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EDITORIAL

Hitler's protective peace is about to descend upon the Bulgarians.

If we want peace we must be stronger than those who want war.

Mussolini's explanation of his army's difficulties in Albania sounded like Greek to us.

The lease-lend bill has been before Congress since January 10th. Maybe something will happen to it before the end of the war.

Apparently the Italian soldiers returned from Greece faster than they went. From all accounts, they succeeded in staging a magnificent comeback.

Births in the United States numbered 2,350,000 in 1940, the largest number for any year since 1930.

The conquered nations of Europe could feed themselves if permitted to do so by Germany, but because of supplies taken from them by Germany, to augment her own food supply they run short.

South American canned beef will be used to supplement available domestic supplies for the U. S. Army. Livestock producers are said to recognize the need for purchases outside the United States.

It is reported that more than 1,100 Americans are taking part in the air training program underway in Canada. More than 700 are training as air crewmen and 400 are instructors or ferry pilots.

Senator Byrnes, of South Carolina, in discussing the Lease-Lend Bill, points out that so long as Britain controls the seas "Germany's declarations of war will do us no harm. That this is a fact, recognized by opponents of the Lease-Lend Bill, is seen from the fact that those who were opposed to moderate naval expansion in 1938 and 1939 are now in favor of a two-ocean navy. As Walter Lippman points out, the only change in the international situation is that in 1938 and 1939, no one imagined that the British Navy was in peril but that, after the collapse of France, this danger was recognized and acted upon.

That the United States and Great Britain have about reached the limit of their complacent attitude toward Japanese aggression is apparent. The two nations have gone far in an effort to give the Japanese a chance to blow out but they are now convinced that only a show of force will be sufficient to protect any of their rights in the Far East. The Japanese have no great relish for a scrap with the United States. The keynote of their diplomacy has been to avoid a conflict with this country which they realize is in a position to throttle them economically, and, if necessary, defeat them in a war. Great Britain at this time, feeling that the empire has more than it can attend to in Europe and the Mediterranean and counting on a German victory to prevent retaliation after the war.

The wide-open advocacy of the Lease-Lend Bill by Wendell Willkie has created something of a problem within the ranks of the Republican party. Whether one agrees with the position taken by the presidential candidate of last fall one must pay just tribute to his refusal to seek political advantage by obstructionist tactics. Of course, Mr. Willkie is not without ultimate political purposes. He thinks that the Republican party must eschew its isolationist views in order to eventually gain control of the government. There are eminent Republicans who follow the Willkie leadership in this matter but there are many others, of equal eminence, who do not accept his reasoning or his conclusions. This has produced a real division inside the Republican party which, although largely under cover now, will eventually produce a spirited party battle. Generally, we believe, from our study of events, that eastern Republicans are inclined to agree with the position taken by Mr. Willkie, while western Republicans as a whole, are less inclined to follow his views on international affairs.

GERMANY'S U-BOAT CAMPAIGN
The intimation that Germany plans to emphasize her submarine attack upon British shipping, with the news that the Reich has been feverishly constructing 600 small U-boats, is interesting in indicating that the Nazis are taking to heart the lesson of the World War.

During the earlier struggle the Germans almost managed to strike a death blow to the Allied cause by sinking ships. The development of the convoy system, together with participation of the United States Navy, helped end the menace but not before it had shown what a dangerous assault it was.

The answer to the U-boat, today remains what it was when the World War ended, the convoy system bolstered by destroyers to guard merchant ships. It was admitted that the British are weak in the small vessels that can best protect shipping from torpedo attacks. In time, there will be ample forces developed to cope with Hitler's submarines.

The long-range bomber presents another problem. This was not used in the World War but, as developed in the present struggle, the torpedo-carrying plane has great possibilities as a commerce raider. Both Great Britain and Germany are using such airplanes with effectiveness against slow-moving commercial shipping.

Apparently the answer to this menace will be the pursuit plane, taking off from aircraft carriers that will, if necessary, accompany huge convoys. The

fact that the British have too few carriers will be remedied, one way or another. Everybody knows that merchant ships must safely travel the Atlantic ocean if the British are to win the present war.

