

OBITUARY

ADAM D. MOYER

Adam D. Moyer, retired blacksmith, was found dead on the floor of his home at Clintondale, Saturday afternoon by a neighbor, Theodore Koch. Dr. W. J. Shoemaker, Clinton county coroner, was called and decided that death was due to a heart ailment and that no inquest was necessary. Funeral services were held Tuesday afternoon at the home of a daughter, Mrs. Ray Vonada, Clintondale, with the Rev. E. A. Grove, Marysville, former Clintondale Evangelical pastor, officiating. Burial was made in Hill Cemetery, Marysville. In addition to Mrs. Vonada, are two sons, Ryszewski, Nevada, O., and Roy, Ryszewski, O., and one daughter, Mrs. Clarence Romig, Mill Hill; a brother, John Moyer, Logan Mills; a sister, Mrs. Mary Karstetter, Flemington, and eight grandchildren and three great-grandchildren.

MRS. LYDIA SHANNON

Mrs. Lydia Shannon, widow of the late George Shannon, of Reedsville, and mother of Mrs. D. H. Heim, of South Penn. Street, Bellefonte, died at the home of her son-in-law and daughter, Mr. and Mrs. David Spaide, at Reedsville, last Thursday morning, August 22, 1940, after a five weeks' illness. Until going to Reedsville about five years ago, Mrs. Shannon and her husband had resided for about ten years with the Heim family here. The deceased, who was 79 years old last September 15, is survived by a son, J. R. Shannon, of Sunbury; two daughters, Mrs. Heim and Mrs. Spaide, and two brothers and two sisters. She was a member of the Bellefonte United Brethren church. Short funeral services at the Spaide home Sunday afternoon were followed by service in the Middleburg U. B. church, with the Rev. G. E. Householder of Bellefonte, officiating. Interment was made in Middleburg.

MRS. GEORGE A. BANAY

Mrs. Mary Ward Banay, wife of George A. Banay, of Punxsutawney, a native of Centre county, died in the Punxsutawney Hospital on Thursday, August 22, 1940, after several months' illness. She had suffered from a diabetic condition for some time. Mrs. Banay was a daughter of George and Polly Fry Ward and was born at Pine Grove Mills on December 1, 1875, making her age at time of death 64 years, 8 months and 21 days. She was united in marriage with George Banay of Bellefonte, and resided in Bellefonte for five years after their marriage, moving to Punxsutawney about 35 years ago. Surviving are her mother, Mrs. Polly Ward, of East High street, Bellefonte; her husband; six children, and these brothers and sisters: Mrs. Bertha Miller, Mrs. Arabella Thomas and Mrs. Frank Nelson, all of Bellefonte; Mrs. Wallace Woomer, of Bousburg; Robert Ward, of Elmira, N. Y.; William G. Ward, of Chicago; Mrs. Fred Gregg, of Newark, and Wilbur Ward, of Sunbury. Funeral services were held Sunday afternoon at the home in Punxsutawney, with interment in that city.

SAMUEL M. BROWN

Samuel M. Brown, native of Gregg township and one of the oldest residents of Spring Mills, was found dead in the yard at his home Saturday afternoon. The man was last seen alive Friday afternoon, and when neighbors did not see him about Saturday they investigated, finding his lifeless body near a woodpile. Since he had been under medical treatment for a heart condition for some time, it is believed he suffered a fatal heart attack while cutting wood for winter use. The deceased was a son of Emanuel and Eliza Luse Brown and was born in Gregg township on June 25, 1862, making his age at time of death 78 years, 1 month and 29 days. He was united in marriage with Harriet McCool, of Gregg township, who died about four years ago. Surviving are a son, Harry Brown, of Williamsport; a daughter, Miss Mabel Brown, of Sunbury; a step-daughter, Mrs. J. Tate, of Detroit; 2 grandchildren, and a brother, Jerome Brown, of Centre Hall. A son, Theodore, of Sunbury, died eight years ago. Funeral services were held on Tuesday afternoon at the home, with the Rev. Mr. Otto, of the Lutheran charge at Centre Hall, officiating. Interment

was made in the Georges Valley cemetery. Mr. Brown for many years was employed by the Pennsylvania Railroad as a trackman. He was a member of the Eagles Lodge at Spring Mills, and of the Millheim Volunteer Fire Company.

