

Bellefonte, Pa., May 8, 1903.

THE DREAM OF THE TOY.

The Sandman lost a dream one night-A dream meant for a boy; It floated round a while, and then It settled on a Tov.

The Toy dreamed that it stood in class With quite a row of boys; The teacher rapped upon his desk

And cried, "Less noise! less noise!" Then, looking at the Toy, he scowled And said, "Next boy-foretell." "O, please, sir," cried the little Toy,

"I don't know how to spell." "Indeed, I don't know how it is, I'm sure I am a Toy, Although I seem to be in a class, And dressed up like a boy."

'What's that? What's that?" the teache In awful tones he spoke:

He came with strides across the floor, And then the Toy awoke. There lay the nursery very still,

The fire burned dimly on the hearth. The children were in bed. There lav the dolls and Noah's ark. "O dear me," said the Toy,

The sherf above its head;

"I just had such a dreadful dream! I dreamed I was a boy." -Katherine Ryle.

A BIT OF BUTTON.

It must have been ten years ago, that longe?"

his lodge?"

I nodded, the memory of that afternoon ed alternately on the couch, where a breeze from the south window came in to ruffle the leaves of the book. I was recovering from some bit of sickness, and the rest had old man had some friends, and after he had gone for a drive; it was full peach season, and I was left alone in the house. The and I was left alone in the house. The face, some of us hadn't the heart to do it. bees flew in and out of the hollyhocks under the window; occasionally some adven- but laid on the table for a week, to come turous cavalier would beat against the up at the next meeting. screen in a vain endeavor to force entrance.

A shuffling sound came from the steps as

him in. It must have been a sprained ankle from which I was suffering that day, for I remember the pain the movement Uncle Isaac seated himself in an

known you a very long time—ever since you were so high—so," he said, pointing to the lowest notch in the stick. I nodded absently. "I knew your vater when he was so high, too," he continued.

"Yes?" I said "What is it?" I was a total said, and looked up into his eyes. Foor the said and went on with her play. Possibly it aroused some faded, long lost memories; perhaps she reminded him of his little girl asleep in the churchyard, unconscious of her father's deeds—he never absently. "I knew your vater when he was so high, too," he continued. "Yes," I said. "What is it?" I was a told.

little impatient; I knew he wanted some-

I lay and thought a moment, then I re- couldn't see. membered an old masquerade coat of two winters before; I had outgrown it; it ought his to fit Isaac. I have always thought I possessed a grain of charity, after I climbed the glanced at the oncoming train, but staggering ankle, that day. I gave it to the old man, and he thanked me with the gratitude of one to whom a present is not an but he stumbled—and then it was all over empty thing. He wore it next day, proud as a king, simple as a child, at the annual parade of his lodge. It wandered away a worthless character," said Rogers, blowparade of his lodge. It wandered away sadly from Isaac's little figure, and possibly some of the outsiders laughed, or the little boys whose mothers' presence restrained them from throwing stones, called names at him. But the little old man did not heed; he walked with the lodge, as straight as any of them.

I know this is retrogression, but the scene came to me, as pictures sometimes will, at a word to recall them. I was sipping a late cup of coffee in a restaurant several thousand miles from that August afternoon, briefly scanning the morning pa-per. I stopped short at the name of the little Michigan home town where I had lived as a boy. Only a line:
"Webster, May 9.—Isaac Hills, aged 65,

was run over by the A. C. & C. train, and instantly killed."

Just that, but the paper dropped to the floor. Outside, the long dusty California street seemed to fade away, and the hollybooks in the old fashioned garden nodded to me through a distant lattice. My as a picture of the little old man in the masquerade jacket grew before me.

