



THE SPROUL ROAD LAW.

New Pennsylvania Highway Department Created—\$6,500,000 Appropriated—This Year \$500,000 Available.

The most important law enacted by the Legislature, effecting rural communities, was the Sproul road bill, which went into operation immediately upon receiving the signature of the governor. The law is here printed for the study of all interested, thus giving every farmer and tax payer an opportunity to learn the exact conditions under which an appropriation from the state may be secured by local districts for building roads.

Section one provides for a state highway department and the appointment of a commissioner, who shall be a civil engineer by the governor for a term of four years, with a salary of \$3,500, and \$500 or less for expenses. The appointment of an assistant at a salary of \$2,000, clerk at \$1,500, stenographer at \$1,000, are also provided for.

Section two provides for the office of the commissioner to be in Harrisburg and that a detailed account be kept of the expenditures, etc.

Section 3. Whenever the county commissioners of any county shall represent by petition to said State Highway Department that any principal highway in said county, outside of the 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 State Highway Commissioner to examine such highway, or instruct one of his assistants to do so 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 detailed 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 township or townships in which said highway lies, to carry out the recommendations of the State Highway 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 borne in sixty-six and two-thirds per centum by the State, sixteen and two-thirds per centum by the county, and sixteen 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 apportioned among the several counties of the Commonwealth according to the mileage of township or county roads in 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 constructing county roads under the provisions of the act of June twenty-sixth, one thousand 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 this appropriation, so apportioned by the State, shall not be so applied for a period of two years after it has become 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 improvement 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-two 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 expense of such improvements: Provided, That the county commissioners shall furnish, under oath, to the State Highway Commissioner the total number of miles of township or county public roads, by townships, to the State Highway Commissioner.

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 adapted 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 highway 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 administration of this act, the State Highway Department shall encourage a general system of highway improvement.

Section 5. All work done under the provisions of this act shall be by contract, according to plans and specifications to be prepared by the State Highway Commissioner and approved by the county commissioners of the county and the supervisors 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 Highway Commissioner, the county commissioners, or 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 estimated 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 complete the work as specified, or for any damages growing out of the carelessness of said contractor or his or its servants.

Section 6. Any township may, through its supervisors or commissioners, be authorized to bid for the construction of such portion of any highway improvement undertaken under the provisions of this act, as may lie within its limits; and any township submitting such bid shall have the same consideration as other bidders, and if awarded the contract, shall fulfill the same and be subject to the same regulations as are laid down for other bidders.

Section 7. Upon the completion of any highway, rebuilt or improved under the provisions of this act, the State Highway Commissioner shall immediately ascertain the total expense of the same, and apportion the said total expense between the State, the county and the township, or townships, in the proportion hereinbefore provided; and in case the said improved highway shall extend into or through two or more townships, he shall apportion the proportion of the expense, aforesaid, to be borne by each township among the several townships, in the same proportionate parts as 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 said 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 townships, 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, as provided 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 Commissioner, attested by the chief clerk of the State Highway Department, out of any specific appropriations made by the Legislature 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 order 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 commissioners, 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 the work shall be paid, in advance of the full completion of the same, by either the State Highway Department, the county, and the township or townships, so that at least one-third 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 the State, county and township, or townships: Provided, That a cash road tax be levied by each township, where such road 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 Department, under the provisions of this act, shall 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 form and legality, by the Attorney General or Deputy Attorney General of the Commonwealth. 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 cost thereof, as hereinbefore provided, shall be on file in the office of the State Highway Department, and shall have been approved, as to form and legality, by the Attorney General or the Deputy Attorney General of the Commonwealth.

Section 10. The county commissioners 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 section 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 improvement; 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 the 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 the State Highway Department for the reconstruction or permanent improvement 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 of 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 payment of the said township's share of the cost of any highway improvement undertaken under the provisions of this act. If 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 in 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. Upon the receipt of a petition, signed by the owners of a majority of the assessed valuation of real estate in any township, requesting the application by said township for the improvement of any highway in said township according to the provisions of this act, it shall be the duty of the supervisors or commissioners of said township to petition the county commissioners in the manner hereinbefore described.

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 township or townships shall have complied with the conditions of this act in petitioning said county commissioners, the supervisors or commissioners of said township or townships may, through their proper officers, petition the court of quarter sessions of said county for the appointment of a jury of view to examine into the necessity of said proposed highway improvement; and upon the said jury of view making a report favorable to said improvement, and with the approval of the court, it shall be the duty of the court, by order requiring the said county commissioners to petition the said State Highway Department for the co-operation of the State in the said proposed highway 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.