Motor Accidents Over Week-end

(Continued from page one)

car operated by Ralph A. Williams, of West Decatur, attempted to pull across the highway at an angle from the gas station to the Bigler intersection. A car driven by John P. Mitchell, Jr., of Bells Landing, going towards Clearfield, collided with the other. Mitchell escaped injury while Mr. and Mrs. Williams and son, Ralph, Jr., were injured.

Three persons were hurt and a car was damaged about \$250 in a one car accident 2 miles north of the Triangle, on the valley road, at 10:15 Saturday night. James Potts, Windber, was traveling south towards Bald Eagle when he lost control of the car and it ran along the berm of a connecting road and turned over. Mrs. Potts is resting well at the Phillipsburg Hospital and her condition is good. She suffered deep lacerations of the right leg and body bruises. William, 16, is fairly good. He suffered a fracture of the right clavicle. James, Jr., 10-years, was discharged.

A head-on collision of two automobiles at Hawk Run at 3 o'clock Sunday afternoon accounted for two injuries and \$125 in damages. Police report that a car driven by George Greslick, Troy, was rounding a turn towards Hawk Run on the Munson road on the left hand side of the turn when a car traveling the other direction collided with it. The other car was driven by William Lannen, of Munson. Billy Howman, 3, Altoona, and Mary Jane Lannen, 9, Troy, both suffered head injuries and were treated by Dr. Cornely. They were passengers in the Lannen car. The Howman boy broke the windshield with his head.

Another accident of less seriousness resulted in only \$50 in damages and no injuries as the car driven by Mike E. McCartney, Clearfield, came over a rise and applied his brakes and threw his car into a skid on the wet road. His left rear fender struck the left front fender of a car driven by Harold Woodring, Port Matilda. The McCartney car was traveling in the direction of Phillipsburg and the Woodring car the opposite way. Riding with Woodring was Charles Bennett, Port Matilda. Miss Ada Wilson, Phillipsburg, and Mr. and Mrs. G. F. McNerby and daughter Jean, of James-town, N. Y., were passengers in the other car. The accident happened at 5:45 o'clock Sunday evening.

CHURCHES

- Dir. Run Baptist**
Sunday school, 9:30, Elmer Hobbs, Suppl., followed with class meeting Christian Endeavor, 7:30 p. m. Mrs. Thomas Hogencamp, president, C. C. Shuey, pastor.
- Advent Church**
Sunday school, 9:30, Roy Leathers, Supt. Preaching at 11 o'clock, and Brother Orvis Sholl will bring the message, Christian Endeavor at 7:30. Nevitt Watson, president. The public is invited to all these services. C. C. Shuey, pastor.
- Methodist, Bellefonte**
Church school at 9:30 a. m. C. C. Shuey, Supt. Morning worship with sermon by the pastor, at 10:30. Union evening services with the Presbyterian congregation. Prayer meeting Wednesday evening at 7:40. Church school board meeting at 8:30.
- Buffalo Run U. B.**
Rev. Homer E. Gauntt, pastor. Sunday school, 9:30, Hugh M. Longwell, Supt. Evening services at 7:45, sermon by the pastor. The Pine Grove Mills men's chorus will sing at this service. The public is cordially invited to attend these services.
- First Evangelical, Bellefonte**
H. Hubert Jacobus, pastor. 9:30 a. m. Sunday Church school; 10:30 a. m., worship with sermon by the Rev.

KNOW YOUR STATE

Prepared for The Centre Democrat by Richard P. Brown, Chairman, State Planning Board, Pennsylvania Department of Commerce.

Eighteen karat gold as hard and as wear resistant as tungsten steel, non-magnetic, non-sparking tools of copper for use in gas works, munitions factories and oil refineries where the slightest spark might start a disastrous explosion, a cement that joins elements of steel with a material harder than the steel itself—these are but a few of the wonders of the rare metal Beryllium in whose production Pennsylvania leads America and the world.

Blanchard Residents Protest New Highway

(Continued from page one)

fills of from six to eight feet; that such would disturb extensive underground ditching of such lands done by owners over a period of years, rendering much land useless; that the new road should be on higher ground above any flood level; that farms cut through would have extensive acreage cut up at angles, making them impracticable for farming purposes; that miles of new fencing would be required by land owners; that the new location would cause the abandonment of the present highway and its return to the local taxpayers for upkeep; that each landowner would have to construct, and some for long distances, a new road to enable him to get onto the new highway from his house and barn; that cattle crossings would have to be made for fields on opposite sides of the highway.