A few months later—it was in the sum-

chapel and dormitory institution could not and the maintenance of improved high afford that—but to Colorado, on a business trip in the interest of the president. As I ties and townships for State aid in highstepped into the smoker after leaving Salt way improvement and maintenance; pro-Lake, I almost collided with Billy Hutchinson. We did not fall on each other's way improvements, made under the provis-necks after a fashion now several thousand ions of this act, by the State, the counties, years out of date, but we did shake two and the townships, and making an appro sinewy hands, and sat down on one of the red, dusty seats to talk. It was years since I had seen Billy, the day we graduated, red, dusty seats to talk. It was years since I had seen Billy, the day we graduated, and there was something to talk over. He lie highways should be systematically pulled out a cigar, handed me one, and reached in his pocket for a match, fumbled out townships should be given the aid and enhave come from the pockets of any schoolto push the mass back into his pocket, when I noticed one of the buttons—a curiously shaped cross on a golden background—

which seemed somehow familiar.

you taken a fancy to now?" poor old Isaac." I knew now why it look-

"There is more, much more; but how did you know it was Ikey's?" I had just finshed telling him about the old masquerade coat, when there came an interruption. A big man lumbered through the aisle and sat town beside Bill. I saw him color under the interruption, but he introduced

"'My law partner, Mr. Rogers—my friend Professor Monroe." We talked on desul-tory themes for a few moments, and I thought he had forgotten Isaac. Then he turned to his partner. "Roger," "you must excuse me; I had just started to tell a little story when you en-

tered." And with that he began. "I suppose the button is just as much yours as it is mine. But that is why I have it. You know, Ralph, Isaac was always pretty much, what you call in police court, plain drunk, and he didn't improve with age. He meant well enough, but he couldn't hold out, and the young men around town who liked to call themselves sporty, used to get Isaac in a saloon, especially if he had some little coin, and that was the end of him for the night. We would find him on some doorstep next morning, or maybe in a snowdrift, if it was winter time. Those devils!" Hutchinson exclaimed, and from his expression it was well they were not in the smoking car. "After a while," he continued, "they began to send him to the county jail for ten days or so, as a public burden. The old man felt the disgrace terribly at first, but he couldn't keep from the saloon, and he

took the trip again and again. 'Then the lodge got after him; perhaps there were some among them who were as bad as Isaae, but they had money, and it didn't matter. The old vagabond drinker was a disgrace to the organization, so they said. You know how proud Isaac was of

before me.

made a plea with tears streaming down his

one. "A day or two later, the old man, despective his promises, fell again, and the justice gave him ten days of meditation. The A shuffling sound came from the steps as one foot was pulled up after another. It proved to be Uncle Isaac, the old peddler who wandered around the village, selling parsley, pie-plant and other green goods. I called the dog to the mat, and shouted, "Come in."

"The door is shut," he answered.
I climbed down from the couch, and let him in It must have been a sprained marshal telking politics with a groun of marshall talking politics with a group of bystanders never gave a thought to helpless Isaac there on the edge of the platform "While Jim was looking after the trunks, arm chair, an old figure, his long white hair wandering over the forehead, and tumbling in stray locks about his eves.

"Meester Ralph," he began, "I have to Isaac, and looked up into his eyes. "Poor

"A moment later it all happened. In an thing.

instant, while we could scaledly be as instant, while we could scaledly little Alice toddled on to the track just as little Alice toddled on to the track just as little Alice toddled on to the track just as to the point, "will you let me have a coat for a day—two days?" he said. "A coat with nice buttons, a good coat—it is of the society, the lodge."

The continued, continued, continued, continued to the chack just as the Chicago express shot around the curve a few feet away. The engineer frantically applied the brakes, but the mass of iron rolled on. I shut my eyes—I couldn't bear rolled on. I shut my eyes—I couldn't bear "Where is yours, Isaac?" I said sharply.

"It is gone," he shook his head sadly,
"it went very bad—to drink."

"It went very bad—to drink."

"It was the sight—while Jim, who had just come out of the building, made a dash for the track, but was held back, where be

weary steps to my wardrobe with my ach- ed on to the track, pulled at her dress, and pushed her over in the gravel and dirt on the other side. He might have escaped,

> ing a circle of smoke. Hutchinson turned on him sharply, 'ask my brother, ask him what he thinks.

Pilgrim for May.

The New Road Law of Pennsylvania, A Matter of Interest to Every Taxpayer—The Road Law Passed by the Last Legislature.—An Act Establishing a New Department and Building Public Roads Under State Supervision.

Below we publish the entire Act of As sembly which is designed to revolutionize public road making in Pennsylvania. The hange from the old system is so radical that we publish the law in toto so that every taxpayer may be conversant with it. AN ACT.

