

**Reasons Given by Some Persons for Opposing the Bonds Are Clearly Insufficient**

Curiously enough, a long proportion of the objections raised by those who are opposing the constitutional amendment providing the money to build roads, are based on fears of the possibilities of "graft." While this phase of the road subject has not the remotest connection with or relation to the constitutional amendment, it is so frequently brought into the discussion that it is proper to consider it.

It can be readily seen by any intelligent person that the carrying of the constitutional amendment or otherwise can make no difference in the honesty or dishonesty of men. Under the law, unless it should be repealed in 1915, the roads must be built, and the State of Pennsylvania must build them. Whether the money be raised by the issue of bonds, or whether the Legislature will find itself obliged to levy a direct tax on real estate or other property to get the money, as was just done in Ohio after the defeat of a similar amendment, the same question will be raised by the same unthinking people.

The question is really one of administration and not one of finance, but it should not be evaded in fairness to the situation as a whole.

At a recent good roads meeting at Gettysburg the question was asked, "Why did the State aid road leading into this borough cost \$4,000 a mile more than the government built roads of the same width and type on the Gettysburg battlefield, and why is the State aid road nearly worn out while the national roads are in good condition?"

The answer is very simple. Because, first; most of the roads on the battlefield were constructed with but slight excavations and fills; the State aid road, on the contrary required much grading, involving in one place a heavy cut, and for a stretch of nearly a mile, across low ground, the road-bed was raised three or four feet, necessitating the moving of a vast amount of earth and stone.

Second; the State road was in all respects heavier and better built than the battlefield roads. Owing to the contour of the land surface, it took a much greater amount of labor to secure a good foundation, and the road was built to stand heavier traffic than were the parkways through the battlefield. If the same amount of traffic considering both number and weight of vehicles and loads, width of tires, and speed of travel, had passed over the parkways as has been carried by the State aid highway, they would in all probability have been cut to pieces in six months. While the battlefield roads have been in use a number of years they have been kept in a constant state of the very best repair by government employes, and have never been permitted to become worn or rutted, speed is restricted to a very slow pace; and heavy loads are kept off. Little wonder that under such circumstances the roads should remain in good condition.

On the other hand, the so-called State road was built under the State aid law. The State paying three-quarters, and the township and county each one-eighth of the cost, and the road was turned over to the township to maintain.

It is claimed that since the road was built not a single dollar has been spent on it for maintenance. The macadam is now worn down to the lower course and it needs resurfacing, but, except for the actual wear, caused by the heavy horse-drawn and motor-driven vehicles, and the high speed of some of the latter, it is still a good road, and is a credit both to the department which designed it and the contractor who built it. With all the wear and stress to which it has been subjected, and without a dollar's worth of repair or maintenance in the five years of its existence, the whole stretch of road is hard and fairly smooth. There is not a raveled spot in it a square yard in extent; and whatever damage the road has suffered is due to absolute neglect.

Possibly many other similar cases throughout the State may be found. Macadam roads require maintenance or they will deteriorate as will anything else that is subject to wear.

If the township having the road in charge had covered it with hot bituminous material and a thin coating of sand three or four years ago, and renewed that treatment once in two or three years at slight expense the road would not now need resurfacing, and the top layer of stone would not have been so completely worn away, extensive or expensive repairs would not have been needed for many years, and the road would have continued in good condition. As it is now, it must be resurfaced to protect the base from destruction.

Under the new law, with money provided for road improvement, and with repairs in the hands of the State, such a condition cannot exist.

With the constitutional amendment carried, and bonds issued to provide the funds, so that the appropriations could not be reduced or diverted to other uses the State could readily keep the roads in good condition by giving them attention when needed.

—Two Phillipsburg ladies who were walking in the country the other day found some ripe huckleberries by the wayside.

**CONTRARY REPORTS FALSE**

Nothing Available for Maintenance of State Highways—Every Cent of Legislative Appropriation Specifically Made for Other Purposes.