SAVING LIVES ON OUR HIGHWAYS

There are perhaps many thousands of ways in which an automobile or a pedestrian can die in connection with highway accidents.

You can't possibly know all of the tentacles that sudden death reaches after you as you speed along the highway, whirling nowhere in particular at sixty miles an hour.

There is only one defense against all the hazards of motoring, so far as you are responsible for your own safety. That is to drive carefully at all times and obey traffic regulations implicitly.

Of course, many thousands of Americans are killed and injured every year while driving sanely and carefully. They are the victims of careless, irresponsible and lawless drivers who make motoring a hazard.

Pedestrians die by the hundreds every month because they dared to use the highway despite the danger that speeding drivers might not see them as they marched along, or crossed arteries of traffic.

Some of them invite their fate by taking unnecessary risks, by disregarding regulations designed for their protection and by carelessly risking their lives before speeding vehicles.

It is time for all traffic authorities to make a determined effort to enforce all traffic regulations. No matter how minor a violation may be the guilty motorist should be apprehended and punished. By the same reasoning an offending pedestrian, likewise, should be compelled to obey traffic regulations.

The prompt and permanent enforcement of traffic regulations, including signs along the roadway, would do much to make the public safety conscious. The man or woman, driver or pedestrian, who is fined a few dollars for failure to obey the laws of the road, will soon come to the point of observing the rules, if only to avoid the penalty.

The long run, such a campaign for enforcement of safety regulations, will do something toward saving the lives of some of the hundred persons who are killed every day on our highways.

TURNPIKE REVENUE OFF

(From Seranton Times)

Reports covering the first four months of operation of the Pennsylvania turnpike extending from Harrisburg to Pittsburgh show some interesting figures. Passenger vehicle business has steadily declined from the opening month when the highway was a novelty. On the other hand the truck volume has increased month by month. Because of the decreased passenger business revenue has dropped off sharply. January receipts were only equal to about interest payment and maintenance costs. The turnpike commission, however, is satisfied that with better weather and the tourist season, the passenger business will pick up again.

At the time the turnpike was projected it was argued that truckers doing an interstate business traveling west from Harrisburg would be big customers of the turnpike. That's the way it has turned out. The passenger car business was also expected to be large. Drivers, it was asserted, would be attracted to the turnpike from the fact they could travel steadily at a high rate of speed. In actual experience, however, it has been found that while many cars can travel short distances at sixty or seventy miles an hour, to push them for that speed for any distance is disastrous. There have been an unusual number of stalled cars as a result of drivers forcing their machines beyond capacity.

Getting back to the revenue of the turnpike: It is too early as yet to get an accurate idea of the volume of business which will use the highway the year around. A year or more will be required before the commission will be in a position to figure anywhere accurately on estimated returns. Not unlikely the experience of the first four months of operation of the turnpike will prompt the authorities to slow up a bit in making plans for the pike between Philadelphia and Harrisburg, as proposed.

KNUDSEN ON LABOR TROUBLES

Mr. William S. Knudsen, director-general of the Office of Production Management, opposes any attempt to legislate strikes in national defense industries, warning that "legislation to correct admittedly bad situations" might "create situations infinitely worse."

Mr. Knudsen, production chief of the national defense program, says that the decline in French military production, which contributed so materially to the fall of France, could be traced to similar attempts by the Government of Premier Leon Blum to legislate labor difficulties out of existence.

Mr. Knudsen says that there is growing cooperation between labor and industry and that there is less desire on the part of either labor or industry to exploit the present national emergency.

"During the last six or seven months," he continues, "nothing very serious has happened in the way of labor-industry disputes, and we are basing our hope for the future on this past indication. There is no bad trouble brewing, so far as we know."

JAPAN SEES THE HANDWRITING

The situation in the Far East is very delicate, with the Japanese probably convinced for the first time, that the United States is ready to take all risks necessary to put an end to further aggression.