Providing for the establishment of a thoughts went back into the sweetness of the home time, and my coffee became cold, pointment of a State Highway Commissioner and staff of assistants, and defining the powers and duties thereof; authorizing the State Highway Department to co-operate mer time—I went East, not to the East beyond where the Mississippi rolls—an underpaid, struggling professor in a little the improvement of the public highways ways; providing for the application of coun-

proved, and that the several counties and a handful of variegated stuff which might couragement of the State in the building and maintenance of improved highways;

boy—a few stray coins, lucky pieces, a colored stone, a jack-knife, a couple of buttons, and a match. Hutchinson was about therefore:

Section 1. Be it enacted, &c., That immediately upon the approval of this act, a State Highway Department shall be established by the appointment, by the Govern-or of the Commonwealth, with the advice and consent of the Senate, for a term of which seemed somehow familiar.

"Hold on," I said. grasping his hand, and knocking the collection on the floor. I rescued the button from underneath the seat, and picking up the scattered articles, returned them to the owner. He looked at me with a half puzzled smile. "What have per annum, and shall be allowed his actual But as I held the button up for his inspection, he snatched it from my hand. dred dollars, while officially employed. He "You can't have that, it's from the dead, shall furnish a bond in the sum of twentyfive thousand dollars for the faithful pered familiar, a relic of my old masquerade formance of his duty, said bond to be apjacket. Hutchinson held it in his band, stroking and caressing it as if it was a livof his position. The State Highway Com-"It belonged to him," he said gently. missioner may appoint, as the work of the "There is quite a story about it."

"Yes," I replied; "it was Ikey's; wasn't he killed by a train? I saw something of it in a San Francisco paper. I never heard engineer and experienced in road building, who shall receive an annual salary of two

thousand dollars, and shall be allowed his actual traveling expenses, not to exceed five hundred dollars, when on official business; and he shall also appoint a chief clerk, at an annual salary of fifteen hundred dolat an annual salary of fifteen hundred dollars per annum, and may employ an additional clerk who shall be a competent stenographer, at an expense not to exceed one thousand dollars per annum. The State Highway Commissioner may require the employes of the Department to give bond for the faithful performance of their duty, in suitable and reasonable amounts.

Section 2. The State Highway Departs

Section 2. The State Highway Department shall be provided with suitable rooms in the State buildings at Harrisburg, and tion and maintenance of public highways. He shall have charge of the records of the State Highway Department; and shall each year submit to the Governor of the Com-monwealth a full report of the operations of the Department, the number of miles, cost and character of the roads built under its direction, detailed statements of the expenses of the Department, and such other information concerning the condition of the public roads of the State and the progress of their improvements as may be proper.

Section 3. Whenever the county com missioners of any county shall represent by petition to said State Highway Department that any principal highway in said county, outside of corporate limits of any city or borough, is not in a satisfactory condition for comfortable or economical travel, and ought to be reconstructed under the provisions of this act, and shall furnish to the said Department an accurate plan of the layout, lines, profile and established grade of such highway, it shall be the duty of the specific appropriations made by the legis-State Highway Commissioner to examine such highway, or instruct one of his assistants so to do; and if in the judgment of the State Highway Commissioner said representation is well founded, he shall determine what changes should be made in said existing highway, what portion of it should be improved and in what manner, and shall prepare accurate plans and make careful de-tailed estimates of the expense of the work which, in his opinion, should be done, and report the same to the county commissioners of the county and the supervisors or commissioners of the township or townships in which the said highway may lie. If the said county commissioners and township supervisors or commissioners then decide that it is advisable to go on with the work as hereinafter provided, and make the required agreements as hereinafter specified, the State Highway Department may, if the funds at its disposal permit of so doing, contract jointly with the county and townships, in which said highway lies, to carry ont the recommendations of the State High-way Commissioner; the cost of the same, including all the necessary surveys, grading, material, construction, relocation, changes of grade, and expenses in connection with the improvement of said highway, to be horne in sixty six and two thirds per centum by the State, sixteen and two thirds per centum by the county, and six-teen and two thirds per centum by the township or townships in which the portions of said highway, improved as herein provided, may lie: Provided, That the State aid shall be apportion among the several counties of the Commonwealth according to the mileage of township or county road is each county, but the said amount shall remain in the State Treasury until applied for under the provisions of this act; And provided, That any county construct-"It may have been a confused image of ing county roads under the provisions of eight hundred and ninety-five (Pamphlet law, three hundred and thirty six) and supplements and amendments thereto, shall be entitled to receive the same amount of State aid as if said roads were constructed under the provisions of this act : And provided further, That if the appropriation, so apportion by the State, shall not be so applied for a period of two years after it has come available, the amount so apportioned and set aside for that county shall be returned to the State Treasury, and added to the appropriation for the current year, and distributed anew under the provisions of this act: And provided further, That nothing herein contained shall prevent any county and townships from agreeing to appropriate a larger amount for such road mprovement than the amounts specified in this act: And provided, That counties and townships may agree among themselves to contribute their combined proportion of the thirty-three and one-third per centum of the total expense of construction, herein provided to be borne by them, in different proportions from that hereinabove specified; but in no case shall any township or county pay less than five per centum of the entire

