate sums up pretty large.

The express car load of Iowa horses to be offered for sale on Friday at the Centre Hall hotel stable, arrived Tuesday morning. There were twenty-seven in the car, and judges of horse flesh state they are a fine lot of animals.

The snow plow which the Bellefonte borough council is trying to decide whether or not it is to become town property, was used on Tuesday to clean the concrete road over Seven Mountains of the bit of ice and snow. The result was perfect.

MARRIAGE LICENSES.

James H. Poust.....Penna. Furnace
Madeline R. Harpster.....Penna. Furnace
Murray J. Mitchell.....Clearfield
Vera L. Hummel.....DuBois
Rufus H. Smith.....Millheim
Myra L. Solt.....Millheim

Makes Sad Picture of "Night Life" in Mexico

Mexico is no holy city. Secretly she gambles, secretly she indulges in all the vices; secretly her people poison themselves with alcohol and drugs, secretly they assassinate each other. She is a hypocritical city. She practices every vice that the modern world has invented for its self-annihilation. She indulges in the dissipation of Paris and New York, but without the joy that gives them a pretense of rationality, or the craving for beauty and happiness that lends them a noble pathos. In Mexico vice is petty and affected—an alien parasite on the old colonial life.

We Mexicans are taciturn by nature. Rarely does joy excite us to song and laughter. We know nothing of the high spirits of the French. Were a person to sing at midnight in our streets he would scandalize every good citizen returning from the cinema, contented with having seen his own stupidity faithfully reflected on the screen from eight interminable reels of celluloid.

Our drunkenness also is sad. Wine rises to our heads in waves of blood. Then we kill—kill as naturally as other men laugh and dance.

Casinos, centers of wild merriment in the United States and Europe, among us become sad places where people dine expensively, drink economically, and dance hieratically.—Julio Jimenez Rue, in the Excelsior, Mexico City.

THE RICHELIEU THEATRE

Showing CONTINUOUSLY from 2 to 11 P. M.
Adults, 25c. Children, 10c

TODAY (WEDNESDAY)

"PERILS OF THE COAST GUARD"—A thrilling story of Romance and Adventure, played against a background of the surging sea.
Also 2 Special Comedies and Felix the Cat. ONLY 10 and 25c.

THURSDAY

"MY WIFE AND I"—By Harriet Beecher Stowe (who wrote Uncle Tom's Cabin)
A startling drama or romance and fast Jazz. Also Best of Comedies and First Run News. ONLY 10 and 25c.

FRIDAY AND SATURDAY

"SPANGLES"—The greatest circus picture ever screened! Also "Adventures of Bill Grim" and Gumps latest Comedy; First Run News. Some show for 10-25c

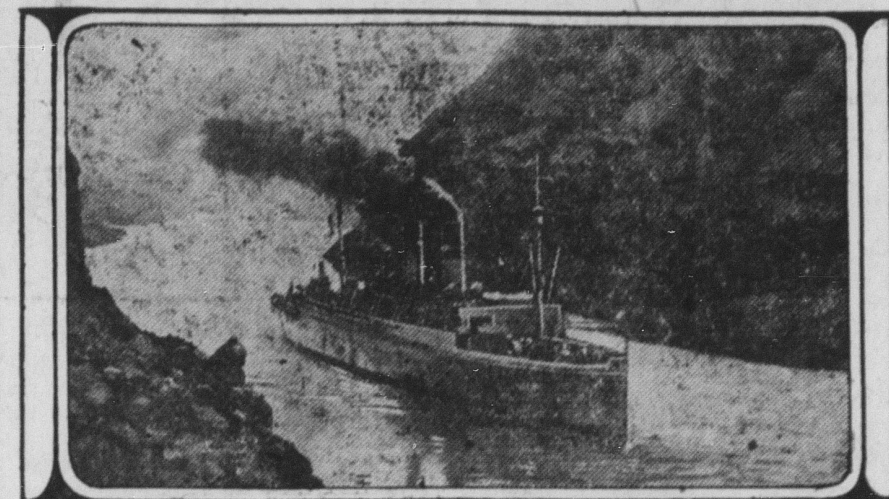
MONDAY AND TUESDAY (Next Wk)

BIG DOUBLE BILL:
"RED HEADS PREFERRED"—The biggest laugh of the year; also HAROLD LLOYD IN—"CAPTAIN KID'S KIDS"—with Bebe Daniels and all-star cast. Also Aesop's Fables and First Run News. A great show for 10 and 25c.