While there is no way for the layman to know the position of the United States has probably been made plain to Japan. The Tokyo statesmen now know that, regardless of their Axis alliance, they will have to face the American fleet as well as British forces in the Far East. They realize, of course, that their alliance with Italy and Germany is a broken stick so far as any help is concerned.

There is no way for anybody to tell what the reaction of Tokyo will be. The war group there may be satisfied that Germany will win in Europe and that it might as well go ahead with its program. Nevertheless, there is a chance that sober second thought has produced a cautious attitude and that Japan will postpone the overt act that will bring action from the United States.

CONFIDENCE INCREASING

Confidence begins to show itself in responsible places in Washington, we are advised by some writers in a position to know.

The production of airplanes in this country is greatly encouraging. Last week Secretary of War Stimson predicted that the nation will soon see an enormous increase in airplane output. Secretary of the Navy Knox revealed that plane deliveries to the Navy are ahead of schedule.

The impression begins to grow that American aircraft are about equal to any planes that are to be found in the world. The new plants will soon begin to turn them out in regular numbers. Many of them will wing across the Atlantic to England, where they will help overcome the Nazi aerial superiority.

We are also advised that, while recognizing the serious threats that still surround the British, there is an undercurrent of optimism that believes the Nazis will certainly lose the war. Various factors tend to strengthen this feeling, based essentially upon the confidence that Hitler cannot successfully invade England and that, unless he can, he is beaten.

BATTLESHIPS

The United States battle fleet will be strengthened very markedly by the addition of the new 35,000-ton battleships Washington and North Carolina. The North Carolina will be commissioned in April and the Washington in May. Both carry nine 16-inch guns, mounted three to a turret and have heavy batteries of anti-aircraft and secondary broadside guns.

It is interesting that these ships will be in service within less than three years from the day their keels were laid. Usually, it requires four years to construct a battleship.

In addition to these ships the Navy will be strengthened by the addition of four other 35,000-ton battleships in 1942. Afterwards will come the 45,000-ton ships and then those that are to be even larger.

THE OFFICE CAT
"A Little Nonsense Now and Then, Is Relished by the Wisest Men"

Campaign Daze
Again the melancholy days will come.
When noise rends the air;
And, for the love of flag and home,
We pull each other's hair.

Old White Wings
Once upon a time a street cleaner shoveled a few dollars together and made a dampish investment in some wildcat stock.

Two-Thirds Left
Country Teacher (enrolling two brothers)—To the first: "Your name and date of birth?"

We're Only Telling You
A cipher ought not to be "ought." It ought to be "naught."

Small Wonder
Little Dorothy Ann was learning to dress herself.

Now, Teacher
Teacher—"Give the principal parts of the verb 'swim'."

Good Substitute
Waiter—"Sorry, but we have no grapefruit this morning."

No 'Hello' Help
Exasperated Subscriber—"Say, operator, are you all crazy down there?"

Our New Citizens
Examiner—"Where is Washington?"

Here's How You Tell
What is the difference between a gentleman and a lady?

An Ode to a Fisherman
Behold the fisherman! He ariseth early in the morn. He disturbeth the whole household. Mighty is his preparation. He setteth forth. Alas, he returneth far in the night smelleth of strong drink. And the truth is not in him.

Trouble on the Line
A lady customer of an eastern electric company recently called the business office and forthwith related the following dilemma. Her puppy dog, she said, had just chewed through the lamp cord and the juice was running all over the floor. Would the "juice" hurt the puppy, and would she be shocked if she wiped it up?

One For Uncle Ezra
Teacher—"If a number of sheep is called a flock, and a number of cattle is called a herd, what would a number of camels be called?"

Well in Hand
Customer—"Oh, so you're the new lady palmist? Can you always predict a man's fate from his hands?"

How These Glamour Girls Have Changed
Louis Sobol, popular Broadway columnist, draws a striking contrast between the strangled girls today and beauties of other eras with interesting results. Don't miss this feature in the March 16th issue of The American Weekly, the big magazine distributed with the Baltimore Sunday American. On sale at all Newsstands.

RHEUMATISM
Almost all Rheumatic Conditions are caused by Poisons and Toxins in the Blood. The safest and fastest remedy to relieve the excruciating Pains and tortures of Rheumatism and to remove these poisons is LUBBERT'S NOX-EM TABLETS AND CAPSULES.