> township or county public roads, by town-ships, to the State Highway Commission-Section 4. All highways improved under the provisions of this act shall conform to the standard of construction established by the State Highway Department, as best dapted to the locality in which they may be located, with due regard to the topography and natural conditions and the availability of road building materials, and shall be constructed according to the best engineering practice. No section of high-way improved under this act shall be less than one fourth mile in length, nor shall the improved portion thereof be less than twelve feet in width. So far as is consistent with the just and equitable adminis-tration of this act, the State Highway Department shall encourage a general system

expense of such improvements: Provided, That the county commissioners shall fur-nish, under oath, to the State Highway

Commissioner the total number of miles of

of highway improvement.
Section 5. All work done under the provisions of this act shall be by contract, acprepared by the State Highway Commissioner and approved by the county com-missioners of the county and the supervis-ors or commissioners of the township or townships, as hereinbefore provided; and in awarding said contracts the work shall be given to the lowest and best bidder, with the option upon the part of the State High-way Commissioner, the county commissioners the township supervisors or commissioners, to reject any or all bids if they consider the same unreasonable, or if the prices named are materially higher than the estinated cost of the work as provided for. Every person, firm or corporation, before being awarded any contract for the construction or improvement of any highway under the provisions of this act, shall furnish a bond, acceptable to the State Highway Commissioner, in a sum equal to the contract price of the work, conditioned upon the satisfactory completion of the same and to save harmless the State, county and the township or townships, in which the work may lie, from any expense incurred through the failure of said contractor to said contractor or his or its servants.

ized to bid for the construction of such portion of any highway improvement, under-taken under the provisions of this act, as may lie within its limits; and any town-ship submitting such bid shall have the same consideration as other bidders, and, if

provisions of this act, the State Highway Commissioner shall immediately ascertain times for the transaction of public business.

The State Highway Commissioner shall carry into effect the provisions of this act in petitioning said county and the township, or townships, in the proportion hereinbefore provided; and all acts of Assembly providing for the co-operation of the State in the construction and maintenance of public highways. the total expense of the same, apportion the ship or townships shall have complied with said total expense between the State, the the conditions of this act in petitioning said ships, he shall apportion the proportion of the expense, aforesaid, to be borne by each township among the several townships, in the same proportionate parts at the cost of the improvement within each township shall bear to the whole expense of the improvement which has been made according to the provisions of this act; and the State Highway Commissioner shall certify the total expense of said improvement to the county commissioners and to the supervisors or commissioners of the township, or town-ships, in which the improved highway has been constructed, respectively, specifying the amounts to be borne by the State, the county and the township, or each township,

sprovided by this act.