Section 13. The supervisors or commissioners 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-operation

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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 Commissioner, attested by the chief clerk of the State Highway Department, out of any specific appropriations made by the Legislature 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 order 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 commissioners, 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 the work shall be paid, in advance of the full completion of the same, by either the State Highway Department, the county, and the township or townships, so that at least one-third 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 the State, county and township, or townships: Provided, That a cash road tax be levied by each township, where such road improvement is being made, to meet the cost of such permanent road improvement as is provided in this act.

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Section 10. The county commissioners 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 section 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 improvement; 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 the 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.

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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 township or townships shall have complied with the conditions of this act in petitioning said county commissioners, the supervisors or commissioners of said township or townships may, through their proper officers, petition the court of quarter sessions of said county for the appointment of a jury of view to examine into the necessity of said proposed highway improvement; and upon the said jury of view making a report favorable to said improvement, and with the approval of the court, it shall be the duty of the court, by order requiring the said county commissioners to petition the said State Highway Department for the co-operation of the State in the said proposed highway 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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SKIRMISHING FOR CENTRE BENCH.

Control of Party Organization Will Have Bearing on Next Year's Fight.

The following dispatch was sent to the North American from Bellefonte under date 9th instant: More political interest is now attached to the race for the Centre county Judgeship next year than to the approaching primaries of either party. This is owing to the fact that there is little at stake in the county here this year, aside from the control of the party organizations. The latter point, however, is quite important in its bearing on the judicial contest.

Colonel Wilbur F. Reeder, the present Republican county chairman, and the recognized State Administration leader in the county, is generally regarded as a candidate against Judge Love, who will seek a renomination. Reeder is also after re-election as county chairman, while the followers of Judge Love have brought out Wilson I. Fleming for the place. This, in the Republican ranks, will be the preliminary skirmish of next year's fight.

On the Democratic side several names are mentioned for judge, among them those of ex-Senator William C. Heinle, Ellis L. Orvis and J. Calvin Meyer. The logical candidate, and the one likely to be chosen is Mr. Orvis. Up until the time of his death Calvin M. Boer was generally conceded to be the man who would be given the nomination, but now the field is open to the others. There will probably be a skirmish for the judicial place on the party ticket, accentuated by the new salary-increase law.

DEATHS.

MRS. MICHAEL YOUNG, Sarah J., wife of Michael Young, died at her home in Bellefonte Thursday last week of a complication of diseases after an illness of three weeks duration.

Deceased, whose maiden name was Sarah J. Solt, was the daughter of Daniel and Mary Solt, and was born near Centre Furnace about thirty-seven years ago.

MRS. ABRAHAM SNYDER, Mrs. Abraham Snyder died at her home in Shingleton last week. Her age was seventy-four years. She is survived by her husband and several children.

LOCALS.

Misses Florida and Bertha Duck, of Spring Mills, were in town Saturday. Dr. C. E. Emerick and brother George Emerick will set out a peach orchard of five hundred trees.

Mrs. George Barner and daughters Laura and Florence, of Farmers Mills, were in town Saturday.

W. J. Mitterling went to Philadelphia Friday following a car load of cows shipped that morning.

If you have any thought of taking a trip to the north west, you will profit by advising the Reporter of your intentions.

Alexander Shannon, of Smiths' Centre, Kansas, formerly of this place, will be visited by Mrs. John Armagost, of Filmore, and Miss Mason, of Lock Haven.

Mrs. Samuel Shutt, of Centre Hill, was a caller Saturday, and stated that her little grandchild, a daughter of Mr. and Mrs. Calvin Vonada, was seriously ill.

The engagement of Miss Rebecca Blanchard, daughter of Mrs. Mary Blanchard, of Bellefonte, to Dr. Geo. D. Green, of Lock Haven, was announced last week.

Mr. and Mrs. Wm. Bower and family, of Potters Mills, spent Friday in Centre Hall, stopping with Mr. and Mrs. W. J. Mitterling and Rev. and Mrs. J. M. Bearick.

Mr. and Mrs. E. M. Huyett and daughters Lella and Miriam, Saturday went to Wernersville, Berks county, Mrs. Huyett's former home, where they will remain some time.

On account of the space taken up by the Sproul road law in this issue, the local news is somewhat condensed. The new law, however, effects, more or less, the readers of the Reporter.

Mr. and Mrs. W. A. Krise and daughter Elsie spent several days last week at the home of their daughter, Mrs. J. W. Brown, in Milroy, and on Friday Mrs. Krise started for Johnstown, to see a sick grandchild.