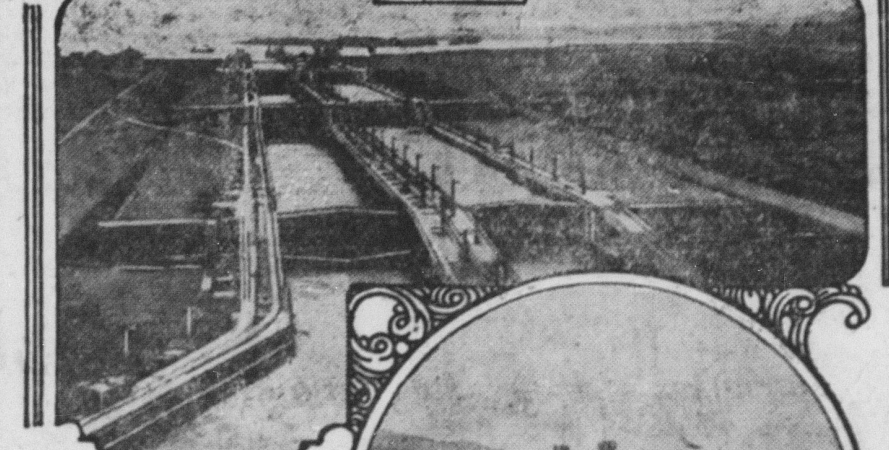
WEDNESDAY (NEXT WEEK)

"THE SIGN OF THE CLAW"—Staged by the man who made BEN HUR.
Also best of Comedies and Short Subjects. ONLY 10 and 25c.

OUR PANAMA CANAL LEADING BRITISH DITCH AT SUEZ IN TRAFFIC TONNAGE



U.S. TRANSPORT "NORTHERN PACIFIC" PASSING THROUGH THE PANAMA CANAL



GATUN LOCKS

Increase of Freight via Panama Route, Largely Due to Oil Shipments, Indicates Rise of United States to Leadership of World's Commerce.

U.S.S. PENNSYLVANIA AT CHAGRES RIVER CROSSING

By JUDSON C. WELLIVER

One of the striking evidences of America's rapid rise toward commercial and industrial leadership of the world, is the Panama Canal, which almost certainly will handle more freight in 1926 than will Suez. For several years the two canals have been in a neck and neck competition whose implications are the more interesting because the Panama ditch is owned by the American Government, and that at Suez by the British Government.

Of course both Canals are open to the ships of all nations; and the competition between them is not only between the United States and Britain; but in a larger and even more significant view it is competition between old world and new world.

When the Panama Canal was opened in 1915, Suez was already transiting about 25,000,000 tons of freight annually. Almost nobody believed Panama could ever attract anything approaching such a volume. But during the war fear of German submarines in the Mediterranean caused many vessels to take the Panama route between the far east and European or American ports. This gave Panama its introduction and it has not only held but greatly increased its business since the war. In 1923 Panama transited 5037 vessels, against 4621 for Suez; Panama handled 25,160,000 cargo tons against 22,770,000 for Suez. This was the first year of Panama's lead.

A Close Race

The following year Suez barely exceeded Panama's tonnage; and in 1925 comfortably held its lead. But reports for 1926 to date indicate that Suez is losing, owing to Britain's industrial depression, while Panama is doing better and is pretty certain to resume the lead.

The present Suez Canal has been in operation nearly sixty years, Panama only eleven. Although few people except antiquarians know it, the first canal at Suez was built more than 3,000 years ago. It was in operation as early as B. C. 1380; how long before, is mere conjecture. Before the Christian era began the ditch had been built, destroyed, rebuilt, silted up and built up again, time after time. When Alexander the Great conquered Egypt the Canal was one of the oldest of engineering works.

Between 1904 and 1915 the present Panama Canal was constructed. It cost about \$400,000,000, Suez about one-fourth that sum. But Suez is a simple, sea-level ditch across a sandy plain; while Panama is a lock canal, the greater part of its length lying 85 feet above sea level, so that most of the distance from ocean to ocean is through an artificial freshwater lake.

Early Profits Unexpected

When Roosevelt started building at Panama, neither he nor any other prophet of optimism would have dared suggest that within its first decade the Canal would earn a profit. Its chief justification concerned the national defense, and the establishment of competition with the trans-continental-railroads.

Although both Canals are open to shipping of all nations, British vessels constitute the majority of those using Suez (55.8 per cent), while American vessels are 54.5 per cent of those using Panama.

For 1924, ships of 21 nations used

the Suez route, while 24 nations were represented in the maritime caravan at Panama.

