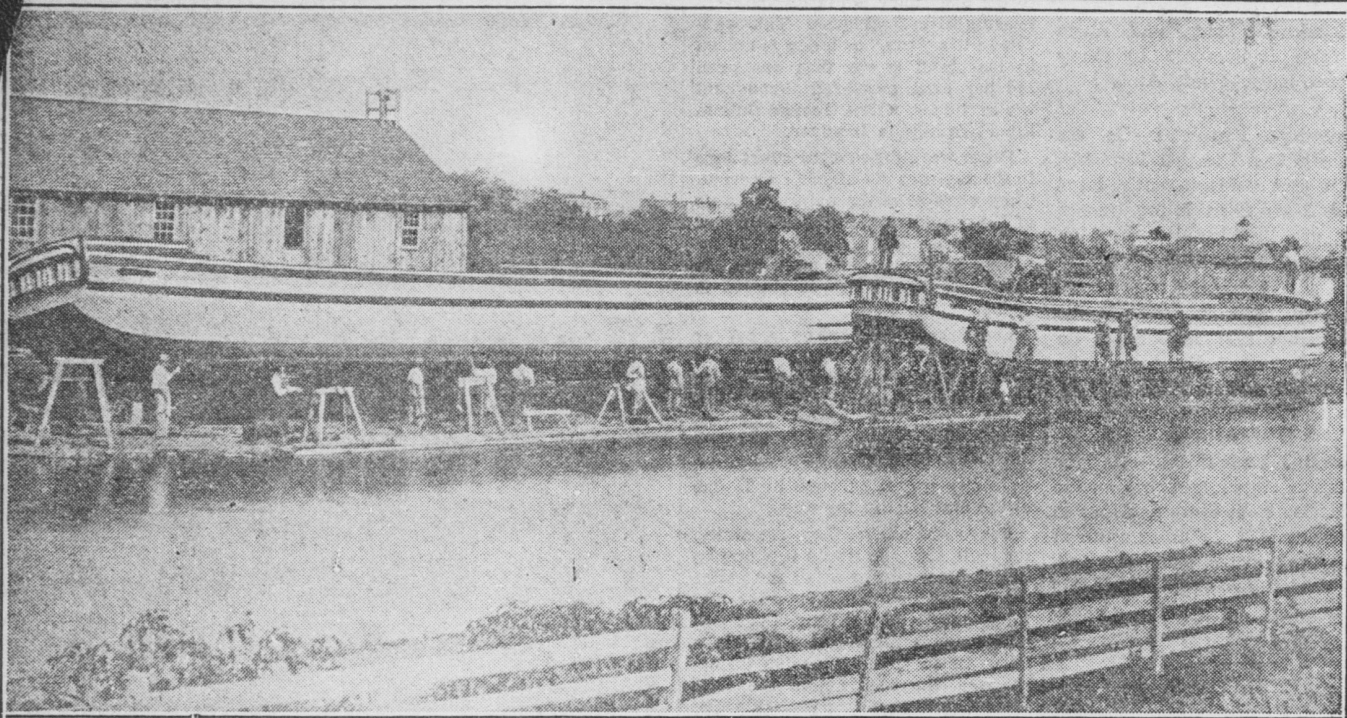


## Building Canal Boats at Lock Haven Fifty Years Ago



Workmen along the banks of the West Branch canal are putting the finishing touches to two craft, the most "modern" type of their time.

## No Big Rush In Old Days, But Freight Was Heavy

Elder Citizens Recall Days When River Shore Was Piled With Coal, Lumber And Other Commodities

From Columbia Broadcaster.

The mournful wail of the conch shell and the warning cry "low bridge" ring no more through Pennsylvania valleys.

But these echoes of the past lived again in the memories of "old-timers" saddened by the death of W. C. Fortney, president and founder of "The Association of Ex-Canal Boatmen of Pennsylvania" at Milton last week.

Travel and transportation in Pennsylvania a century ago was carried on by canals in much the same way that highways today serve as main arteries, older Columbians, recalled today.

Construction of these waterways marked an effort of the State to speed up and improve transportation and travel facilities in response to public demand.

Agitation for canals was so great that by 1830, forty-two corporations had programs for building a system of waterways more elaborate and more comprehensive than that of any other state in the Union.

Impacticability, lack of finances, and pressure from competitive railroads forced the cancellation of some of the projects. But by 1834 Pennsylvania had about 673 miles of canals.

The two most important canals of the day were the Philadelphia-Columbia division and the canal between Harrisburg and Pittsburgh.

The latter was noted for its Portage Rail division—whereby

canal boats were transported over the mountains between Hollidaysburg on the Juniata and Johnstown on the Conemaugh by ten inclined planes.

The entire journey took a week. The modern highways and railroads of today often parallel the old canal beds; travelers looking from the windows of their cars see the crumbling locks that represented an early stage in the development of Pennsylvania's transportation system.