Harry N. Meyer, of Millhelm, agent for the Penn Mutual Life Insurance Company, made a business trip to Boalsburg, Oak Hall and Linden Hall Friday and on his return tarried a short time with friends in Centre Hall.

Miss Nettie Cook, daughter of Chas. F. Cook, Esq., received the J. C. Meyer, Esq., prize of ten dollars for the best biographical essays. Three essays were written by each contestant. Miss Cook selected Benjamin Franklin, Oliver Wendell Holmes and Robert E. Lee.

"GOD KEEP US FROM IT"

So Wrote Old Colonial Tyrant, Troubled by Disrespect of Authority.

Present day official alarm in Pennsylvania over the dangerous teachings of the printing press had its counterpart, history says, in the colony of Virginia nearly two centuries and a half ago.

The old colonial Governor, Sir William Berkeley, noted for his acts of cruelty and oppression, found it necessary to sternly combat a popular disrespect of men in authority, just as Governor Pennypacker sees the necessity of striking at the same evil to-day.

Writing to the paternal English government in 1695 Sir William expressed himself as follows:

"I thank God there are no free schools nor printing in Virginia, and I hope we shall not have them these hundred years; for learning has brought heresy and disobedience and sects into the world, and printing hath divulged them, and libels against the best government. God keep us from both."

Governor Pennypacker, a devoted student of colonial matters, is probably very familiar with the historic Berkeley communication to King Charles II, quoted above, and from it he may have derived some of his ideas on the suppression of publicity, applied in the press muzzle.

From the Sugar Valley Journal.

A big black bear made a mid-night raid on Ardy Kleckner's sheep last Thursday. Mr. Kleckner fired a volley of buckshot after him, but missed aim, owing to the darkness.

Haavey Schrack and his saw mill hands are on a strike for higher wages. They doubtless will get it.

R. W. Jameson departed Friday morning on an extended business trip to California.

Fire consumed three car loads of staves, owned by T. R. Harter, at McElhattan, April 30.

The saw mill of T. R. Harter and the dwelling house of Mrs. Annie Shutt, east of Carroll, were in danger of being destroyed by forest fire late Saturday night and Sunday morning. Mrs. Shutt, who is confined to a bed with sickness, was removed to the home of a neighbor. A large gang of men, by heroic efforts, subdued the angry flames and saved the mill and the house.

Marriage Licenses.

Samuel T. Williams, Phillipsburg. Della Wooster, Yarnell.

Elmer F. Corl, State College. Agnes Bartholomew, Coburn.

John Straw, Julian. May Stray, Julian.

Michael P. Feidler, Feidler. Maud L. Wolf, Woodward.

Willis Shuey, Bellefonte.

Daisy Haines, Wingate.

John H. Croft, Yarnell.

Clara Heton, Yarnell.

Robert M. Hood, Lewisburg.

Rose A. App, Bellefonte.

H. G. Reese, Port Matilda.

Mary Resides, Sandy Ridge.

Jacob Meyer, Julian.

Maggie Meyer, Martha.

Converted Marked Logs Into Wood.

Patrick Welsh, who has for some time been engaged in converting prize logs into kindling wood on the river bank at Lock Haven, was arrested Monday at the instance of Bowman, Foresman & Co., of Williamsport, on the charge of sawing marked logs into wood. It is alleged, Welsh first obliterated the marks and sawed off the ends of a cherry log belonging to the firm which was valued at \$20. At a hearing before Alderman Smith, Welsh admitted his guilt and was sent to jail in default of \$100 bail for trial at court.

Sermon by Rev. Bierly.

Last week's Reporter stated that Rev. W. C. Rishel would deliver a sermon to the veterans at Spring Mills, May 24, 10:30 a. m. This is an error so far as Rev. Rishel's name is connected with the services. The sermon will be preached by Rev. C. W. Bierly. The news was received by telephone, which accounts for the misunderstanding.

Their Deaths Coincidental.

Sylvester Brought, of Granville, Millin county, was run over by a freight train near that place Saturday night and instantly killed. The young man's father, Daniel Brought, was killed about a year ago in much the same manner, within a few hundred yards of the same place.

The Sproul Road Law.

The most important bill that passed the legislature was the Sproul road law. A full text of the law will be found in this issue. Read it over carefully; study it.

TOWN AND COUNTY NEWS.

HAPPENINGS OF LOCAL INTEREST FROM ALL PARTS.

W. B. Mingle, Esq., and D. J. Meyer went to Coburn