

AUTOMOBILE FEES \$1,200,000

Bonds Provide a Safe and Sane Way to Secure Prompt Construction of Modern Highways in Accord With Modern Methods.

The development of the automobile as a practical commercial factor produced a revolution in traffic on the roads. And the changes have been so rapid, and the motor car devoted to such a variety of uses, that those who have not kept up a close observation are amazed at the figures when they are presented.

From a purely pleasure vehicle the automobile has become a commercial necessity. Its range of usefulness is practically ten times that of the horse, either for load or for distance. Very recently, in addition to the ordinary passenger automobiles, and the auto-delivery wagons, and local auto trucks, there have appeared on the roads great automobile freight wagons, carrying eight to ten tons of freight, running on regular schedules, and carrying goods to and from points not reached or not well served by railroads. These auto-freight lines, wherever they have been installed, are filling a long felt want in providing for the traffic necessities of many communities, and their number is increasing wonderfully. Where there were ten of these auto-freight lines a year ago there are 100 now, and will be 1,000 a year or two hence.

The same is true of the auto-omnibus or stage lines. Hundreds of communities which have been striving vainly for years for interurban trolley lines, now find themselves well satisfied with an automobile stage line, which possesses many palpable advantages. This class of travel is also growing so fast that the great factories, with all their facilities, are unable to keep up with the demand for these vehicles.

These are the reasons why the Pennsylvania Motor Federation, through its Good Roads committee, has taken practical charge of the campaign for Good Roads in Pennsylvania. Its officials worked for Good Roads laws in 1907 and 1909 in the Legislature; and were on hand in 1911 when the splendid Sproul State Highway law was enacted and the constitutional amendment was launched on its course, and were again in evidence before the Legislature of 1913, for the repassage of the amendment resolutions, all of which plans were successfully carried through.

This organization assumes charge of the campaign to secure the approval of the amendment by the electors of the State at the polls. It assumes this work not only because of the intense interest of its members in the roads themselves, but because it is the only thoroughly organized body which possesses the facilities for carrying on such a campaign.

To bring all the facts and arguments clearly before the voters of Pennsylvania requires thorough organization, and equipment for presenting the subject to the people; and this organization and equipment the Pennsylvania Motor Federation possesses.

There are more than 80,000 automobiles in the State of Pennsylvania. That means one automobile to less than every mile and a quarter of roads in the State; one automobile to every 400 acres of land; one automobile in every \$90,000 worth of assessed property, real and personal, in the State.

This year the automobiles pay into the State treasury in registration and other fees more than eight hundred thousand dollars. Next year the amount will probably reach a million two hundred thousand, or an increase of 100 per cent in two years; and long before the entire issue of bonds has been disposed of, and the roads improved, the automobile fees are likely to amount to a sum sufficient to pay much more than the two and a quarter million dollars which the interest and amortization of the bonds will cost.

In 1909, when there were 19,000 motor cars in the State, the idea that the number would double in five years was treated with derision. But the doubling occurred in a single year instead of five, and by the time the five years shall have expired, at the end of 1914, according to present indications, the number of motor vehicles will have reached more than five times the number.

Certainly the motorists want the roads built; but their wish for the roads is coupled with an interest in the upbuilding and development of the magnificent resources of the State, the enrichment of its people, the elimination of the waste in its energies and substance, and the material, moral and social welfare of all.

The motorists favor the issue of bonds for road building for the reason that this is the only safe and sane method of procedure; the only method that will secure the construction of the highways promptly and in accordance with modern methods; and, because by the building of the highways an era of unusual prosperity must come upon the State in which all will share.

Trollope's Recipe For Novel Writing.
Mr. Trollope wrote immensely and never waited for inspiration. He said the best recipe he knew for novel writing was a patch of cobbler's wax on his chair and to take great care he sat on it.—"Leaves From a Life."

FARMER PAYS FOR BAD ROADS

No State Tax is Levied on Pennsylvania Real Estate, Special Licenses and Direct Taxes on Corporations Provide the Funds.

Whoever may pay for building good roads, the Farmer pays for the bad roads and pays dearly. He pays in the sweat of his brow; in the wear and tear on horse flesh; in the damage to vehicles and other equipment. He pays in the coin of the realm for the unnecessary time consumed by employees and he pays in the starvation of his finer social and religious sentiments resulting from the isolation which bad roads enforce at certain seasons. Yes, the farmer pays an excessive price for the bad roads.