The protesters argue that there is no necessity for abandoning the present route for long distances and where it is laid out on higher ground, above flood level, causing little serious land damage; that existing roads can be straightened out sufficiently to afford a fine, high speed route, and at an enormous saving in expense in construction as well as land damages.

Misses Town of Blanchard

The new survey takes the route north of the town of Blanchard, calling for a new bridge across Marsh Creek near the farm home of Joseph Bechdel, about a thousand feet up-stream from the present bridge on route 64 and within less than a hundred feet of a bridge now on the Marsh Creek road. From that point it cuts through fields, missing Blanchard, making a curve through a hill to connect with the end of the concrete near Beech creek. Blanchard residents strongly protest the idea of their town being "off the map."

Former surveys have been made to keep the route within the town of Blanchard, either its entire length or for the greater part, eliminating the "S" curve in the center of the town or reducing it to slight bend. This would require moving back a few houses, perhaps raising one, but involving, it is argued, no very considerable expense.

Is 'Safe Driving' Always Safe?

(Continued from page one)

side of the road, with the possibility of the car crashing into something.

"In numerous tests I have learned to apply both brake and accelerator. By pumping the brake up and down speed may be lessened to a safe degree. By speeding up the motor greater traction is attained to overcome the sidewise attraction."

As he wrecked car after car during his tests, Mr. Lynch discovered that in every case where he turned off his ignition there was a fire. When he left the motor on, however there was none.

"When I found that out, another safety theory was disproved," he said. "It took many collisions to prove to me that when the motor is left on—even raged, a strong draft into the carburetor manifold is created. The fire follows the oxygen and is snuffed out in the motor."

Most authorities believe that fast rather than slow drivers cause the greatest number of accidents but here again Mr. Lynch holds a contrary opinion.

"Aside from the fact that a motorist who drives slowly provides a strong temptation for the car behind to try to pass him and risk a collision with someone coming in the opposite direction, a good driver at low speed is often lulled into a false sense of security. He feels so confident that his reflexes get lazy and it is not uncommon for him to apply his brake too late when the car ahead suddenly stops. On the other hand, a driver going along at a faster clip is conscious of his speed, is more alert and his reflexes act more quickly if any emergency does occur."

Some drivers of the older school insist upon driving at today's higher speeds with what they fondly call a "racing grip."

"In this grip the lower quarter of the wheel is grasped with both hands, the palm under and the fingers curved over the wheel. The safest grip is to place the hands on opposite sides of the wheel with the left hand slightly higher than the right. This gives the driver not only the greatest amount of possible maneuverability but also makes it impossible for him to cross his hands while making a turn—an open invitation to disaster."

After more than a million miles of driving by himself and in cars with other motorists, Mr. Lynch is convinced that accidents could be materially reduced if every driver knew what he calls the "fatigue point."

"Many of us, out of an evening, have heard a motorist say, 'No, thanks, I won't take another drink, I'm driving.' Yet very few ever say, 'I'm leaving now because I want to be alert when I drive home. I believe a sleepy driver is just as dangerous as one who drives under the influence of drugs or alcohol. No one should drive when he reaches this "fatigue point."

Germany is trying to give Europe the same kind of peace that Japan anxious to establish in the Far East.

KNOW YOUR STATE

Prepared for The Centre Democrat by Richard P. Brown, Chairman, State Planning Board, Pennsylvania Department of Commerce.

of elasticity after undergoing two billion vibrations under heavy pressure and sharp temperature changes. In the bearings of variable-pitch airplane propellers it is a beryllium bronze which takes the wear and strain that no other material can endure so well.

A recent survey by the State Planning Board for the Pennsylvania Department of Commerce discloses that our State's location and industrial advantages have prompted the nation's largest Beryllium producer to transfer its plant from the mid-west to Temple, Pennsylvania, near Reading within the past decade. Today that plant contains the only mill ever constructed for rolling and drawing the alloys of this remarkable metal whose properties make it increasingly important in the construction of tools, scales, and materials for war.

This Pennsylvania industry supplies the master alloys of beryllium to other manufacturers and also supplies finished materials. Nowhere else in the world is there so complete and ample an equipment for the extraction and processing of this metal of the future.