The old freight boats took millions of tons of farm produce to market in the larger cities and brought back manufactured products.

Coal, lumber, ore, salt and pig-iron from mines and mills also formed a large part of the cargoes.

In addition on the packets, plying over a few routes. Some travelers of the day rode in upholstered "style" and even enjoyed the luxury of a "smoker car"—usually a boat towed behind.

## HARD-BOILED BOSS SOFT INSIDE SAYS PROFESSOR

The average "hard-boiled" executive is just a "Caspar Milquetoast" inside, Dr. Robert G. Bernreuter, psychologist on the staff of The Pennsylvania State College told 125 delegates to the third annual vocational guidance conference held at the College November 20th.

"He's tough because he's afraid to allow men under to ask reasonable questions which he can't answer," Bernreuter said. "When you meet an executive with a 'hard-boiled' complex, be assured that he's not quite big enough for his job. I have seen many instances of men increased in happiness when they receive a demotion in rank."

"Mrs. Milquetoast, beware of Caspar!" Bernreuter also told the group. "I may show a complete reversal of form when he returns from the office. Men can stand just so much browbeating, and then they explode."

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## Shadows on Classic Columns

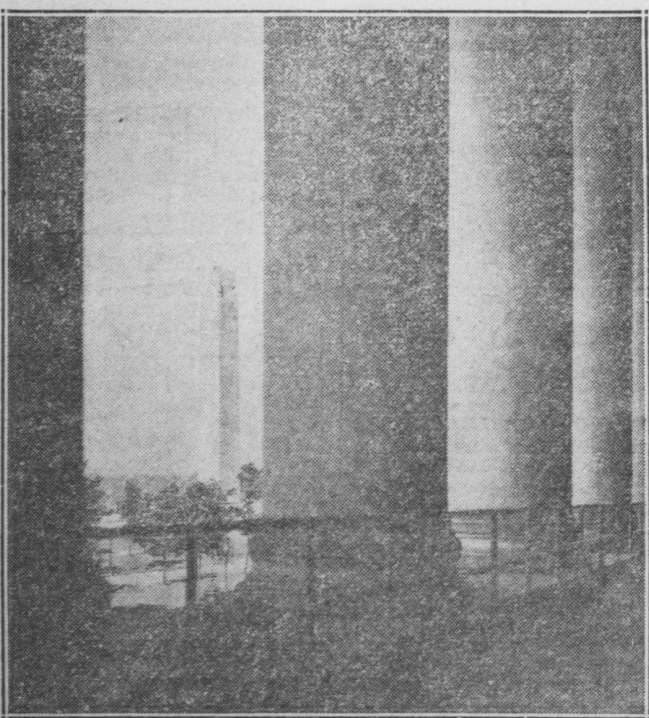


Photo from Penna. Publicity Commission.

This unusual camera study caught the shadows that linger about the balcony of one of the beautiful buildings in the State Capital group—an attraction to sightseers in Harrisburg. Ground was recently broken for a twin structure, the Finance Building, in conformity with the Brunner architectural plan. The view above includes one of the pylons on the plaza of the Memorial Bridge.

## 1937 Building Ahead Of 1938, Bashore Says

Harrisburg, Dec. 30.—Proof that the home-owning urge is still strong in Pennsylvania is seen by Ralph M. Bashore, Secretary of Labor and Industry, in comparative building statistics covering the first ten months of this year and 1936.

With the new year, Mr. Bashore believes, building operations will take another spurt upward, stimulated by millions of dollars in private and public funds which are to be spent on low-cost housing.

"A recent Architectural Forum survey shows that four out of five middle-class Americans would like to own homes," the Secretary declared, "yet in Pennsylvania and the rest of the United States as much is spent for radios as for home building. About \$2,000,000,000 more is spent per year for automobiles than for home."

"In more than 150 of the larger Pennsylvania municipalities nearly \$75,000,000 was spent in the first ten months of 1937 for 35,000 building operations. Last year in the same period 29,000 operations were reported with an approximate value of \$60,000."

New residential construction this year amounted to nearly \$23,000,000 for 5,000 operations as compared with \$20,500,000 for 3,800 operations for the same period in 1936.

The trend of building values in the State during the last ten years followed a downward course, according to Secretary Bashore. Values decreased slightly following 1926, but it was not until 1930 that the real drop was shown.

For the next three years decreases continued, until in 1933 the depth of the depression was reached. From then until the

current year annual gains in building values grew increasingly larger and by 1937 reached a higher level than any since 1931.

The gain over last year was due largely to increased activity in residential building.

The peak in building operations this year was reached in the spring, due to an extensive school building program in Philadelphia. A decline noted in September and October, is attributed to a drop in the value of commercial structures.

The average cost of new residential buildings in 1937 was \$5526. Last year it averaged \$5363.