LOUISA'S LETTER

Dear Louisa:
I am a very disappointed woman. My husband and I have quarreled all of our married lives but we stayed together on account of the children. I did think they would be some satisfaction when they grew up but instead of that they all seem to go away as fast as they get the chance and not one of them seems to appreciate anything we did for them. What do you think of that?

ANSWER
I think that it is an awful thing to rear children in an atmosphere of continual fusing and fighting. It keeps them emotionally upset, they feel insecure and it is almost impossible for them to be normal, happy men and women.

ANSWER
The trouble with most parents is that they are more concerned with how they feel and what they want than they are in what is necessary for their child's development and well-being.

ANSWER
Religion is not silly. There are many foolish people who are religious and many things that people term religion that would have a more appropriate name.

ANSWER
Religion is perhaps the greatest factor for goodness and progress in the world. All of us know that there is some kind of God or the world wouldn't be. We may not understand the details of our creation but those of us who have faith can truly "move mountains." Things that seem impossible without it become quite simple if we believe.

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AS I SEE IT
By HORACE SENTZ

Of all them guys that should be watched in this here Big Dictator Row, it is that guy whose game aint been scratched. Its that feller Moscow Joe. He started this World War fuss, with a non aggression pact, but Joe's a canny cagey cuss, who's puttin on an act. At all them plans the Axis draws, Joe never bats a eye. He jist sticks out them big Red paws, fer his slice of territory pie. Adolf aint foolin ole Joe none, Joe's read mine Kumpf himself, n' knows that Adolf packs a gun, that he is aimed to put him on the shelf. So Joe jist set back actin dum while Hitler rates heck, but some day that big Stalin thumb, j' scratch that Nazi's neck. Yep Joe's jist waitin fer that time to roll around n' then, in that there driver's seat he'll climb, like he planned way back when that Bull Shiviak was jist a calf. n' Joe was Lenin's donkey, he's waitin fer that big last laif, with Adolf playin monkey. Of all them three dictator guys, ole Joe's the

(Continued on Page 5)

Query & Answer Column

PROBLEM—What live animal in the world can jump as high as an ordinary two-story dwelling house? (Answer elsewhere in this department.)

D. S.—Who holds the all-time high percentage in batting in baseball for either league?
Ans.—This honor is held by Duffy of Boston and Burkett of Cleveland. Duffy batted 438 in 1894, and Burkett hit 438 in 1895.

R. L.—In the last World War did the republic of Panama declare war on Germany?
Ans.—Not directly on Germany; they declared war on Austria-Hungary, allies of Germany, on Dec. 10, 1917. In accordance with President Wilson's orders the Canal Zone was cleared of all Germans and Austrians, while the republic of Panama interned all Austrians and Hungarians for the duration of the war.

S. C.—How can I make application for a patent?
Ans.—We have not the space for this information. Write to the "commissioner of patents," Washington, D. C., for complete information, or hire a patent attorney of Washington to help you.

I. T.—What is meant by the "swan song," and how did it originate?
Ans.—The swan was sacred to Apollo, and was the bird of the Muses; it was fabulously celebrated for its melodious songs, especially at the time of its death. From the latter legend we derive the expression of "swan-song," which means the last great effort or production, or achievement of an individual. At the swan's death the melody of its song is rarely equaled.

B. N.—When were maps first made?
Ans.—The exact date is not known, but it was in the year 500 B. C. that Anaximander, the Grecian explorer, made maps of charted seas.

C. J.—What is the largest church in the world? And what was the cost?
Ans.—The largest church in the world is St. Peter's at Rome. It covers 240,000 square feet, cost \$60,000,000, and took 176 years to build. It contains the tombs of all the Popes from the time of St. Peter.

F. M.—Why is the Natural Bridge of Virginia such an attraction for tourists?
Ans.—Because of its mammoth proportions and scenic beauty. Besides it was the site for Thomas Jefferson's cabin and other interesting landmarks. On the inside of the arch and on the smooth side George Washington's name may be seen cut into the stone before Jefferson built his cabin on the site, lending credence to the theory it was done by Washington himself during his boyhood days.