There are states in the Union where one-half, or one-third or one-fourth, or one-eighth, or some other fraction of the cost of highway improvement is taxed against the abutting property. This method is a relic of ancient times when travel was largely local. Under modern conditions, where traffic is general, its injustice is apparent.

Those should pay for improving the roads who derive the benefit from them. Modern travel has so revolutionized the use of the roads, that the main roads, particularly, become a matter of state concern. It is true that every mile of a state road serves a purpose in the accommodation of local travel; but its use as a main road makes necessary a more expensive type of improvement than the local travel would require; and its importance as a through thoroughfare becomes paramount.

There are very few states in the Union where no state tax is levied on real estate. Pennsylvania is one of them. By reason of its large cities and great industrial interests other sources of revenue make the levy of such a tax unnecessary. Consequently the Pennsylvania land owner, who pays not a dollar toward the support of the State and its institutions, is much more fortunately situated than are the citizens of other states where practically the entire cost of state administration and state institutions falls on the owners of the land.

The farmers are the persons most directly benefited by the improvement of the highways. Their land is materially increased in value when these roads are built. They will save the money, some twenty million dollars a year in Pennsylvania, which unimproved roads cause to be wasted. They, in fact, are the most immediate beneficiaries of a broad scheme of road improvement which gives them a state-wide system of good roads for which they do not pay a dollar.

The revenues of Pennsylvania are made up of from eighty to one hundred items, of which fifteen are specific taxes, about twenty represent various licenses; there are a variety of fines and penalties, and some fees and other incidentals, but by far the great bulk of the money comes from the various taxes on corporations; on capital stock; on corporate gross receipts; on corporate loans; on foreign insurance companies, etc. Probably the heaviest tax payer of all is the Pennsylvania Railroad Company, which, since its very inception, has been an advocate of highway improvement, and is now strongly in favor of the Constitutional Amendment which will permit the issue of bonds for the construction of roads. In the first report of the Treasurer of the Railroad Company in 1884, stress was laid on the advantages gained by the company from the building of wagon roads to the cost of which the railroad had contributed.

It is from these revenues that the cost of carrying the fifty million dollar loan will be taken. The reason why the corporations do not object to the loan, in the fear that it will add to their taxation, is that the increase in business, in commerce, in production and in transportation brought about by the construction of improved highways will be so great that any possible addition to their taxes would be but a trifle in comparison. The tax on gross receipts where the increase would mainly be, is a tax which any corporation is willing to see increase, as it means a corresponding increase in business and greater profits.

Automobile registration fees have been increasing in leaps and bounds. They were six hundred thousand dollars last year and will be eight hundred thousand dollars this year with every indication that they will reach one million, two hundred thousand dollars next year. With the building of good roads more people will use automobiles for every trade and profession. Already the motor trucks are dominating the heavy hauling business in the larger cities. It is not at all improbable, taking all the factors into consideration, that in three years more these registration fees will again double, and long before the bonds for the last of the fifty million dollar loan are issued, the automobile registration and other fees will pay the entire amount of its carrying charges, interest and sinking fund.

WEARING OUT.

Let us not be at all disheartened if we find ourselves wearing out, for to wear out is but one of the natural processes of life. Only let us make sure that we are wearing out over something that is worth while.—Phillips Brooks.

There is a certain languid, dull feeling which overtakes an energetic man some times. He wonders what can be the matter with him. He has no ambition. He loses interest even in his business.

In such a case the man usually stirs up his liver with the first pill or potion which comes convenient to his hand. But stirring up is not what he needs. He needs building up. Unconsciously he has put into his work more strength each day than could be made up by each day's food and each day's sleep. So that with every day there's an increasing overdraft against his account in the Bank of Health. That overdraft has to be made good before the man will recover his strength and energy. The use of Dr. Pierce's Golden Medical Discovery gives marvelous results in such cases of "run-down" health. It contains no alcohol. It is not a whisky medicine. It strengthens the stomach, cleanses the blood, increasing the quality and richness of the vital fluid. It nourishes the nerves and gives a healthy appetite and sound refreshing sleep.

Rewards of Genius.

From the Philadelphia Telegraph.
Jack Stafford of Fall River won a thousand dollars from Reginald Vanderbilt by leading his prize wild boar around the horse show arena at New Bedford the other day. There's no use talking, if a man is real smart, he can make lots of money in this country yet!