It may seem a far reach from a gleaming emerald or aquamarine, on a lady's finger ring to the roar of an airplane motor three miles above her head, yet both the sparkle and hardness of the emerald and the steady roar of the high altitude plane are assured by the mysterious properties of Beryllium, a Pennsylvania first of growing importance to modern industry.

State Police To Hold Rodeo

(Continued from page one)

at various hotels and clubs in Bellefonte and State College.

The rodeo also will be presented on Labor Day, Monday, September 2, in the stadium of Bucknell University, Lewisburg. This showing will begin at 2 p. m. Proceeds from the rodeo are for the benefit of the State Police Pension Fund.

To most people the term "rodeo" suggests cowboys in their picturesque garb. This however, is not the type of show staged by Pennsylvania's famous police. These men execute mounted drills, the intricate movements of which exhibit the coordination of well trained horses and riders.

Among the events which will be offered to the public is the famous lance drill. Experienced horsemen appreciate the fact that in this drill each rider must perfectly estimate the speed of his own mount and every other horse in the drill, in order that the fascinating movements are not lost in the confusion.

The fluttering pennants and the sun glinting from the shining lances add color to one of the most outstanding numbers on the program. When the drill is presented at night the lances are tipped with colored lights.

Other outstanding events will be the high schooled horses, motorcycle trick riding, trained police dogs and trick and rough riding.

The entire program comprising twenty numbers will cover about two and one half hours.

Body Severed

Frederick C. Zeiser, 26, was killed Thursday afternoon on the Reading bridge over the Susquehanna River, here when run down by a passing locomotive. The body, completely severed was taken to the Sunbury station by trainmen on a hand car from the tenth pier, where the accident happened.

—Everybody reads the Classifieds.

Insurance Men Elect Officers

(Continued from page one)

dent, and George R. Snyder, of Wingate, secretary.

Directors are to be chosen at the next regular meeting of the Association at State College Friday, September 20. The Association unanimously voted to hold its monthly meetings at 7 p. m. on the third Friday of each month.

Committees chosen by the president are:

Progress: J. Z. Frey, Bellefonte chairman; George Brighton, Phillipsburg, and N. P. Griffith, State College.

Membership: Harry N. Meyers, Bellefonte chairman; J. Barnes, State College, and J. K. Stratton, Phillipsburg.

Publicity: J. Fry, State College chairman; E. E. Johnson, Bellefonte, and H. W. Fulton, Phillipsburg.

Announcement of the new course which is to open at Penn State on September 16 was made by A. E. Wiermer, of the insurance department of the College, who will teach the course designed to qualify underwriters for Certified Life Underwriter's degrees. It was explained that an insurance man holding such a degree has much the same prestige and opportunity in his calling that a Certified Public Accountant has over an ordinary accountant.

To persons completing the new insurance course which would be recognized in the same light as credits in any other course. The fee for the course will be \$12 annually. At the end of each of the school years, students may take Certified Life Underwriter's examinations for the part of the work completed. If a student does not become a full fledged C. L. U. until he has successfully passed examinations covering the entire four year work.

Qualifications for entering the course next month will be that the applicant has a high school diploma, has been engaged at least three years in the insurance business, and has sold at least \$100,000 of insurance a year. The C. L. U. examinations will be given by American College of Life Underwriters through the Penn State faculty.

Among the subjects covered in the course, Wiermer said, will be economics, salesmanship, banking, approach, credit, corporations, partnerships and many others.

R. J. Smith, of Bellefonte, acting as chairman of the meeting in the absence of temporary president William Bell, of State College, declared that the purposes of the County Association are threefold: to protect members against unfair legislation; to promote a better spirit of fellowship among competitive underwriters in the county; and through addresses by insurance experts, professional men, and laymen, to broaden members' knowledge of the profession as the profession is viewed by others.

Underwriters present at the session were as follows: Bellefonte: Harry N. Meyer, Frank H. Cox, D. Dean, Carl Crust, W. W. Ishler, J. Z. Frey, G. T. Evey, Robert J. Smith and E. E. Johnson.

State College: George Brighton, J. O'Donnell, E. H. Garbrick, James R. Frye and A. E. Wiermer.

