

"AN AUTUMNAL REVERIE"

Between the balmy airs of summer and the piercing blasts of winter there comes an intervening space of time, which seems to bid farewell to the departing days and herald the coming season.

Old Sol makes his visits shorter as each day advances and he delights, as it were, in hiding behind the fleecy clouds. A chilliness pervades the land and we humans scurry to the attic and search in drawers, of trunks or chests for woollens, furs, or flannels from the year before.

The verdure of the lawns succumbs to tawny shades and even giant forests shiver from the cold and shake loose from their moorings the hallowed leaves there crowning glory. The evergreens alone resist the vagrant blasts and raise their mittened hands in mute defiance. But their hour is not far distant when some wandering woodsman will covet them for Yuletide decoration.

It is indeed a melancholy season, this period of death, this metamorphosis which nature undergoes and we should pause and contemplate the change. We might express our feelings thus, though slightly plagiarized:—

The melancholy days have come,  
The saddest of the year,  
The coal bin's almost empty  
And spring is no where near!  
But as autumn tinctures summer,  
So does springtime vivify again.



**"No high hat heat for ME!"**

**RITZY** heat contraptions may be all right for the fellow who don't care what his heat costs. Give me coal for real economy and constant winter comfort.

Clarence Shupp  
Center Moreland 50-R-16

**Facts for Farm Folks**  
Written by  
**AGRICULTURAL AUTHORITIES**

**LIGHT WEIGHT HEIFERS SELL BEST**

By Dr. John M. Eppard

When well fattened heifers, of choice to prime grade, reach the desirable weight of 600 to 750 pounds, the proportion of fat to lean in the carcass is about right and the size of cuts most suitable for the housewife's demand.

If the heavier, super finished weights of 800 to 1000 pounds are attained before shipping, the preponderance of fat becomes a cooking and table nuisance. Likewise, the cuts are too heavy. The proportion of lean to fat weights for near-best taste is approximately 70 to 80, that it 70 per cent of hand separable leans as contrasted with 80 per cent fat.

At the heavier weights, the heifer carcass may run over one-half fat, which means too much grease and waste. As compared to the lighter weights, the lean meat of heavy heifers is not improved in marbling, taste,

color and tenderness by the longer feeding. And at the strong weights, the heifer ribs and fore quarters are super-laden with the wasty fat.

Steer calves, on the other hand, may well stand a longer feeding period than heifers, because after the 600 pound fattening stage is reached they portion to fat than do the heifers. But even with baby beef steers, now-a-days, the heifer weights of 900 pounds or over are often sharply discounted in selling value, so much so that it is questionable in many cases, particularly when one figures the increased cost of gains at the heavier weights, whether the baby beef steers should exceed the 900 pound fat weight when sold.

In these modern days, we cattle feeders must keep in tune with the market price trends, sell our young weights rather than make them over-well fattened cattle to light handy ripe and over-weight before bidding them adieu.

**Blomingdale**

Miss Ella Culver will motor to Philadelphia Friday to attend school.

Mrs. Oscar Neely and sons Clifton and Billie, and Mrs. Harold Booth called on Mrs. Rollin Culver Thursday afternoon.

Richard Sutliff is moving to Nanticoke.

Mrs. John Metcalf was at Nanticoke Wednesday.

On Saturday evening a very colorful man-less wedding was held in the M. P. church hall to an appreciative audience the bride wore white and carried chrysanthemums.

Following are the characters: Edith Harrison, Monema Martz, Myrtle Anderson, Kathryn Bilby, Bertha Martz, Rebecca Martz, Carola Graham, Mildred Trimble, Hattie Post, Hester Wolfe, Anna Moss, Elva Sutliff, Elizabeth Sutliff.

Supper was served following the wedding. Members of the social committee of our Christian Endeavor Society who sponsored the wedding were: Hattie Post, Edith Harrison, and Anna Moss.

Milton Gregory, president of the local Christian Endeavor presided at the regular business meeting held in the hall Friday evening, the following attended: Hester Martz Wolfe, Anna Moss, Kathryn Bilby, Russell Bilby, Bertha Martz, Rebecca Martz, Eleanor Moss, Carola Graham, Edith Harrison, Jasper Harrison, Dewey Martz, Monema Martz, Mildred Tremble, James

Tremble, Hattie Post, Clayton Williams, Elva Sutliff, Elizabeth Sutliff, Billy Tremble, Doris Tremble, Jean Tremble and Milton Gregory.