The World War was not the only unexpected factor in bringing Panama so quickly to equality with Suez, nor the most important. The enormous increase in Panama traffic in 1923 was represented almost entirely by petroleum and its products, moving from California to the east coast and Europe. In the year ended June 30, 1924, tolls aggregating \$24,290,000 were collected, of which \$9,971,000 was from tankers carrying petroleum. An even more striking statement of the matter is that for the same year exactly 50 per cent of all tonnage through the Canal was between the two "ocean fronts" of the United States; that is, 13,500,000 tons; and of this, considerably over 9,000,000 tons, or more than two-thirds was petroleum. It was of course chiefly from California, en route to eastern refineries. In the succeeding year this petroleum movement fell off heavily; but for 1926 it is again increasing and the increase is likely to continue for many years. But for the petroleum traffic, the Canal would have shown a deficit in every year of its operation.

The enormous petroleum business has been in other ways advantageous to Panama. A constantly increasing proportion of maritime shipping nowadays uses oil fuel. Oil-burning ships seek routes on which they can most cheaply buy oil; and because California oil can be put so cheaply into the bunkers of vessels passing through the Panama ditch, there is a substantial inducement to prefer this route. This will increasingly favor Panama and militate against Suez, as the number of oil burners increases. Moreover, Panama's advantage will still further increase as the enormous oil resources of Venezuela, Colombia, and other South American countries are developed.

Great Service of Panama

If cheap petroleum has thus served Panama so well, Panama in turn has equally served the American motorist, who consumes most of the world's petroleum products. For Panama has brought the Pacific Coast petroleum to the eastern market at costs which, but for the Canal, would be vastly greater. Thus the Canal has given the United States the cheapest petroleum products in the world, and helped build the automobile industry and our modern highway system.

This mutually helpful relationship between the Canal and the petroleum users is the more impressive when one realizes that it was not even remotely anticipated at the time President Roosevelt started building the Canal. So late, indeed, as 1910, when Admiral Evans wrote his articles about the Canal and decided that it could not be profitable for several decades at least, he based all his calculations on the probable cost of coal for bunkering ships. He did not dream that merchant marines were on the verge of the revolutionary change from coal to oil. So he figured that, as there is practically no bunker coal in the countries bordering on the Pacific, that ocean could not compete, by way of Panama, for a greatly increased share of shipping. The oil development overturned the prophecies of Admiral Evans, and of all others who had foreseen that fuel problems would make Panama unprofitable.

New Spring Arrivals

The latest Spring patterns in Coats just in from the city's fashion centers. Prices at Nieman's are always below any of our competitors.

If you want NEW STYLES, FINEST QUALITY, and Most Reasonable Prices, Come to

NIEMAN'S DEPARTMENT STORE MILLHEIM



ALL WEEK STARTING FEBY 21ST ...THEATRES...

- STRAND-- Big double feature—"Ladies at Play" with Doris Kenyon, Louise Fazenda, Lloyd Hughes; and "The Trap" with Lon Chaney. New Minusa De Luxe screen used. Ten-piece Orchestra.
- MISHLER-- Mon. and Tues. feature picture, "Enlighten Thy Daughter."—Special lecture at each mat. for ladies only. Wed., Burlesque. Thurs., Fri. and Sat.—usual High-Class Vaudeville.
- STATE-- (Starting Sat., Feb. 19)—"The Winning of Barbara Worth." with Ronald Coleman.
- ORPHEUM-- "The Big Lyric Revue"—Musical Comedy.
- CAPITOL-- (Starting Feb. 19, Sat.)—Norma Shearer in "Up Stage."
- OLYMPIC-- (Starting Feb. 19, Sat.)—Lon Chaney in "Tell It To The Marines."

THIS FEATURE IS FURNISHED THE REPORTER EVERY WEEK BY



Hogs' Delight AUTOMATIC FEEDER

Is Dependable and Profitable. The Greatest Labor Saver Ever. Every Feature Necessary to a REAL SELF FEEDER. Self-Feeds Swine NATURE'S WAY.

Size A-6 Stall, Feed Capacity 540 lbs.
Size A-10 Stall, Feed Capacity 900 lbs.

Start today on the Road to Bigger Profits

C. T. CRUST, Agent CENTRE HALL

SAFE FOR ALL

It used to be that the only fellow who could safely buy used cars was the expert who could tell what he was getting and the junk dealer who didn't care. Personally, we have found it profitable to make the world safe for used car buyers—amateurs as well as experts.

HOSTERMAN'S GARAGE CENTRE HALL, PA.

A USED CAR IS ONLY AS DEPENDABLE AS THE DEALER WHO SELLS IT