J. D.—What self-evident truths are mentioned in the Declaration of Independence?
Ans.—The "self-evident truths" mentioned are: . . . that all men are created equal, that they are endowed by their Creator with certain inalienable rights, that among these are Life, Liberty and the pursuit of happiness. That to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed. . . .

H. P.—Were there any survivors of the Lost Battalion in the World War?
Ans.—There were 294 survivors of whom 156 were wounded.

R. L.—What is a Messerschmitt?
Ans.—It is a twin-engine German fighter monoplane, especially adapted to bomber escort work. The most improved type is Messerschmitt 110 for which maximum speed of 385 miles an hour is claimed.

B. H.—When was the first cable message sent across the Atlantic?
Ans.—The first message sent by the Atlantic cable was between President Buchanan and Queen Victoria on August 16, 1858.

W. H.—How long does the average Boston terrier live?
Ans.—The Bureau of Animal Industry says that the average age of a Boston terrier is around ten or twelve years. This breed begins to age in about the ninth or tenth year of life.

H. A.—How fast do the wings of a house fly vibrate?
Ans.—The wings of the house fly vibrate about 160 times per second.

C. R. T.—What is the motto of Great Britain?
Ans.—It is "Dieu et mon droit." (God and my right.)

L. G. P.—Who invented the cowcatcher on trains?
Ans.—The first cowcatcher was designed by Isaac Dripps and was on the locomotive called the John Bull which was built by Stephenson in England. It was attached to the John Bull which operated on the Camden and Amboy Railroad after 1831. The cowcatcher was supported by two wheels.

M. R.—How is the Treasurer of the United States appointed?
Ans.—The Treasurer of the United States is appointed by the President and his appointment is confirmed by the Senate.

C. H.—What is the composition of monel metal?
Ans.—Monel metal consists of approximately 75 per cent nickel, 25 per cent copper and 1.5 per cent iron.

R. A. B.—I would like to have you settle a much discussed question in your column. Can a snapping turtle live after its head is cut off? The old-timers say that they used to cut the turtle's head off and place it (the turtle) in a barrel of milk to fatten.

Ans.—No. However, both the head and the body of a turtle that has been decapitated will continue to show signs of life sometimes for several days after the severance. This is caused by the involuntary action of the nerves. At times this will show by the quivering of the meat after the turtle is cut up and ready for the pot.

A. A. P.—Please publish the rank and file of the officers in the Army and Navy.

Ans.—In the Army there are Generals, Brigadier-Generals, Major-Generals, Lieutenants, Commanders, Captains, Sergeants, Corporals and others. In the Navy we have Rear-Admirals, Commanders, Lieutenant Commanders, First and Second Mates, Gunners, Gunners' Mate, Helmsmen, Ensigns, Stewards, Stewards' Assistants, Chief Chefs, Sailors, Physicians, Hospital Chiefs, and various minor officers too numerous to mention here.

A. B.—Please publish Washington's reprimand of Benedict Arnold.

Ans.—After the findings of the court martial of Benedict Arnold General Washington wrote him: "Our profession is the finest of all even the shadow of a fault tarnishes the luster of our highest achievements. The least inadvertence may rob us of public favor, so hard to be acquired. I reprimand you for having forgotten that in proportion as you have rendered yourself formidable to our enemies you should have been guarded and temperate in your deportment toward your fellow citizens. Exhibit anew those noble qualities which have placed you on the list of our most valued commanders. I will furnish you as far as may be in my power, with opportunities of regaining the esteem of your Country."

R. W.—Is it true that some petunia seeds sell for as high as \$1000 a pound?

Ans.—Some of the rarest double petunia seeds are worth as much as \$1200 a pound.

D. S.—How much did unemployment during the depression cost the United States?

Ans.—The National Resources Committee estimated that the loss to the nation because of idle men and machines in the depression year amounted to \$200,000,000,000.

Answer to Problem: Any animal at all, because a building can't jump.

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