

NO place to go these long evenings? Sure there is! GORGOS. Come in, play the Edison, talk over old limes. Have a good time. We enjoy seeing you enjoy yourselves.

GRAHAM & SONS
on the Corner

HAMLIN GARLAND TO BE HERE ON FRIDAY

The next number of the Y. M. C. A. and Department of Music entertainment course will be presented in the Auditorium next Friday evening at eight fifteen, when Hamlin Garland, novelist, historian and lecturer, will give readings from some of his own stories. He will probably read from his latest work, "A Son of the Middle Border," which is his autobiography, and according to Mr. Ellsworth, who spoke here yesterday, this book is one of the most vital which has appeared for several years. A talk of the songs, signs and seasons of the old time prairie, as well as some readings in humorous verse, may also be given.

His first works were of mid-western life. His first book was "Main Traveled Roads," and this has been succeeded by a number of critics to be one of his best. Mr. Garland stands for local color in his stories. He is a member of the National Institute of Arts and Letters, and was also recently elected to the American Academy of Arts and Letters, which is composed of the most famous literary men of the country.

CONSIDER ADDITION TO HONOR SYSTEM
(Continued from first page)

Section 10 of this article reads: "Upon second conviction a student shall be permanently dropped from college."

Concerning an amendment, the rules require that a three-fourths vote of those assembled in any meeting is necessary to pass it, provided that at least two weeks' notice of such amendment is presented in writing at a regular mass meeting. The matter will come up for final vote two weeks from today.

FRESHMEN GIRLS AGAIN WIN AT BASKETBALL

The Freshmen girls' basketball team defeated the Seniors last Wednesday night, the final score being 8 to 1. The game was rather one-sided as the score would indicate, and the Freshmen girls were unable to score a field goal, their lone point being scored on a foul by Miss Hoffman. Miss Still was the star for the Freshmen, scoring two field goals; while Miss Dennis and Miss Wilson each scored one free throw.

L. L. Wilson '18, of the varsity basketball squad, is now coaching the Junior girls, and the team is rapidly showing the effect of his teaching. Captain Blakelee has also been coaching the girls during the past week or so.

SOPHOMORES MAY WEAR CLASS HATS MARCH 1

Student Council at last week's meeting passed a motion whereby the members of the Sophomore class will be allowed to wear their new class hats after March 1. It was pointed out that under the customary system of introducing the hats immediately after the Easter vacation, there would be only a short time this year during which the hats might be worn. The new hat is the customary dark blue with the three bars indicative of the 1918 class arranged in the form of an open triangle.

FRESHMEN STILL LEAD IN CLASS BASKETBALL

	Won	Lost	Pct.
Freshmen	4	0	1.000
Juniors	3	2	.600
Sophomores	1	3	.250
Seniors	1	4	.200

The outcome of the games played this week among the class basketball teams leaves the Freshmen still in the lead, although the Sophomores have succeeded in ousting the Seniors from Third place. The Juniors were the only ones who had a chance to topple the Freshmen from the top position but this chance was lost when they were beaten by the first-year men last Friday night. The schedule is nearing an end and at present there are only two more games to be played.

Seniors Down Juniors
The Seniors lost to the Juniors in the game which was played in the Army on Monday, February 18. The game was rather slow throughout, and the passing was poor on both sides, although the Juniors were superior to the Seniors in this respect. There was also much poor shooting, and both sides lost some good opportunities for scoring. After a few minutes of very slow playing, at the beginning of the game, the score was tied. The Juniors soon got ahead, however, and they remained well in the lead during the remainder of the game. The final score was 35 to 23.

Freshmen vs. Juniors
The Freshmen were victorious over the Juniors in one of the best of the interclass games last Friday. The final score of 31 to 27 is indicative of the closeness of the game and never was there more than a few points difference between the scores of the opposing teams.

For the Juniors Galbraith was the high scorer, netting three two-pointers from the floor. Eichelberger and Boyle as guards for the Juniors played fine games and kept the score of the Freshmen down to a minimum. Corb and Friedman for the Freshmen were the high scorers, Corb netting six goals from the field and Friedman five. Friedman also tallied three on fouls.

Sophs beat Seniors
The Sophomores showed a good brand of basketball when they beat the Seniors on Monday night. The 1918 team succeeded in netting only two goals from the floor during the second half due to the close guarding of Brown and McGuire. Beard and Shoemaker played good ball for the Sophomores, Beard netting five field goals and eight free throws, while Shoemaker succeeded in getting three of the two-pointers. Donnelly for the Seniors netted three goals from the field and also accounted for nine more points from fouls.

LONG'S MEN TAKE FOUR FALLS AND ONE DECISION
(Continued From First Page)

The relay team which will represent State in the one mile race against Pitt will be picked from the following men: Ullery, Merrill, Krall, Way, Orr, Thomas, and Banks.

HOME TEAM LOCATES BASKET MANY TIMES
(Continued from first page)

with a beautiful basket from the side of the floor. The home team located the basket many times during the game.

	F. G.	FL. G.	Pts.
Mullan, F.	3	0	6
Young, F.	5	0	10
Blakelee, C.	5	6	16
Wolf, G.	2	0	4
Pat, G.	1	0	2
Wilson, G.	0	0	0
Totals	16	6	38

	F. G.	FL. G.	Pts.
Nicholas, F.	0	0	0
Levine, F.	1	0	2
Robinson, C.	2	0	4
McLaren, G.	0	0	0
Eustachy, G.	0	0	0
Hutchinson, G.	0	0	0
Totals	3	0	6

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DR. CRANE DISCUSSES THE CAUSES OF FUEL SHORTAGE
Continued From First Page

on the job—high wages have made it impossible for him to make large earnings, which has in turn bred independence and indifference.