The annual church fair if the M. P. church will be held Friday evening, December 11. A fish supper will be served.

The Ladies' Aid Society of the M. E. Church met at the home of Mr. and Mrs. Edward Vosler, Thursday.

Sunday School at 2 p. m., preaching at 3 p. m.

Mr. and Mrs. Dewey Martz of this place, Mr. and Mrs. Walter Fletcher of Shavertown were Sunday visitors at the home of Mr. and Mrs. Harold Booth and Mr. and Mrs. Moss.

**Huntsville**

Church Service Sunday, M. E. Church. Morning Worship 9:30 a. m. Sunday School 10:30 a. m. Epworth League 6:30 p. m.

Christian Church morning worship 9:30 a. m. Sunday School 10:30 a. m. Christian Endeavor 6:45 p. m.

The Woman's Home Missionary Society will meet in the M. E. Church next Wednesday at a twelve o'clock Luncheon. Following lunch a box of Christmas gifts will be packed to send to Ellis Island. Mrs. Clarence Elston president of the Society will preside. Mrs. A. J. Hadsall will review the lesson from the Study Book. Enigmas

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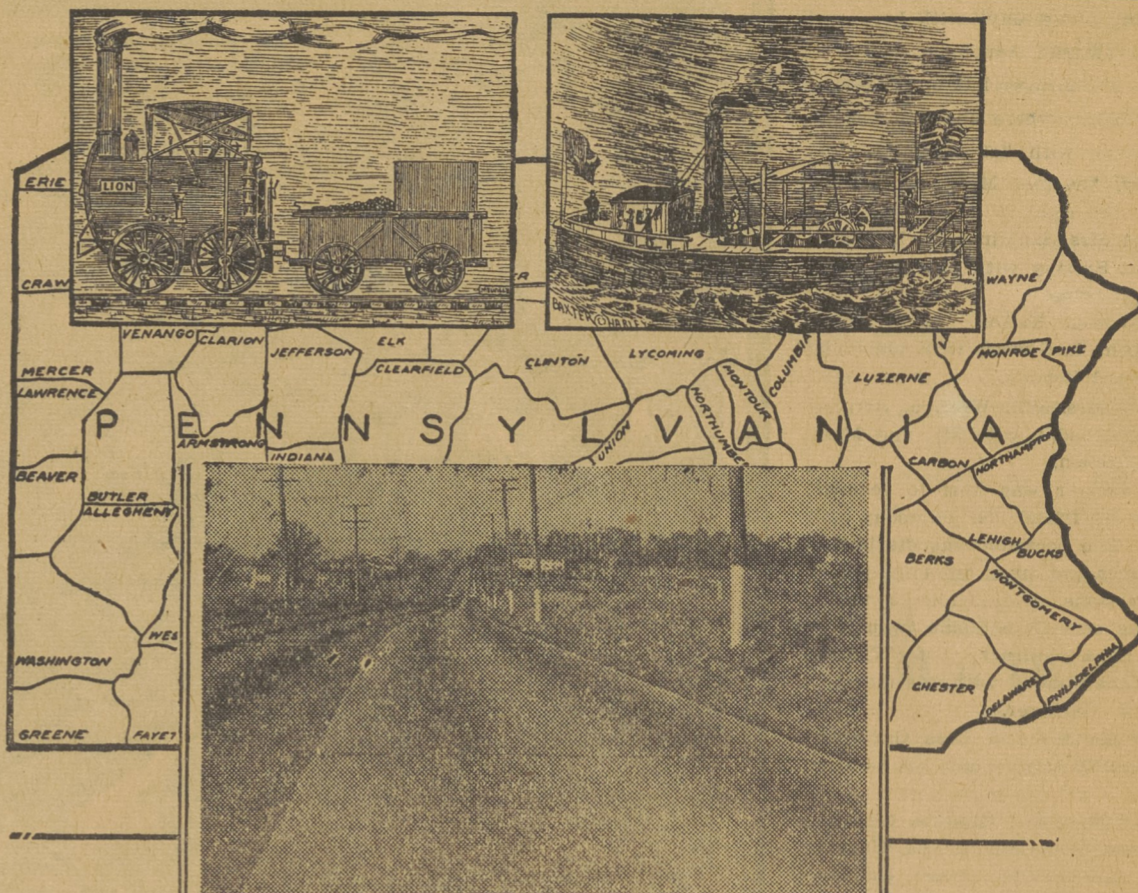
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We apply roofing if requested J. B. Anderson of Wyoming, purchased a great farm helper from us recently; an Ohio Manure Spreader. The Ohio is both light and strong and will make Mr. Anderson's labors easier.

