

MAY REPEAL SPROUL LAW

If Bonds Are Not Voted the Townships May Again Be Compelled to Maintain Roads, Or a Direct Tax Will Be Necessary.

If the State is not authorized by the citizens at the coming election to incur the proposed debt of \$50,000,000 to improve the main highways of the Commonwealth it is very possible that the next Legislature will repeal the Sproul bill and throw back on the townships the 9,000 miles of road embraced in the present system. The Sproul law places on the Highway Commissioner all of the duties and responsibilities so far as State Highways are concerned as existing laws placed on township supervisors. Under this section of the act the Highway Commissioner has been indicted in two counties owing to the dangerous condition of the State roads, which he is powerless to remedy, not having the necessary funds. If the people vote down the loan amendment the repeal is more than likely, as the State cannot and should not suffer its officials to be indicted in the local courts for failure to perform a duty when such failure is caused solely by a deficiency in funds necessary to perform that duty.

If the Sproul law is repealed its repeal will throw on the townships the maintenance of more than 9,000 miles of the main roads—the roads which are the most costly to maintain by reason of their carrying 85 per cent of the traffic of the State. The design of the Sproul law which places the responsibility for the reconstruction and maintenance of these 9,000 miles of main highways on the State was to secure to every section of the Commonwealth easy access to its markets, and as President Wilson said, "to bind communities together and to facilitate intercourse so that it will flow with absolute freedom and facility." The President also said, "The development of a great system of roads is a task of statesmanship," and Pennsylvania's great statesman, Senator W. C. Sproul of Delaware county, has been foremost in meeting that great need. This law has relieved the townships of the State of the care of more than 9,000 miles of highways. When it is considered that on these roads over eighty per cent of traffic is of non-residents of the townships, who have heretofore paid no share of the cost of construction or maintenance to the township which has been responsible for the upkeep of the road, it is apparent that under the old plan an unfair burden was placed on the taxpayers of all such townships. By means of the loan the State can reconstruct these roads without a burden being placed on anyone. The motor vehicle fee will meet the entire bill and our people will be better off financially, morally and mentally.

PRESENT ADMINISTRATION WILL NOT HAVE THE SPENDING OF ONE DOLLAR OF ROAD LOAN

In his address at the Good Roads Convention in Harrisburg, Governor Tener said: "Should the amendment pass it will be incumbent upon the Legislature of 1915 to consider an enabling act making provision for the tenure, the rate of interest and other terms of bonds, as well as providing for their sale, from time to time, in amounts limited to the necessities of the Department as work progresses." As the people next year must elect all the Assemblymen and one-half the Senators who will sit in 1915 and will at the same time elect the Governor who, in turn, must appoint the Highway Commissioner—the argument of those persons who are opposing the loan because they are opposed to the present administration is without weight and not worthy of consideration.

The road loan is not a question of men, but of principle. Pennsylvania had a State Treasurer at one time who was accused of dishonesty, but we did not shut up the treasury and put the State out of business on that account. Railroads have had incompetent and dishonest officials in the past, but that did not deter the stockholders of the Pennsylvania Railroad Company from voting for a loan of \$150,000,000 (three times the amount sought for road purposes) to enable that corporation to carry its lines into New York city—besides the many hundreds of millions previously voted for extensions and betterments.

The argument that there is no necessity for issuing bonds for Road Building and saddling on the State the payment of interest when the Legislature can each two years appropriate the necessary money out of current revenues, is a good one in theory only, for no Legislature has as yet appropriated sufficient funds for this purpose.

The income of our State is now greater than ever before but the 1913 appropriation bill set aside only \$1,000,000.00 for reconstruction and \$1,400,000.00 for the maintenance for two years of our 9,000 miles of State Highways.

What progress can be expected under such conditions?
—"Your hardwood floors are always so exquisitely polished," said Mrs. Jones. "How do you manage it?"
"Oh, I just put chamois rompers on the children and let them play in the house," responded Mrs. Brown.—Lippincott's.

RESPONSIBILITY NOT ENDED

Good Roads Organization Will Continue Its Efforts in Behalf of the People to Secure Proper Expenditure of Money Raised.

Philadelphia, Oct. 20.—If anyone for a moment supposes that the Pennsylvania Motor Federation which, through its Chairman of Good Roads, has aggressively fought for better highways in this State for the past seven years, will take no interest in the proper expenditure of the money after the approval of the \$50,000,000 loan for good roads they are greatly mistaken.

"Our responsibility to the citizens of the Commonwealth will be a very grave one," said State Good Roads Chairman J. H. Weeks to our correspondent. "We inaugurated the good roads movement in this State seven years ago; through our efforts many pernicious road bills have been killed in the various sessions of the legislature and we have had a hand in the framing and passing of every truly good roads bill in that time. The Stuart boulevard bill, which provided a road with 60 foot width of improved surface between Philadelphia and Pittsburgh, and which we alone showed the people of the State would cost \$28,000,000, was so managed through our efforts, and reduced to a 20 foot wide road, Stuart's name stricken out of the act and the pressure so strong in every section of the State due to our campaign against it that it never became a law.