Inefficient Methods

The coal mining industry has been one of the heaviest losers in the Army draft, having lost over 3 per cent, which combined with the loss of foreign miners, returning to their respective countries to take up arms, has made a decided shortage, yet in spite of the shrinkage in the labor supply the production of coal has increased as noted. Warning has been given by one high authority in the anthracite business that the anthracite production has reached its high-water mark and must ultimately decline. Not so much with the bituminous coal production but through the intense effort to dig more and more coal the mines will suffer and much coal will be lost. Further, there is the waste resulting from other than inefficient methods of mining; for due to haste and carelessness, the percentage of waste left in the coal mined is constantly increasing; in fact it is claimed that it has doubled during the past year and that the average is now not far from 18 per cent. What does this mean? It means reducing transportation facilities, cutting down the efficiency of boilers for steam production, increasing the price of fuel, and reducing the efficiency of the navy as a fighting machine and the merchant marine as a carrier of men, munitions, and supplies.

So much for the coal supply, but what of its transportation and distribution? As coal is absolutely essential in the industrial world it was but natural that, as soon as the Government entered upon active prosecution of the war, some action should be taken to safeguard the fuel supply. Coal was the first commodity upon which the price was fixed, whereupon trouble immediately arose, and to secure proper control a Fuel Administrator was named. The price arbitrarily established was low, much too low, and for a time industry was disorganized. By readjustment of prices, continuance of old contracts and other makeshifts, and urged on by the great demand for coal, the industry finally got on its feet. Coal was being produced and in sufficient quantities to supply all needs, when other difficulties arose.

"Heatless Mondays" Necessary

The country was informed by the Railroad Administrator, but a few

weeks before the collapse of the system, that the efficiency of the railways had been remarkably increased, and figures were given to prove the contention. In spite of the optimism expressed, a congestion occurred that tied up all traffic. Embargo followed embargo, and finally the "heatless Mondays" were proclaimed.

The Fuel Administration and certain Government officials lay the blame on the railroads, while others equally informed claim that it is not the railroads but the ill-considered and inefficient methods of administering the fuel control that is at fault. Lack of intimate knowledge of the business of mining and marketing coal by those in charge of the fuel administration is undoubtedly responsible for much of the trouble that has arisen.

Contributing Causes

We may outline a few of the contributing causes as follows: The price fixed for coal was for mine-run, thus adding to the tonnage but decreasing the quality through increased waste; no equitable discrimination was made between mining thick and thin beds of coal, which resulted in the closing of heavy mines, the refusal of the Fuel Administrator to permit the opening of new mines, the lack of an adequate zoning of the country by which the various sections could be best served; and last, but not least, the policy of keeping the business of administration in the hands of those not interested and experienced in the coal industry. Further, many of the members of the local administration are lacking in experience in handling problems involving exceptional business ability and acumen.

The loss of wages and manufactures due to the "closing-down" order is astounding and entirely out of proportion to the saving of fuel secured, for instance, in New York City the loss of wages amounted to \$357,498,000 and of manufactures \$1,063,677,000, while the coal saved was valued at \$31,500,295. In Philadelphia the loss of wages was \$213,737,458,908.

Lack of coal for domestic purposes, heating, etc., caused an excessive drain upon the gas supply of the large cities. In New York City the consumption for the last three days of 1917 was 460,613,000 cu. ft., a gain of 41.16 per cent over a like period during 1916.

Substitutes to be Used

Fuel oil for power purposes, while being produced in sufficient quantities to meet all demands, has been placed under Federal control in order to conserve the supply and regulate its consumption. More extensive use of wood for heating purposes has been proposed and where available in sufficient quantities and at reasonable cost will assist

materially in reducing the consumption of coal.

Immediately prior to the beginning of war in Europe 1000 carloads of coal were sold at tide-water for \$1.50 per ton, a price that would not pay transportation charges, to say nothing of meeting the expenses of production. Stimulated by the great demand for fuel the coal trade experienced a most prosperous period, which continued up to the time when "price-fixing" was inaugurated.

After a careful review of the events of the three years beginning with 1914 a few fundamental facts stand out prominently, namely: In order that the coal trade may prosper there must be an active market at fair prices, the labor supply must be ample and wages must be attractive, and railroads must be equipped to properly handle the coal mined.

Governmental "price-fixing" is a logical solution of the problem, but of continuation of the wage problem, but in either case the price set must take into consideration conditions of occurrence of coal, location of district, and other special features.

The labor problem is considerably larger than a question of wage. It involves other considerations, such as skilled workmen, attitude of labor toward the work, etcetera.

Transportation Problems

The transportation of coal from mines to the market means good railroads and ample rolling stock, also good terminal facilities for handling and storing coal. As coal is essential to the carrying on of the country's manufactures, the Government should have, immediately on the assumption of active hostilities, or before, taken proper steps to insure an adequate supply of men by holding the laborers in the mines, and providing adequate facilities for handling the products of the mines. With prompt attention to such essential and fundamental necessities as fuel and raw materials, a Fuel Administrator and the

"closing-down" order would not have been necessary; that they were necessary is but a natural result of delayed action at a time when affairs of state were pressing and the gigantic task of preparing for war was under way.

After all is said and done the coal situation, like all other problems, is complex, involving many and varied factors, which can best be handled by experts, trained by years of experience in the work. Approximately 35 per cent of the freight handled by the railroads of the country is coal, which means that there are men thoroughly trained in handling the coal traffic. In order, then, that we may have coal in ample quantities for all purposes, the business should be put into the hands of those trained to do the work, under Government control if need be, the operator, the miner, and the railroad coal traffic manager could solve the problem. Why, in times of great stress, turn others to do the work of experts?



"ARROW" formfit COLLAR

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