Medical.

Judge for Yourself

WHICH IS BETTER—TRY AN EXPERIMENT OR PROFIT BY A BELLEFONTE CITIZEN'S EXPERIENCE

Something new is an experiment. Must be proved to be as represented. The statement of a manufacturer is not convincing proof of merit. But the endorsement of friends is. Now supposing you had a bad back. A lame, weak, or aching one. Would you experiment on it? You will read of many so-called cures. Endorsed by strangers from faraway places. It's different when the endorsement comes from home. Easy to prove local testimony. Read this Bellefonte case. James H. Rine, 239 W. High St., Bellefonte, Pa., says: Doan's Kidney Pills are certainly a wonderful remedy. Ten years ago I first used them and at that time I told in a public statement of the benefit they brought. That statement still holds good. I have often urged my friends to try Doan's Kidney Pills and in every instance where my advice has been followed, relief has been had from kidney trouble. Whenever I hear anyone complaining of kidney disorders, I advise a trial of Doan's Kidney Pills, knowing that they will have a good effect. The above statement must carry conviction to the mind of every reader. Don't simply ask for a kidney remedy—ask distinctly for Doan's Kidney Pills, the same that Mr. Rine had—the remedy by home testimony. 50c. all stores. Foster-Milburn Co., Prop., Buffalo, N. Y. "When Your Back is Lame—Remember the Name." 58-41

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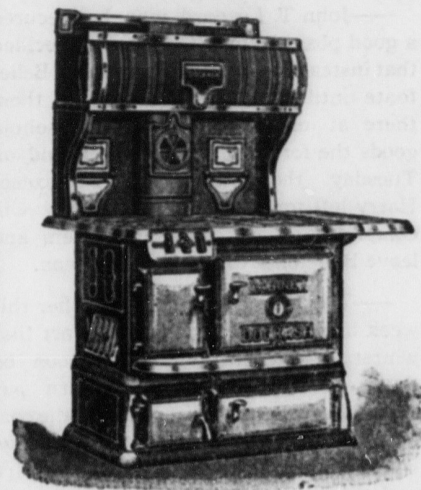
Hood's Sarsaparilla.

Scrofula

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Hardware.

Cabinet Dockash.



Quality First

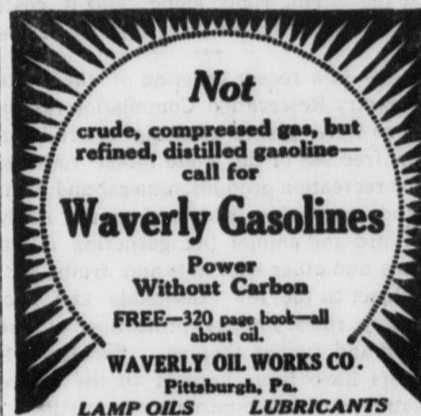
The short story of a Cabinet Dockash.

Let us show them to you.

Olewines Hardware

58-1

Waverly Oils.



57-46

The colored preacher who remarked "Brethren, there is one place to which we can turn and always find sympathy—the dictionary," probably meant more than he said. Certain it is that about the only place to which some women could turn for the sympathy they need, would be the dictionary. The husband doesn't sympathize. The family whisper "Mother has one of her nervous spells again." Everybody seems to feel

agrieved that their liberty to slam doors and romp around the house should be curtailed by the requirements of "Mother's nerves." Help is better than sympathy, and help for every nervous woman is found in Dr. Pierce's favorite Prescription. It heals diseases of the womanly organs which cause nervousness, and it nourishes the nerves themselves into strength. It does away with the "nervous spells" of women.

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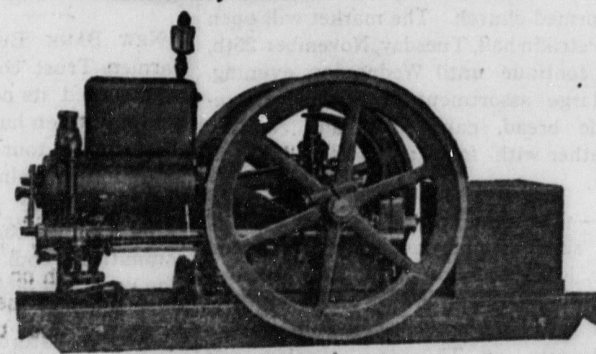
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