"With the passage of the loan amendment our responsibility commences. We have today active committees in almost every county in the State and will have in all of them within a few days. These committees are largely composed of farmers who are not motorists, but who have joined hands with us in this great movement for the betterment of every citizen in the Commonwealth. We propose in the event of the success of the loan, to form all of these county committees into one big permanent State committee. Each county branch will have imposed upon it the duty of watching all work done in their county either by contract or by the State Department. It will be their business to see that the State receives 100 cents in value for every dollar it pays out. That where a brick or concrete road is necessary to carry the traffic, that no short-lived flimsy road is constructed. Where the traffic needs only a macadam that no telford or more expensive type be built. That any advertisement calling for a construction unsuited to the needs of their section be promptly withdrawn and the Department made aware of the requirements of the particular locality by the people who live right on the ground. In other words we will have a great big vigilance committee in the State with a powerful representation in every county and with influence sufficient to enable them to enforce their demands, and we will see to it that every section of the State receives its proper share of construction and maintenance at one time as required by the Sproul bill. With such an organization of farmers, merchants, manufacturers, men of all political creeds, in every walk of life, we will be in a position to enforce our demands from any party that might be in power and they would not dare to oppose such a representative organization working solely for the public good. If anyone fears graft in the expenditure of the money, let them know the character of the men who propose to watch the expenditure of every dollar of it and are ignorant of the completeness of their organization."

MORE MONEY FOR DIRT ROADS

With the Passage of Bonds the State Can Be More Liberal to Aid the Townships.

When the State is relieved of the expenditures now made for the Sproul roads it will be in a position to extend more liberal aid to the townships in the maintenance of the local roads. The Jones law now in force provides that the State shall pay to townships an amount equal to 50 per cent of their levy for road taxes up to \$25 per mile, but the appropriation by the last Legislature as cut down by the Governor equals but \$1.75 per mile and makes of this law a farce. With the loan in force the Good Roads advocates of the State will at once turn their attention to securing from each Legislature the full 50 per cent or \$25 per mile for townships. This will not only have the effect of at once reducing road taxes in every township in the State, but it will insure to each township good local roads leading to the main State roads and in fact everywhere throughout the township. Real estate pays no State tax, so no cost of the loan and no part of the cost of these appropriations to townships will fall on the real estate owner; but they will actually reduce his road taxes, increase the value of his land, make it easier to secure and keep competent help and make life easier and happier for his wife, his children and himself.

PATCHWORK ROADS

If we depend on each Legislature to appropriate from one-twentieth to one-fortieth the amount necessary to take care of the main highways a large part of it will not only be wasted in needless repairs every year to roads unsuited to our needs but each county will get just one-twentieth to one-fortieth the amount it should have, and every county will represent part of a patchwork plan instead of a system of modern highways.

Very Handy.

Closefit—It cost me over \$5,000 to give Harry that course in industrial arts. Heriso—But he must be quite handy with his tools now? Closefit—Yes, and the first job he did was to put up awnings on the shady side of the house.

A Chance.

Husband—My colleague is the most insatiable man I ever saw. He wants everything he sees. Wife—Can't you introduce our daughter to him?—London Mail.

Real Thing In Settlement.

"What did the old man settle on the young couple when his daughter married?"
"Himself."—Baltimore American.

Search others for their virtues and yourself for thy vices.—T. Fuller.

There are some forms of animal life which are nothing but a stomach. All other parts and organs are dwarfed or rudimentary; the stomach is the center of being. As a matter of fact the stomach plays a vastly more important part in the life of the highest type of animal life, man, than is generally recognized. The stomach to him is the center of existence, for man is primarily a stomach. Starve him and he weakens in brain and

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 something 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.

Jame H. Rine, 239 W. High St., Bellefonte, Pa., says: Doan's Kidney Pills are certainly a wonderful kidney 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.

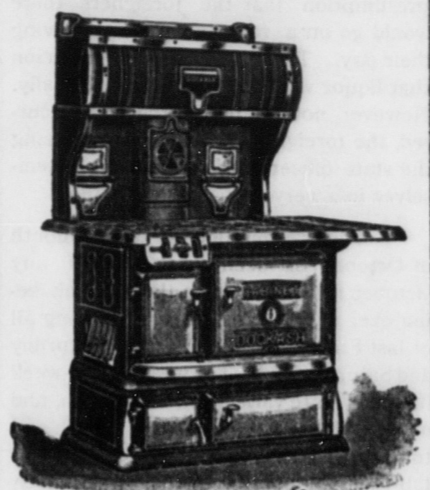
The above statement must carry conviction to the mind of every reader. Don't simply ask for a kidney remedy—ask distinctly for Doan's Kidney Pills, the same that Mr. Rine had—the remedy by home testimony. 5c. all stores. Foster-Milburn Co., Props., Buffalo, N. Y.

"When Your Back is Lame—Remember the Name."

body. Feed him with innutritious food, and blood, and muscle, nerve and bone must suffer. For this reason the stomach ought to be the first care. When disease shows its symptoms in head or heart, blood or liver, the stomach should be first examined for the cause of the disease. Dr. Pierce's Golden Medical Discovery was made to match the discovery that many diseases, remote from the stomach begin in the stomach, and that when diseases begin in the stomach they must be cured through the stomach. "Discovery" is a specific for diseases of the organs of digestion and nutrition. It strengthens the stomach, heals weak lungs, purifies the blood.

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