The statement has been made by some enemies of the good roads movement that the stopping of work on the State highways is not due to a lack of funds, but because the Highway Department wants to force people to vote for the loan. The falsity of this is clearly shown by the statement furnished to the chairman of the State Good Roads Committee by the Highway Department, which conclusively shows that there is not one dollar available for the maintenance of State roads for the balance of this year. The statement of the Department which is beyond contradiction is as follows:

State Highway Department, Harrisburg, October 6, 1913.

Mr. J. H. Weeks, Chairman, State Good Roads Committee, Philadelphia, Pa.

Dear Sir:—In compliance with your request, I enclose herewith a statement of the various appropriations due this Department and the specific purposes for which they are available. It plainly shows that no money is available at this time for the maintenance and repair of State Highway routes.

Very truly yours,  
S. D. FOSTER,  
Chief Engineer.

The following are the specific appropriations:

State Highway Fund—\$638,016.68—Records in the Auditor General's office will show that this amount is entirely wiped out by contracts at present in force.

State-aid Maintenance Fund—\$494,257.97—is appropriated for the maintenance of State-aid roads and the Auditor General, in an opinion to this Department, stated that this appropriation must be spent in the repair of State-aid highways, not forming a part of "State Highway routes."

Salary and Expense, Departmental—\$309,970—is appropriated for the payment of the salaries and expenses of the employes of the Highway Department.

Maintenance Fund—\$370,382—is appropriated for maintenance against which are unpaid bills for material and equipment, unpaid pay-rolls, and requisitions, which have not been vouchered to the extent of about \$225,000. \$96,183.32 for the payment of maintenance salary and expense is available only for the payment of salaries and expenses of the employes of the Maintenance Division.

State-aid Highway Fund—\$1,349,064—is specifically for and is ratably apportioned among the several counties of the Commonwealth according to the mileage of the township and county roads in the respective counties, and is available only when applied for by the aforesaid townships and counties, none of which is available for repairs or maintenance.

National Road Fund—\$56,684.96—is entirely wiped out by contracts on file in the Auditor General's office.

Traveling Expense Fund—\$110,236.12; Experiments and Tests Fund, \$45,597.50; Contingent Fund, \$69,579.84; Expense Fund, Automobile Division, \$145,554.59, and Departmental salaries for map work, county surveys and estimates, \$303,374.98—are all appropriations made for specific purposes and are not available for road construction or maintenance, and the Auditor General would not honor a voucher drawn on any of them for such purpose.

**ADMINISTRATION OF HIGHWAY FUND IN PEOPLE'S HANDS**

The State Grange officials who oppose the state loan for good roads for the present administration fear that a new administration will not properly handle the Highway Department. For years the Grange has been a strong advocate for the initiative, referendum and recall as the great cure for all political evils. In as much as the people next year elect a new Governor who appoints a new Highway Department, also a new House of Representatives and half the Senate, the State Grange officials must explain why they think the voters of the State are incompetent to do this. If they are not competent now when does the Grange think they will be competent to exercise the initiative, referendum and recall?

**CREASY ADVOCATED STATE ROADS PLAN IN 1903**

William T. Creasy in 1903, in the House of Representatives, favored a system of roads connecting every county seat in the State and said it could be built for fifty million dollars. Today he opposes the loan and the very roads he asked for ten years ago. Why? Somebody wants to be Governor and is farming the farmer to do it.

**Diamond Cutting.**

The brilliant is generally considered the finest form of diamond cutting. The top of the brilliant consists of the table—an eight sided facet in the center—surrounded by thirty-two smaller facets, which reach to the girdle, the thin edge separating the crown from the lower part of the stone, called the pavilion. The pavilion has twenty-four facets, terminating in a small facet called the culet. The best stones are cut so that less than one-third of the whole is above the girdle.