LET US HEAT YOUR HOME

**Pennsylvania Was First State in Rail, Steamboat and Highway Development**



Upper Left: The "Stourbridge Lion," at Honesdale, Pa., was the first railroad locomotive to operate in the Western Hemisphere. Upper Right: World's first passenger-carrying steamboat was navigated on Delaware River. Below: First concrete state highways still doing duty in Pennsylvania between Easton and Allentown.

By WILLIAM SYLVAN

PENNSYLVANIA'S importance in the development of transportation methods is unique. Even though the year 1931 witnessed a slowing up in modern highway building, the Keystone state is famous because it was one of the very first to undertake a progressive program of durable highway construction, when it became apparent that the automobile was to become a practical vehicle of commerce. But more interesting still is the fact that it was in this state that two epoch-making events in the annals of transportation took place.

Epoch-making, to be sure they were, but it is doubtful if the average person is aware of these two facts of our state's historical record.

The first steam locomotive to turn a wheel on rails in the whole western hemisphere rolled out of Honesdale on August 8, 1829.

The first passenger-carrying steamboat in the world was invented by John Fitch in Bucks County and made its maiden trip on the Delaware River, between Philadelphia and Burlington, N. J. in June, 1790. This was nearly twenty years before Robert Fulton's Clermont steamed up the Hudson River.

The "Stourbridge Lion" was the name of the diminutive locomotive which gave Pennsylvania the distinction of being the first state to witness the mechanical propulsion of a vehicle on rails. It was imported from Stourbridge, England by Horatio Allen of the Delaware and Hudson Canal Company, for use in the company's coal mining operations. The

records show that after two trips the Stourbridge Lion had to be abandoned because of track difficulties. For a good many years the Stourbridge Lion rusted away in a shed, but finally it came into its own again as an exhibit in the Smithsonian Institute in Washington, D. C., where its record is being forever preserved.

John Fitch's steamboat does not seem to have ever been christened. This may have been because the inventor was too poor to buy champagne. That he was often on intimate terms with poverty there is no doubt. Spurred or ignored by such celebrities as George Washington and Benjamin Franklin, and given scant consideration by the State legislatures of New Jersey and Pennsylvania, it was with great difficulty that he finally succeeded in building a steamship that would carry passengers. Here is the first steamboat advertisement ever printed, which appeared in June, 1790 in the Pennsylvania Packet and other newspapers.

**THE STEAMBOAT**

is now ready to take passengers, and is intended to set off from Arch Street ferry in Philadelphia, every Monday, Wednesday and Friday, for Burlington, Bristol, Bordertown and Trenton, to return Tuesdays, Thursdays and Saturdays. Price for passengers 2/4 to Burlington and Bristol, 3/8 to Bordertown and Trenton.

Since the days of the Stourbridge Lion and John Fitch's boat, rail line and steamship travel have made steady progress until today we have transportation service that is one of

the marvels of the world. In a remarkably short time the automobile has developed from a sputtering street curiosity to a highly efficient vehicle, of which there are nearly 27,000,000 on our roads and streets today.

Yet strangely enough, highway development has not kept pace with this tremendous production and utilization of the automobile which has done so much to promote the social and economical welfare of this country. Too many "horse and buggy" types of roads are being built and maintained at great annual expense in places where the need for durable, first class highways is clearly indicated. An analogous situation would be to have powerful locomotives and fine coaches and pullman cars but only poorly ballasted and dangerous roadbeds over which to operate them.

With many it is a matter of regret that Pennsylvania has virtually abandoned first class construction on the state highway system and concentrated on low-cost surfacing for a large mileage of back roads which will serve relatively little traffic. Long ago engineers pointed out that roads such as these become a tremendous, and increasingly, costly burden to motorists because of the extensive repairs which are necessary annually as a result of damage by freezing and rain.