Of \$26,094,759 estimated to have been spent for building in Philadelphia from January through October, this year, \$9,085,110 went for 2,010 new residences. In 1936 the total estimated cost of building over the same period was \$18,487,360, of which \$7,918,660 was spent for residential construction.

In Pittsburgh this year \$6,685,230 was expended for construction, \$1,818,175 on 319 new residences. In 1936 for the ten-month period the total was \$6,283,591, of which \$1,190,473 was for residential building.

Scranton's building costs were estimated at \$703,318 for 440 structures in 1937, \$78,500 for 18 new homes. Last year in the same period, \$1,502,715 was spent in 540 operations, 20 of them residences costing an estimated total of \$69,165.

In Norristown this year, \$1267,916 was the estimated cost of 550 operations, eleven of them residences costing \$43,985. In 1936 over the ten-month period 627 operations were listed at \$418,330 of which 24 residences cost an estimated total of \$110,050.

## NATIONAL WRITERS WILL VISIT STATE

To Tour Commonwealth As Guests Next June

Writers and editors of magazines and metropolitan newspapers throughout the East will be guests of the Pennsylvania Publicity Commission on a five-day tour of the State June 13 to 18. Commission Chairman Warren Van Dyke announced today.

Other guests will include representatives of all major automobile clubs and outdoor organizations. Representatives of all the states have also been invited. The party is expected to number 100 persons.

The tour is sponsored by the Publicity Commission, in co-operation with the Pennsylvania Motor Federation, the Pennsylvania Hotel Association, and civic groups in the several communities to be visited.

Henry M. Scharf, is chairman of the committee on arrangements which also includes Warren Van Dyke, chairman of the Publicity Commission, S. Edward Gable, Col. Ernest G. Smith, members of the commission, and Orson N. Ritzman, executive secretary.

Mary had a little watch, But now the watch is gone. She swallowed it while walking. Time marches on!

When in need of Printing, (anything) kindly remember the Bulletin record, was indicated.

DUMPLINGS are like the little girl with the curl. When they're good they're very, very good—and when they're not, they are just culinary bad news. The trick with dumplings is the leavening of them to positively ethereal lightness with double-acting baking powder. Such dumplings make a lamb stew welcome even in family circles where the word "stew" is a red rag to a bull.

Dumplings for Stew  
1 cup sifted flour; 1 1/4 teaspoons double-acting baking powder; 1/2 teaspoon salt; 1 teaspoon melted butter; 1/2 cup milk.  
Sift flour once, measure, add baking powder and salt, and sift again. Add butter to milk; add to flour and stir carefully until all flour is dampened and soft dough is formed. Drop from teaspoon on boiling stew, cover very tightly and cook, without removing cover, 5 to 7 minutes, according to size of dumplings. Serves 6 to 8.

## INCREASED EFFICIENCY IN INCANDESCENT LAMPS

The perfection of a new high efficiency filament, which increased the light output of incandescent lamps ten per cent without using additional current, was announced by the General Electric Company as one of its achievements of the year. More than one-half billion large incandescent lamps were sold in the United States during 1937, establishing a new volume record. Including both large and miniature lamps a total of 955,000,000, also a volume record, was indicated.

## HOUSING UPTURN

1938 will be another year of active home-building. J. T. Little, Philadelphia manager of the Home Owners' Catalogs division of F. W. Dodge Corporation, looks to the new year for a construction volume of more than 475-million dollars in homes to be occupied by the owners.

"The housing needs of about 65,000 families will be accommodated during 1938 in the homes they will build for themselves," Mr. Little comments. "The continuation of this year's interest in home owning clearly shows the healthy trend of The Great American Family toward better homes for better living."

In a grouping of all types of family dwelling units, the Dodge corporation estimates that approximately 210,000 will be built during 1938. This includes apartments, two-family houses, developments, houses for owners' occupancy and those built for sale or rent. All of this work will cost more than a billion dollars.

Families planning to build their own homes, in this vicinity, may obtain personal copies of Home Owners' Catalogs, a guide to the selection of home building materials, equipment and furnishings, without cost or any other obligation. This book is not offered for sale and the publishers restrict the distribution to the families who need it most, at this time. It is available to all those who will build homes within twelve months, for their own occupancy, east of the Rockies, at costs of more than \$4,000 exclusive of land. Readers of The Columbia Broadcaster who qualify can secure their copies by writing to the publishers, F. W. Dodge Corporation, Philadelphia, Pa., giving such information about their new homes as location, cost, short description and architect's name. The books will be sent postage-paid.

In serving our customers it is our aim and desire to give them the very best grade of material that can be obtained and sold at the prices we charge. All work is guaranteed and to the best of our knowledge, when it leaves our store is of the finest material and workmanship. If for any reason it does not give entire satisfaction we would consider it a favor if you will bring it to our attention and we assure you of a satisfactory adjustment. We recommend Cat's Paw Heels because they are the best, they give longer wear and greater comfort to you. I am a specialist in the line of lame shoes.

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