Section 8. The State's share of the expense of highway improvement or maintenance, under the provisions of this act, shall be paid by the State Treasurer upon the warrant of the State Highway Commislature to carry out the provisions of this act; and the share of the county in which said highway improvement, as herein provided, has been made, shall be a charge upon the funds of said county, and shall be paid by the county treasurer upon the or-der of the county commissioners. The share of the township or townships in which the said highway improvement, as herein provided, has been made, shall be paid by the township supervisors or com-missioners, as other debts of said township or townships are paid. The State Highway Department, the county commissioners of the county, and the supervisors or commissioners of the township, or townships, in which any highway is being improved under the provisions of this act, may, with the approval of the State Highway Commissioner, make partial payments to the contractor or contractors performing the work, as the same progresses; but not more than two-thirds of their proportionate shares of the contract price for shall be paid, in advance of the full com-pletion of the same, by either the State Highway Department, the county, and the township or townships, so that at least onethird of the full contract price shall be withheld until the work is satisfactorily completed and accepted, and the exact proportions of the cost thereof apportioned to improvement is being made, to meet the

cost of such permanent road improvement as is provided in this act. Section 9. Every contract authorized to be made by the State Highway Depart-ment, under the provisions of this act, shall be made in the name of the Comshall be made in the name of the Commonwealth of Pennsylvania, and shall be signed by the State Commissioner of Highways and attested by the chief clerk of the department, and shall be approved, as to department, and shall be approved, as to State Commissioner of Highways, if in his state Commissioner of Highways under their jurisdiction, or Deputy Attorney General of the Com-monwealth. No contract for any highway improvement shall be let by the State Highway Department, nor shall any work be authorized under the provisions of this act, until the written agreement of the county commissioners of the county and the supervisors or commissioners of the township, or townships, in which said proposed improvement is to be made, agreeing to assume their respective shares of the thereof, as hereinbefore provided, shall be on file in the office of the State Highway Department, and shall have been approved, as to the form and legality, by the Attorney General or the Deputy Attorney General of the Commonwealth.

Section 10. The county commissioner of any county may, upon the presentation to them of a petition from the supervisors or commissioners of any township, or of two or more adjoining townships, representing that any principal highway or section thereof, lying within said township or townships, is in need of reconstruction, and setting forth that said township or townships desire to take advantage of the provisions of this act to improve said highway, pass a resolution petitioning the State Highway Department to undertake the improvement of the highway or sec-tion thereof specified in the petition from the township or townships aforesaid, and authorizing the assumption by the county of its share of the expense of said improve ment; accompanying the said petition to the State Highway Department with a map or plan showing the layout, lines, profile and grade of such highway, as hereinbefore provided: Provided, That where the county commissioners petition to State Highway Commissioner for the improvement of a public road or parts thereof, they shall state the kind of material to be used or available for such road.

Section 11. The supervisors or commissioners of any township in any county of the Commonwealth may petition the county commissioners of said county to make application to the State Highway Department for the co-operation of the State in the reconstruction or permanent improve-ment of any principal highway within the said township, or any section thereof which is much used as a thoroughfare by the people of said township and the neighboring townships, cities and boroughs, agreeing by resolution to assume, for said township, the proportionate share of the expense said improvement, as hereinbefore provided. It shall be lawful for any township to incur indebtedness or to issue bonds, in the manner authorized by law, for the pay-ment of the said township's share of the cost of any highway improvement undertaken under the provisions of this act. within thirty days after the receipt of any petition for highway improvement in any township, under the provisions of this act, a petition, signed by the owners of a majority of the assessed valuation of real estate in said township, is received by the county commissioners of the county which said township is located, protesting against said proposed expenditure upon the part of the township, then the county commissioners shall take no action on said petition for improvement, but shall return the same to the supervisors or commissioners from whom it was received. complete the work as specified, or for any damages growing out of the carelessness of of a majority of the assessed valution of real estate in any township, requesting the in the township or township adjoining said

Section 6. Any township may, through application by said township for the improvement of any highway in said township provement of any highway in said township for the improvement of any highway

> Section 12. In case the county commissioners of any county shall neglect or refuse to act upon the petition of any township or townships for highway improvement, as herein provided, or shall refuse to petition the State Highway Department for State aid in such proposed improvement, after said town ship or townships shall have complied with the court may by order require, the said county commissioners to petition the said State Highway Department for the co-oper-ation of the State in the said proposed high way improvement, in the manner herein provided. Said jury of view to be appointed and compensated in the same manner, and to have the same powers, as juries of view for laying out or changing public roads have by existing law.
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> Section 13. The supervisors or commis-

sioners of any adjacent townships, in the same county, in which any portion of a principal highway running into or through said townships may lie, may by resolution jointly petition the county commissioners of their county to make application to the State Highway Department for the co-oper-ation of the State in repairing or rebuilding

