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BY THE PENNSYLVANIA STATE HIGHWAY DEPARTMENT.  
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OCTOBER 1st TO NOVEMBER 15th.

HAVE YOUR CAR INSPECTED NOW AND SAVE A FINE LATER

**PATTON AUTO CO**  
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A Regular Amount

**Save on the Budget Plan**

Ask any man who has made a financial success in life how he accomplished it. His answer will be, "By Saving." He did not spend every cent he made, but built up a fund which was available when he needed it for business purposes. He is no different than you, except that you must learn the saving habit. Save on the budget plan—a certain amount each week going into your savings account. You will be surprised how it will grow and earn more money for you.

**THE FIRST NATIONAL BANK**  
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CAPITAL \$200,000.00  
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 TOTAL RESOURCES OVER \$3,240,000.00

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A ROLL OF HONOR BANK

**MR. GRUNDY EXPLAINS HIS TARIFF POSITION**

**Tells Senate Committee Penna. is Agricultural as well as Industrial State. Justifies activities.**

Washington.—Briefly summarized, the following embodies the principal points made by Joseph R. Grundy in his statement submitted to the Senate Lobby Investigating Committee in Washington when he was called upon to testify.

Mr. Grundy's opening statement was that there was "nothing new or strange" about his being in Washington during a tariff revision, inasmuch as he has been coming here in such periods for the past 32 or 33 years. He reminded the Committee that no member thereof was in Congress when he first came to Washington in connection with tariff legislation, in 1897, and that, as a matter of fact, there is but one man now in Congress—Senator Warren, of Wyoming—who was a member that long ago.

Referring to his own position as a protectionist, he said:

"Some of the members of this Committee may not like to admit it, but there are few left who will attempt to deny that the entire industrial and financial structure of the United States has been erected upon the principle of tariff protection."

As a preliminary to his categorical statement of the reasons why he has been in Washington for the past ten months, Mr. Grundy offered the Committee a copy of a tariff resolution which he had prepared and which was unanimously adopted by the 76 Pennsylvania delegates to the Republican National Convention in 1928. It was then sent to the Resolutions Committee, of which Senator Borah was a member, he said, and, according to his information, was the basis of the Republican tariff plank in the 1928 campaign.

He also told of his Pennsylvania activities in that campaign, at the request of the Republican National Committee, and then referred to the notice of tariff hearings sent out by the Ways and Means Committee last December, emphasizing that these notices were to the effect that there was to be a "general" tariff revision.

"I received one of those invitations and it was in response thereto that I came here," he said. "Very probably, however, I should have come anyway. I merely mention the fact that I was invited. The complaint seems to be that I have stayed. There have seemed to me to be no reasons why I shouldn't, and several why I should. "First, it was merely consistent with an active interest in tariff revision which, as I have said, has extended over a period of some 32 or 33 years and considerably antedates the tenure of office of any member of this Committee.

"Second, I felt a certain pride of indirect authorship in the Republican Party's pledge of tariff revision wherever needed.

"Third, I had responded to the Republican National Committee's request to help win the election in order that the policies of the Republican Party, as expressed in its platform, might be carried into effect, and it seemed to me that in carrying forward that work I had assumed a sort of moral responsibility to the Pennsylvania citizenship to give whatever assistance I could to the fruition of the foremost economic pledge made by the Party in that campaign.

"Fourth, I was not here seeking any special privilege, or exercising any improper influence, or in support of any particular rate or schedule, or in behalf of any particular industry, or as the representative of any particular organization. My primary interest has been in seeing the basis of our ad valorem rates changed from the foreign valuation, which practically permits the foreigner to name the duty he shall pay, to some domestic basis, which would bring that phase of our tariff law under the administration of our own customs authorities.

"Fifth, in common with many others, I have the firm conviction that members of Congress, elected as the servants of the people, can learn a great deal more about the actual tariff requirements of American industry from men who have invested their money and spent their lives in it, than they can from some of the so-called 'experts' of the Tariff Commission, many of whom are swivel-chair economists who never have spent an hour in an industrial plant and never have had first-hand contact with any of the practical problems which are the very essence of that upon which they assume to speak with authority.

"Sixth, I have for many years taken some part in the public affairs and Republican activities in Pennsylvania, and I think I fairly well know the State's economic requirements. I know, too, therefore, that the needs of Pennsylvania, representing as it does practically every agricultural crop and every industrial activity in the country as a whole, are an index to, and a cross-section of, the economic requirements of the entire nation. Anyone, therefore, acquainted with, and seeking to procure, the broad tariff needs of Pennsylvania, could not be working for anything other than the best interests of the country as a whole."

The witness then hit squarely at four of the five members of the Committee—Senators Caraway, of Arkansas, chairman; Borah, of Idaho; Walsh, of Montana, and Blaine, of Wisconsin—as well as Senators Pat Harrison, of Mississippi; Ashurst, of Arizona, and McMaster, of South Dakota.