The records show that in the eight years up to 1921 the mileage of durable highway construction in Pennsylvania exceeded that of all other types, but that in 1921 durable construction represented less than eight per cent of the total.

will be asked by Mrs. Albert Perrego. Come and bring a gift.

The members of the B. A. Class of the M. E. Sunday School recently tendered Mrs. G. A. Learn, their teacher a surprise dinner in the church parlors on her birthday anniversary.

During the serving of the dinner, J. Alfred Rogers, president of the class, presented Mrs. Learn in behalf of the class with a large basket of Bronze and White Chrysanthemums, as a token of the love and esteem in which she is held by the class. A large illuminated birthday cake, especially prepared for the occasion furnished the light for the serving of the dessert.

Following the dinner the guests were entertained with games and music furnished by members of the class. Those present were: Mrs. G. A. Learn, Mrs. Lee Earl, Bertha Randall, Jane Evans, Betty Ruth Hazel, Olive Evans, Betty Breckenridge, Mildred Bertram, J. Alfred Rogers, James Beacham,

Paul Johnson, Harold Elston, Walter Palmer, Robert Kastenbander, David Ross, Mr. and Mrs. Paul Kastenbander, Mr. and Mrs. Gordon Johnson, Mr. and Mrs. Paul Eckert, Mr. and Mrs. Clarence Elston.

Mrs. Nellie Bertram and children of Lehman spent Sunday with Mr. and Mrs. Harold Bertram.

Mr. and Mrs. Fred Rineman recently visited Misses Elizabeth and May Johnson at Wilkes-Barre.

Mrs. Ralph W. Shaver of Brookville is spending two weeks with local friends and relatives.

Mr. and Mrs. Charles Elston and children of Idetown spent Sunday with Mr. and Mrs. Arthur J. Hadsall.

The Ladies' Aid Society held their all day meeting and quilting in the M. E. Church on Thursday. A birthday committee composed of Mrs. T. W. A. Learn, Mrs. Clarence Elston, Ser-Stockel, Mrs. H. A. Randall, Mrs. G. ved dinner to the following: Mrs. A. J. Hadsall, Mrs. Ida Wilcox, Mr. and Mrs. S. P. Frantz, Mrs. Ralph W. Shaver, Mrs. George Brown, Mrs. Celeste K. Prutzman, Mrs. Jack Kennan, Mrs. M. E. Keeler, Mr. and Mrs. C. R. Prutzman and son Frank, Mrs. Cecil Moore, Walter Covert, C. F. Terry, J. Alfred Rogers, Mrs. Frank H. Johnson, Mrs. J. A. Rogers, Mrs. J. R. Bertram, Mrs. Gordon Johnson, T. W. Stockel, Mrs. Harvey W. Dankes,

Mrs. George Kostenbender, Miss Jane Keener, Mrs. C. M. Pettebone, Mrs. Lee Earl, son Boyd, Harold B. Elston, Mrs. G. A. Learn, Mrs. H. A. Randall, Mrs. T. W. Stockel, Mrs. Clarence Elston.

Mr. and Mrs. G. A. Learn entertained sixteen persons at dinner on Monday to celebrate their birthday anniversaries, also their Wedding anniversary and the wedding anniversary of Mr. and Mrs. J. R. Bertram.

Bingo and Card Party to raise money for milk for the underweight children will be given at the Dallas High School on Monday evening November 30th, at eight o'clock.

This party is being sponsored by the Entre Nous Club and the money raised is to be given to the Parent Teachers' Association. Many beautiful prizes have been donated by Merchants of Dallas and vicinity and are on display in Kuehn's Drug Store at Dallas, Pa. Tickets are fifty cents.

**NOTICE OF LIQUIDATION**

Notice is hereby given that the undersigned is closing up its affairs, and creditors are notified to present claims for payment on or before February 1, 1932. Petition for dissolution will be presented to the Court of Common Pleas of Luzerne Co., on February 1, 1932 at 10 o'clock a. m.

FARMERS STATE BANK OF SHICKSHINNY

BY: O. S. GREGORY, PRESIDENT  
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2-1-32

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