said highway, as herein provided. Section 14. Advertisements for proposals for the reconstruction or improvement of highways under the provisions of this act shall be given by the county commissioners at least thirty days before the contracts may be awarded, by public notice in at least two newspapers of general circulation in the county in which the highway to be improved is located; such advertisements to designate where the plans and specifications may be had, and the time and place of the reception of bids and the letting of the con-

tract Section 15. Ten per centum of the amount available for highway purposes, under the provisions of this act, shall be set aside for the purpose of maintenance of highways, as hereinafter provided, and shall be apportioned by the State Highway Commissioner among the townships or coun ties applying for the same, in proportion to the mileage of improved highways made under the provisions of this act, or which have already been made or may hereafter be made, at the expense of such townships or counties, and which are of the standard prescribed by the State Highway Department for improved highways.
Section 16. Whenever the supervisors

or commissioners or any township or county shall desire State aid for the purpose of maintenance of improved highways, whether State highways improved under the provisions of this act or otherwise, it shall be the duty of said supervisors or commissioners to file with the State Highway Depart-ment, on or before the first day of April in each year a sworn petition requesting State aid, and setting forth the number of miles of highways improved according to the standards of the State Highway Department in said township, and the cost of the same judgment the conditions warrant the co-operation of the State in maintaining said highways, shall proportion to said townships its apportion of the total amount available for the maintenance of improved highways, as hereinbefore provided and the said amount shall be paid to the supervisors or commissioners of said townships by warrant of the said State Highway Department: but in no case shall the amount thus given by the State for maintenance be more than one-half of the amount which, in the judgment and experience of the State Highway Commissioner, the annual cost of maintaining improved highways of the standard of construction prevailing in such township shall be, nor more than one-half the sworn, average cost of maintenance, as set forth in the petition of the supervisors

or commissioners of the said townships. Section 17. All highways, or portions of highways constructed or improved under the provisions of this act, shall thereafter be known as "State Highways," but, so far as the same may be within the limits of any township, shall be kept in repair, so that they may be maintained at the standard of condition prescribed for highways of their class by the State Highway Department at the expense of said township; but the supervisors or commissioners of any township possessing improved highways may ask for and receive State aid for the maintenance of the same as hereinbefore provided. It shall be the duty of the supervisors or commissioners of every town-ship in which said State Highways may lie, to maintain the same generally at a reason-able standard, prescribed for such roads by the State Highway Department.

Section 18. The word "highway" as used in this act, shall be construed to include any existing causeway or bridge, or any drain or water-course which may form a part of a road, and which might properly be built, according to existing laws, by the township or townships; but shall not in-clude causeways or bridges which should properly be built by a county or counties, or by the State.

Section 19. Where a portion of an important main highway, traversing one or more townships, and for the improvement of which according to the provisions of this act application has been made by said township or townships, shall lie within the limits of any borough or boroughs, and where the failure of said borough or boronghs to improve the said highway would leave a break or unimproved section in a continuous improved highway, it shall be 141. lawful for the county commissioners of the county in which said highway is located, to enter into an agreement with said borough or boroughs to bear a portion of the expense of said improvement of the highway within the borough limits, in the same man ner as is herein provided for co-operation between the counties and townships; and the State Highway Department, may, if the State Commissioner so recommends, bear a portion of the expense of said improvement of said highway within said borough limits, but in no case shall the por-tion of said expense to be borne by the State exceed one-half of the total expense of said improvement, and boroughs shall only receive aid from the State as aforesaid in cases where failure to receive such aid would prevent a continuous improvement of an important main highway, provision for the rebuilding of which has been made

borough or boroughs. All improvements made in borough highways, as herein pro-vided, shall be of a character similar to that specified for the township or townships through which the highway to be improved passes in reaching said borough and boroughs and the plan and specifications for the work shall be approved by the State Highway Department; and the completed work shall be approved by said department before any warrant shall be issued for the State's share in such improvement, as herein pro-vided. It shall be the duty of the proper officers of said borough or boroughs, charged with the maintenance of the streets and highways of said borough or boroughs to keep and maintain said improved highway, within the borough limits, in a condition to conform to the standard established by the State Highway Department for the maintenance of similar highways.