Referring to the manner in which Senators from the mid-West and West dwell upon the "agricultural" interest of their States, in their opposition to revision of the industrial schedules of the tariff law, Mr. Grundy produced a table showing that while Pennsylvania is the second industrial State in the Union, it also has "77,000 more farms and some four hundred millions of dollars more of farm investments than the average for these seven so-called 'agricultural' States."

This line of attack by the witness was carried even further when, in another tabular presentation, he took the same seven States, added fifteen others to them, and then showed that the total income tax paid by the entire 22 was \$5,000,000 less than that of Pennsylvania.

"Perusal of these figures," he said, "justifies the statement that if volume of voice in the United States Senate were proportioned to population, productive power, or the total sum contributed toward the national upkeep, some of those States which are now most vocal would need amplifiers to make their whispers heard. The truth of the matter is that such States as Arizona, South Dakota, Idaho, Mississippi, etc., do not pay enough toward the upkeep of the Government to cover the costs of collection, and States like Pennsylvania, hamstrung as they are by adverse legislation, support these backward Commonwealths and provide them with their good roads, their post-offices, their river improvements and other Federal aid, figuratively on a golden platter."

The climax of the witness' statistical presentation was in a table in which the same seven States were compared with the seven industrial States of Connecticut, Illinois, Massachusetts, New Jersey, New York, Ohio and Pennsylvania. The industrial comparison was crushing, and as to income tax it was shown that the seven industrial States pay in excess of 64% of the country's total, while the whole seven "so-called 'agricultural' States" pay only slightly more than 2 1/2%.

Mr. Grundy also presented a table showing 25 States whose total industrial importance, measured by value of output, is equalled by Pennsylvania alone.

The witness went directly after Senator Borah, of Idaho, one of the members of the Committee and author of one of the movements in the Senate to have the tariff revision limited to agricultural products. He not only emphasized Borah's membership on the Resolutions Committee which drew the Republican tariff plank promising "revision wherever necessary," but quoted the following from the Senator's campaign speech in the Boston Arena, November 2, 1928:

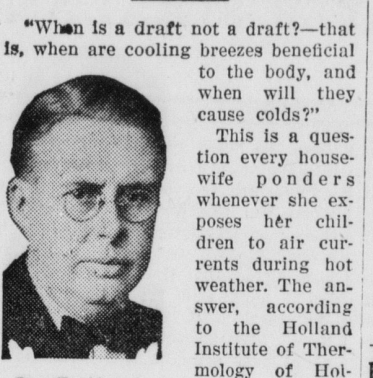
"Now, my friends, there is nothing more vital in the closing hours of this campaign than the preservation of the policy upon which the industries of this country have been built up and the standard of wages has been built up. Let us keep it in the hands of those who have believed in it from the beginning. Let us entrust it to those who are not in danger of having any lapse of mind after the election. What we want, my friends, in the next few years, is a policy which will undoubtedly and effectively protect American labor and American industries against the inroads which may come from Europe both in manufactured goods and in labor."

"This," said Mr. Grundy, "is Senator Borah—not in 1929, standing in the United States Senate, doing his utmost to limit tariff revision to agricultural products, but Senator Borah on November 2nd, 1928, standing on the platform of the Arena in Boston, interpreting and proclaiming to the industrialists and the industrial workers of Massachusetts and the country at large, the Republican Party's pledge, and his own pledge, of adequate and effective tariff protection for American labor and American industries.

"What influences have caused the esteemed Senator from Idaho to completely reverse himself within a period of a few months; what changes of mind have prompted him to regard the Republican Platform as a 'mere scrap of paper,' I do not pretend to say. But I do say that he is the embodiment of one of the many reasons why I or any other Republican and industrialist who has the courage to fight for his rights, should be here in Washington to do whatever he legitimately can to offset the determined efforts of one who, in the campaign, publicly proclaimed himself and his Party to be for one thing, and when the campaign is over, and the people have voted for the pledges made, stands for quite another thing.

"The Senator from Idaho, who speaks so eloquently for agriculture, represents a State which has only one-fifth the number of farms that are in Pennsylvania, only two-fifths of the farm value of Pennsylvania, less than one-fifteenth of the industry of Pennsylvania, and which contributes to the national treasury the magnificent sum of five one-hundredths of one per cent of the total income tax."

**When Is Draft Not a Draft? Dr. Hill Tells**



Dr. E. Vernon Hill.

"When is a draft not a draft?—that is, when are cooling breezes beneficial to the body, and when will they cause colds?"

This is a question every housewife ponders whenever she exposes her children to air currents during hot weather. The answer, according to the Holland Institute of Thermology of Holland, Mich., opens up one of the most fascinating phases of modern air conditioning science.

"A draft is a current of air which, by reason of its low temperature, low humidity, or high velocity, or any velocity, or any combination of these three, removes a greater amount of heat from the part of the body it comes in contact with than the surface of that part normally gives off."

