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SUMMERVILLE TELEPHONE No. 61.

WHAT DO YOU KNOW ABOUT YOUR HOME TOWN?

Do you know how many townships there are in your

Can you name the townships that bound your own township, or name the township that surrounds your own municipality?

Can you name off-hand the public officials of the county? or even enumerate the county offices?

Can you give the names of the men who compose the local council? or the school board? or tell who is chief burgess of your town?

If you were asked to name the natural resources of the section still available for commercial development, could you mention three?

How long, do you think, has your town or township, been incopporated or had a distinct government and political history?

Who have gone out from your town or district in the past and gained fame, or have climbed the ladder of power until they now play a recognizable role in the commercial, political or intellectual world?

Simple as most of these questions are, they will floor an astonishing number of citizens. There is practically nothing in the text books used in the public schools that has specific local application, and consequently, unless the teacher takes the pains to drill the students in a home-devised course, the average pupil comes from the school with a very fair knowledge of the commercial products of the West Indies, the Philippines or Germany, and is absolutely ignorant of the commercial possibilities of his home section, he can tell you the kingdoms and principalities of Europe and cannot guess at the townships in his own county, he may be able to give accurately the boundaries of Wyoming, but can not name it. the township that bounds his own on the north. The careers of Roosevelt, of Blaine and Lincoln are familiar enough to him, as they should be, but how rare it is that a man who has gained fame in any way is remembered in the home of his youth.

Under the circums ances, can you wonder that the average pupil leaving school thinks that all the wealth of world, all the chances to develop property, all the avenues to affluence and fame, lie over the hills and far away and nothing near at home?

If the child is not taught so in the schools, as a usual thing, the impression at least is left there through neglect to point out the beauty and wealth and history of the place that is called home,

Prof. W. M. Rife, superintendent of the Reynoldsville schools, is to be commended for his course in setting aside one week in the high school for the study of the government, geography, history and resources of the county, township and town.

#### THE WONDERS OF SCIENTIFIC ENGINEERING.

Fifty years ago, or even later than that, had any one attempted to describe the wonders and beauty and magnitude of a building such as has been developed by world" in the roaring and founding of the Pennsylvania Railroad Station in New York City, we would have thought that the description was that of an unknown world, one of wild imagination, a pipe-dream-afairy tale.

Pennsylvania Raileard Station, the largest and probably the finest railway station in the world, was opened to public use on November 27, 1910. The little booklet, handsomely illustrated, which lies on our table, gives only a faint idea of the magnitude of this great achievement, which is said to be second only to the building of the Panama Canal. One would, at first, naturally suppose that in seeking a location for the building of such a structure, the founders would necessarily have to look for a site far away from the busy marts of the city. But in this instance such was not the case. The Pennsylvania Railroad Station is right in the heart of the central district of the greatest city of the land. It occupies two complete blocks from Seventh Avenue to Eigth Avenue and from Thirty-first to Thirty-third street. The actual area covered by the building is nearly eight acres; the area of the station and subterranean yards is twentyacres. Five hundred houses, including several churches, were removed to clear the ground for the structure. This acreage of a small farm, in the heart of America's largest city, is covered above the street level, and for a considerable depth below, with the largest structure in the world devoted solely to the use and convenience of railroad passengers. The frontage on each of the two avenues is 430 feet, and on each of the two streets, 784 feet. The average height of the building above street level is 69 feet, the maximum height, 153 feet. All through trains of the Pennsylvania Railroad serving New York, will start from and arrive at the Pennsylvania station-one block from Broadway. Nor does this magnificent building alone show the magnitude and the scope and wonderful engineering skill displayed in carrying out to successful completion the plans of this gigantic undertaking. The general plan included the boring and construction of tunnels, one below the other, through solid rock, and beneath the river bed. This tunnel work itself, only comparatively a few years ago, was considered as impossible, beyond the power of human agency, and was looked upon with awe by the superstitious. But yet, it is now all accomplished and is a successful termination of one of the most stupendous feats of architectural and engineering skill the world has ever witnessed!

#### OUT OF THE GINGER JAR.

A fat fee makes a lean client.

A sitting hen is in no fear of the roasting pan. A leaning gate is an indication of a lazy owner. The end of an argument is better than either side of

When it comes to the pinch there is something to be

said for the lobster. The rolling stone hasn't time to gather moss on roads

frequented by automobiles. A sense of humor is useful to man but a sense of

honor will get him much farther. There is many a man who says things to his wife he

wouldn't dare say to his cook. It takes nine tailors to make a man, but one woman

can easily make a goose of a man. The days are shortest in December, and so are a good

many men-say, along about the twenty-fifth. · Three barleycorns make an inch, so the table says, and three drinks of barley juice sometimes make a riot.

Many a man who almost has a fit when his wife pays \$5 for a bonnet, will think nothing of spending as much for a box of cigars with which to pollute the atmosphere, -From Farm Journal.

It is reported from Philadelphia that a movement is no foot to introduce a bill at the coming session of the legislature changing the date of the primary election from the first Saturday in June to the first Saturday in September. On the face the proposed change looks good "the brightest brains in the engineering and architectual, and would eliminate entirely the necessity of candidates campainging in the winter or early spring, when weather and road conditions are bad. The two months between the primary and general election gives ample time for a brisk and decisive closing campaign. If the bill is passed But such a dream is now an accomplished fact, and the and signed, it would effect the coming primary.

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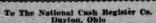
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Ask the Man

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