Phillipsburg: George Brighton, J. K. Stratton, C. M. Pennepacker, H. W. Fulton, W. Craven, J. C. Klyer, Paul Gordon and G. D. Batchelor.

Wingate: George R. Snyder.

Port Matilda: C. S. Orwick.

Centre Hall: H. H. Maurer.

Mt. Eagle: D. L. Barmut.

Jimmy Lynch and His Death Dodgers, a great thrill program, and a drill by the Junior Girls' Drum and Bugle Corps, of Lewisburg.

U. S. Air Corps Posts Available

Preliminary Test to be Held October 5; 54 Candidates in District

The Flying Cadets of the Army Air Corps constitute a body of young men who are noted for their splendid character and excellent discipline.

The courses of instruction are very thorough and fully cover all the fundamental knowledge needed by military pilots. This course at present requires nine months, including three months elementary and three months basic training at civil flying schools under Army supervision. Three months advanced training is then had at an Army Air Corps Training Center. The instruction, in addition to the flying training, includes courses in navigation, meteorology, radio and other subjects allied with military aviation.

Flying Cadets upon graduation from the Air Corps Training Center are appointed second lieutenants in the Air Corps Reserve, receive their "wings" and the rating of pilot. They are then placed on extended active duty in a tactical squadron equipped with modern aircraft with the Regular Army Air Corps for a period of one year which may be extended from year to year. While on active duty they receive the same pay and allowances as an officer of similar grade in the Regular Army.

With the inevitable expansion of aviation, many positions will be available for graduates of the Air Corps Training Center in the various classes of civilian flying and with commercial companies. Graduate Flying Cadets are also eligible to compete for commissions in the Regular Army Air Corps.

Unmarried citizens of the United States, not less than 20 nor more than 27 years of age, with two years college or equivalent education, of excellent character and sound physique may make application to become flying cadets. Address inquiries to the commanding General, Third Corps Area, Baltimore, Md.

4-H CLUB MEMBERS WIN JUDGING MEETS

Winners of state-wide judging contests at the twentieth annual 4-H Club Week at the Pennsylvania State College, August 14 to 16, are announced by A. L. Baker, state club leader.

Championship teams in the agricultural contests in which 472 individuals from 54 counties participated were: Washington county, dairy cattle; Northampton county, swine; Carbon county, poultry; Bucks county, vegetables; Delaware county, flower identification; Cambria county, general livestock; and Cumberland county, dairy demonstration.

A total of 445 girls from 55 counties took part in the home economics contests. Cambria county won the clothing judging contest; Schuylkill county, room improvement; and Northumberland county, foods judging.

Total enrollment in Club Week was 1280. One of the highlights of the week was an address by Justice Owen J. Roberts of the U. S. Supreme Court.

The natural law of supply and demand has about vanished under the manipulation of interests and nations.

J. M. Keichline Insurance Agency

One of the Oldest Agencies in Centre County
ANN W. KEICHLINE, Representative.
Temple Court Phone 190

Why YOU should make a Will

Because by making a Will, you protect your family, divide your property as you wish, and select the Executor and Trustee whom you prefer, to settle and manage your Estate.

By making a Will and naming this Bank as Executor, your estate will be disposed of as you direct.

The First National Bank Bellefonte, Pa.

Member of Federal Deposit Insurance Corporation.

Two ways to look at Good News

Way No. 1

is to examine the chart shown below. It shows the step up—based on a scientific test used by us and many of our competitors—in the anti-knock quality of Good Gulf and Gulf No-Nox. You won't need technical knowledge to see that these improvements are truly important . . . make a real difference in the performance of your car.

Way No. 2

is to actually try a tankful of either Good Gulf or Gulf No-Nox, as you prefer. Right away, you'll discover that Good Gulf—now boosted to its all-time high—will make your engine run more smoothly . . . more quietly. Or you'll find that Gulf No-Nox, which even before the step up was KNOCkPROOF under all normal driving conditions, is now truly a super-fuel! No-Nox will make your modern, high-compression engine purr like never before . . . will put new life into any car! NO REGULAR GASOLINE—NOT ONE—CAN COMPARE WITH GULF NO-NOX!

Better try these Better Fuels

FREE "21 Ways to Save Gasoline Money." This helpful booklet is yours for the asking at your local Good Gulf dealer's. Get yours, right at the Sign of the Gulf Orange Disc.