This definition was formulated by Dr. E. Vernon Hill, of Chicago, who is both a physician and one of the foremost air-conditioning engineers in the country. It means, among other things, that if air motion is to be used as a method of cooling a home or other building, the air which is kept moving must not be too low in temperature.

This principle is followed in the solution of many industrial problems where, without any reduction of the actual temperature of the air, it is kept moving at such a velocity that it produces a cooling effect upon the workers. The same principle, according to the Holland Institute of Thermology, can be applied, without complicated and expensive machinery, to the cooling of the home during hot weather.

In fact, this is just what is done in the modern "vaporator" heating system. A small electrified propeller unit is installed in the central heating plant and is run on hot days to keep up lively circulation of the air through all the rooms of the home. Engineering tests have shown that even though the temperature of the air is not actually reduced by elaborate refrigerating or dehumidifying machinery, this air motion produces a comfort effect 14 per cent better than that of the same air if it is stagnant.

By this means, the engineers of the Holland Institute point out, the warm

air circulating heating plant is replaced by an all-year-round air conditioning system. For during the winter the rapid motion of the air passing through the heat generator up to the rooms increases the rapidity with which the home can be warmed and markedly reduces fuel costs by eliminating the need for forcing the heater and by operating with a large volume of moderately warmed air instead of a small volume of superheated air.

**Makes Sleep Possible**

Place your bed in the path of air currents between the incoming and outgoing grilles with the propeller unit in a "vaporator" or "super-circulator" heating system turned on, says the Holland Institute of Thermology of Holland, Mich., and you are virtually assured of a comfortable sleep on even the hottest summer night.

**BLADDER WEAKNESS**

If Bladder Weakness, Getting Up Nights, Backache, Burning or Itching Sensation, leg or groin pains make you feel old, tired, peevish, and worn out why not make the Cystex 48 hour test? Don't get up. Get Cystex today at any drug store. Put it to a 48 hour test. Money back if you don't soon feel like new, full of pep, sleep well, with pains alleviated. Try Cystex today. Only 60c. Fogarty's Drug Store.

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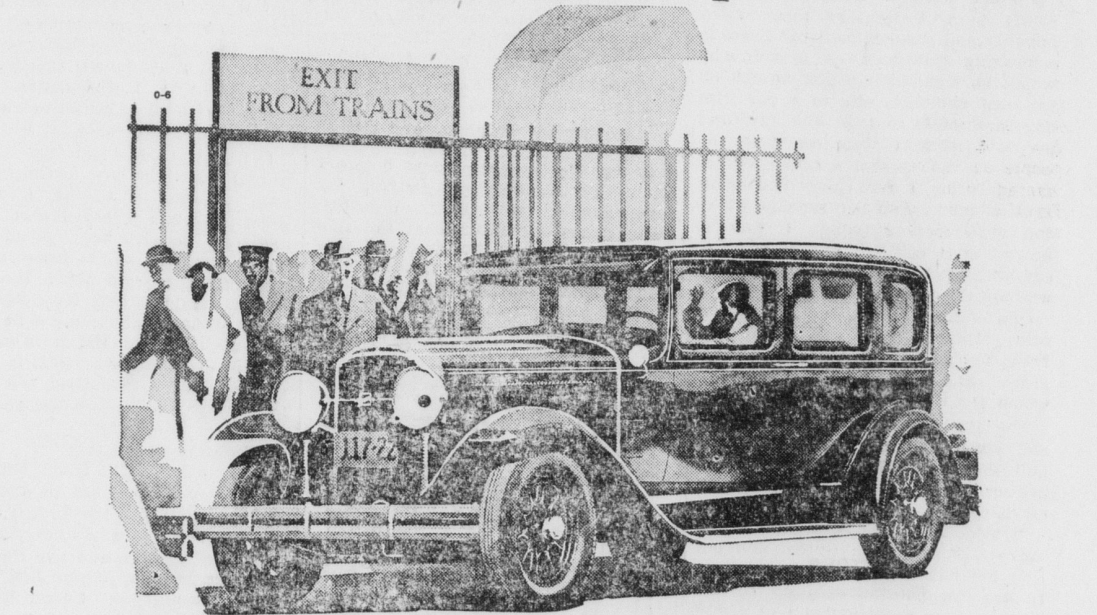
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It is an impressive fact that men and women are buying from two to five times as many new Buicks as any other car priced above \$1200.

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These are Buicks through and through, embodying the full array of Buick quality features: Buick's new and surpassingly beautiful Bodies by Fisher; the famous Buick Valve-in-Head engine—most powerful engine of its size in the world; Buick's new Controlled Servo Enclosed Mechanical Brakes; the new Buick steering gear; new Road Shock Eliminator; and Buick's new, longer rear springs with Lovejoy Duodraulic Shock Absorbers.

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