Section 20. The Commonwealth of Pennsylvania shall not be liable to any person or corporation for damages arising from the rebuilding or improvement of any highway under this act, nor shall the State en-gage to keep such highway in repair after the same shall have been rebuilt or improved, except to extend the aid in main-tenance herein provided. In case any per-son or persons, or corporations, shall sustain damage by any change in grade, or by the taking of land to alter the location of any highway which may be improved under this act, and the county commis-sioner and the parties so injured cannot agree on the amount of damages sustained such persons or corporations may present their petition to the court of quarter sessions for the appointment of viewers to ascertain and assess such damage; the pro-ceedings upon which said petition and by the viewers shall be governed by the laws relating to the assessment of damages for opening public highways, and such damages, when ascertained, shall be paid by the respective counties, and afterwards apportioned by the Commissioner of Highways, according to the provisions of section

Section 21. In addition to his other duties, the State Highway Commissioner shall cause to be made and kept for the State Highway Department a general highway plan of the State, and compile statis-tics and collect information relative to the mileage, character and condition of the highways in the townships and counties of the State. He shall investigate and deter-mine upon the various methods of road construction best adapted to the various sections of the State; and establish standards for the construction and maintenance of highways in the various sections, taking into consideration the topography of the country, the natural conditions and the character and availability of road-building material, and the ability of the townships and counties to build and maintain roads under the provisions of this act. He may, bt all reasonable times, be consulted by county, city, borough or township officers having authority over highways and bridges, and shall, when requested, advise and give information to such officers relative to the construction, repairing, alteration and maintenance of the said highways and bridges. He shall at all times lend his aid in promoting improvement throughout the State, and shall prepare and disseminate useful information relative to road building and improvement.

Section 22. County commissioners or county engineers of the several counties of this State, and the officers of all cities, boroughs and townships in the State, who now have, or may hereafter have by law, of the highways under their jurisdiction, and with any other needful information relating to the said highways.

Section 23. All highways improved under the provisions of this act shall require the construction of a macadamized road, or a telford or other stone road, or a road constructed of gravel, cinder, oyster-shells, or other good materials, in such manner that the same, of whatever material constructed, will, with reasonable repair thereto, at all seasons of the year be firm, smooth and convenient for travel. The county commissioners shall have the authority to select the kind of materials to be used in improving any road under the pro-visions of this act. Any difference of opinion that many arise between the county commissioners and the township road authorities as to the kind of a road to be built, shall be decided by the State High-way Commissioner. The State Highway Commissioner shall furnish to the county commissioners and township road authorities information as to the probable cost of improved highways, as defined in this sec-

Section 24. The sum of six millions five hundred thousand dollars is hereby appropriated to carry out the provisions of this act during the next six years. Of this sum, an amount not to exceed five hundred thousand dollars shall be available in the first year after the passage of this act, not more than five hundred thousand dollars shall be available in the second year, one million two hundred and fifty thousand dollars in each of the two next following years, and one million five hundred thousand dollars in each of the two years next following.

Section. 25 All acts or parts of acts inconsistent herewith are hereby repealed: Provided, That the provisions of this act shall not be construed to repeal any of the provisions of the road acts approved June twenty-sixth, one thousand eight hundred and ninety-five (Pamphlet laws, three hundred and thirty-six), and June twentythree, one thousand eight hundred and ninety-seven (Pamphlet laws, one hundred and ninety four), and July ten, one thous-and nine hundred one (Pamphlet laws, six hundred and thirty-six).

Approved—The 15th day of April, A. D. 1903.

SAML. W. PENNYPACKER. The foregoing is a true and correct copy of the act of the General Assembly No

FRANK M. FULLER. Secretary of the Commonwealth.

A Quaint Epitaph.

The following epitaph is from a monament in a cemetery in Newark, N. J. Here lies the body of John Black Aged 46.

That cherry tree of luscious fruit, Beguiled him up too high; The branch did break and down he fell And broke his neck and died. Also three infant children.

-President Lorge announced that the Baltimore and Obio railroad had authorized the ordering of 100 or 150 new locomotives, to accommodate the transportation