**When the Clock Stops.**

When the clock has stopped you may have seen the wife or husband take it up and shake it to start it again. Sometimes they succeed. Some little clogging particle is removed by the shock and the clock starts again. But it does not go very long before it runs down. Another shock perhaps starts it, but the clock soon stops again, and presently has to be overhauled by the clock doctor. It's something the same way with the liver. It stops its useful and necessary offices, sometimes, and the man or woman affected tries to jar it into starting, with some powerful pill or potion. Perhaps they succeed. But the success does not last. The liver soon stops again, and finally they have to go to a doctor. The value of Dr. Pierce's Golden Medical Discovery in such cases, is that it carries off the clogging particles which interfere with the health of the body. It strengthens the liver, purifies the blood, and heals diseases of the stomach and organs of digestion and nutrition. There can be no substitute for "Golden Medical Discovery."

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"The violin resembles the human voice."  
"Yes. I notice that when my son practices. It sounds like the voice of a human being who is suffering terribly."—Washington Star.

**Medical.**

**Corroboration**

OF INTEREST TO BELLEFONTE READERS.

For months Bellefonte citizens have seen in these columns enthusiastic praise of Doan's Kidney Pills by Bellefonte residents. Would these prominent people recommend a remedy that had not proven reliable? Would they confirm their statements after years had elapsed if personal experience had not shown the remedy to be worthy of endorsement? The following statement should carry conviction to the mind of every Bellefonte reader:

Mrs. John Andress, 245 S. Spring St., Bellefonte, Pa., says: "I willingly confirm the public statement I gave Doan's Kidney Pills two years ago, after they had benefited me greatly. I procured this remedy at Green's Pharmacy Co., when suffering from backache and severe pains in my loins, and it brought prompt and permanent relief. Another of my family was also cured of kidney trouble by Doan's Kidney Pills."

Mrs. Andress is only one of many Bellefonte people who have gratefully endorsed Doan's Kidney Pills. If your backache—if your kidneys bother you, don't simply ask for a kidney remedy—ask distinctly for Doan's Kidney Pills, the same that Mrs. Andress had—the remedy back ed by home testimony.

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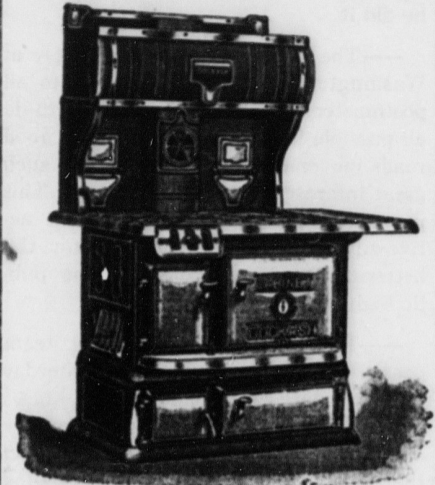
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**Stop the Leaks.**

If a ship springs a leak it would be a foolish captain who would crowd on sail and try to run away from the leak. The first thing to do is to stop the leak, or the very press of canvas increases the danger. Look at the drains which affect some women in the same light as the leak. It is no use to use stimulants and tonics, as if they could carry you away from the effects of that leakage of vitality. The first thing to do is to stop the unhealthy drain, which is robbing the

body of strength with every day. That's what Dr. Pierce's Favorite Prescription does. It stops the drains which weaken women. It regulates the periods, heals ulceration and inflammation, and cures female weakness. When the local health of the womanly organs is established, the women find an improvement in their general health at once. There is no need for tonics or stimulants. There is no more nervousness. The whole body is built up into sound health. "Favorite Prescription" makes weak women strong, sick women well.

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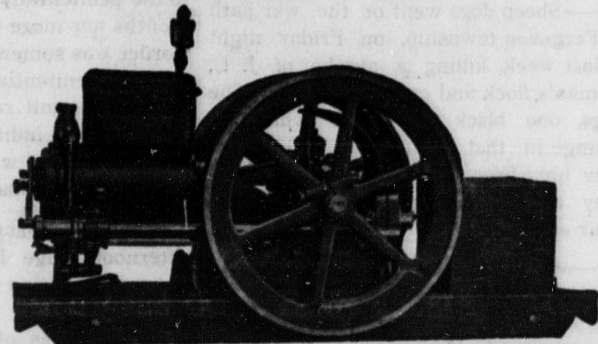
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