FIELDER URGES BETTER ROADS AS DEFENSE AID

New Jersey Governor Suggests Need of Slight Increase of Tax Rate

REMEMBERS COMMUTERS

High Points in Message Of Governor Fielder

Reports finances better than for several years.
Asks consideration of conserva-

tion of natural resources.

Recommends investigation with view to State ownership of South

a view to State ownership of South Jersey water rights. Suggests road improvement as aid to national defense program. Wants demand for second nor-mal school given careful considera-

tion.
Would have power given Public Utility Commission to fix railroad rates, citing needs of South Jersey

commuters.

Desires brief session of Legis-

TRENTON, Jan. 11 .- Governor Fielder's rrent of annual message, read to the New ersey legislators today when they met a the 140th session, is extremely opti-

The Governor expresses pleasure be cause of the financial condition of the State. He is anxious that the natural resources be conserved, and in this respect urges an investigation with a respect urges an investigation with a view to State ownership of South Jersey water rights. The message suggests the probability of a slightly higher tax rate for better roads as a step in aid of national preparedness, asks for consideration of demand for a second normal school, and urges that the Public Utility Commission be empowered to fix passenger and freight rates for railroads.

The message, in brief, follows:

The message, in brief, follows:

"It gives me considerable satisfaction to be able to inform you that the financial condition of the State is better than for several years. At the opening of the preceding session of the Legislature a State tax or a bond issue was thought imperative to raise the money required to meet the appropriations for State Departments and institutions for the fiscal year November 1, 1914, to October 31, 1915, but it later became apparent that the direct inheritance tax act of 1914 would precide the necessary funds.

but it later became apparent that the direct inheritance tax act of 1914 would provide the necessary funds.

"The fact is, that while no additional revenue was provided by the Legislature of last year, upward of \$2,000,000 were added to the State's income by the act referred to. The requisition act of 1914 also helped, in that it gave the State's francial officers a proper supervision and financial officers a proper supervision and control over all expenditures of money and provided a much-needed check against the prevalent practice of incurring obligations in excess of appropria-

"The reports which the Comptroller and Treasurer will present to you show that at the close of our business year. October 31, 1915, with every outstanding obligation provided for and deducted, we had an actual and not a fictitious balance in the Treasury amounting to \$307,-

Proper provision for vehicular trans

portation is of vital moment, not only to our business interests, but the aid the States should give in preparation for National defense, includes a system of high-ways desirable and suitable for military reasons. The increasing and insistent de-mand for good roads imposes upon the Legislature the duty of providing them.
"The Commissioner of Public Roads, in his report for the year recently closed, estimates that an automobile paying an annual license fee of \$7.59 and making one miles a year darmages the road to the extent of \$30 or \$35, while the damage caused by the ordinary two-horse team and wagon will not cost over \$8 to replace. It is, therefore, evident that the general use of automobiles for pleasure and business purposes adds tremendously to the traffic burdens the roads must bear, and thus the new and difficult problem is presented to us. The Commissioner of Public Roads also estimates the total mileage of the State, exclusive of streets, at 15,000, of which 10,500 are still unin-proved, and he says it will cost \$51,300,000 to properly improve the whole mileage. The State's share of this expense would be about \$16,000 and

be about \$16,000,000. The annual appropriations heretofore made have been as liberal as the financial condition of the State would permit, and It does not seem possible to materially increase them. Last year the appropriation to the State Road Fund was \$500,000, in addition to which there was the convict labor apppropriation and the motor vehicle fund, from which sources the State actually disbursed for road construction and repair the sum of \$1,25,100.23, as fol-

State read fund \$301,801.51 64,903.90 \$17,149.93 851.214.89 Motor vehicle fund ..

\$366,705.41 \$868,364.82 This does not take into consideration moneys expended for salaries and for

all moneys expended for salaries and for affice and clerical expenses.

"Should the counties be willing to undertake the improvement of all their roads with State aid, and should the State be able to appropriate \$500,000 annually, 30 years would elapse before all the roads could be built, and in the mean-time some of those improved will have worn out and will require partial, if not whole, reconstruction. It is apparent that our policy of road maintenance and construction requires readjustment, because we cannot under the plan now pursued, properly maintain our roads with the added uses to which they are put and sety pace with the progress the State demands in building new highways.

HIGHER AUTO TAX SUGGESTED

RIGHER AUTO TAX SUGGESTED Perhaps there should be a slight inremains there should be a slight in-frease in automobile license fees and a portion of these fees devoted to construc-tion work, but it is not just that automo-bile owners should bear the whole cost, because improved roads benefit the own-ers of other vehicles; they bring more buyers to the merchants' doors; through them property owners see increased land values, and nearly every individual, in-cluding nonroad users, gets the benefit of commercial automobile travel, in quicker and cheaper transportation of commercial automobile travel, in suicker and cheaper transportation of commercial automobile travel, in suicker and cheaper transportation of commodities. I think, and therefore advise, that the necessary funds should be mised by a State tax fail specially for mad-construction purposes, and that the work should be spread over a period of 3 years, in which event the State would need 1,000,000 annually—or over 10 years, for which \$1,500,000 would be required each year. The State Board of Taxes and Assessment has recently resorted the sasessment has recently resorted to local taxation as \$2,581,555,552. To raise \$1,600,000 a State tax of less than four-tenths of a mill would raise \$4,500,000. This small tax almounting to but \$60 or \$60 cents on each time of assessed valuation, would not be sait, and I believe would be willingly paid, it were to be the means of securing a magnificent road system.

The work of the counties on road wilding is unbusinesslike, in that it lacks informity in policy as to the kind of maintaid used, the method of construction as failure in co-operation between the south formy communities communities in connecting up highways.

special rates, available for transportation between Fhiladelphia and points in New Jersey, and also issues such tickets between Fhiladelphia and other points in Pennsylvania, but it refuses to issue the same kind of tickets between New Jersey intrastate points. Thus this carrier maintains a practice for interstate transportation and for transportation wholly within the State of Pennsylvania, which it refuses to follow within the State of New Jersey, thereby discriminating against our State, from which it holds a valuable franchise, and it contends that the board created to protect the rights of our citizens is without power, under our law, to compel it to give us the same privileges the company accords to citizens of our

zens is without power, under our law, to compel it to give us the same privileges the company accords to citizens of our neighboring State.

"It seems entirely proper and fair that the board should have the power to inquire into the justness and reasonableness of this difference in practice, and if found unjust, discriminatory or preferential against our citizens, to order that the railronds sell us the same form of ticket they offer for interstate or intrastate travel and fix the rate therefor.

"Through previous messages your attention has been called to what I believe to be the sentiment of the people of our State in favor of a short, businesslike session, and fewer laws. I know of no reason for prolonging this session, and if a seems to me quite possible to dispose of all necessary legislation in a period of two legislative months. I recognize that the time consumed by the Appropriation Committee in preparing the annual and supplemental appropriation bills places an obstacle in the way of a short sension. I suggest, as a plan for facilitating the business of this committee and shortening the session, that on or before February first you take a recess of four weeks, during which time the Appropriation Committee and lift freof four weeks, during which time the Appropriation Committee shall sit fre-quently and have its bills ready when you reconvene, and that after the recess no more than four weeks be devoted to legislation."

BUILDERS PUSH WORK FOR 1000 MEMBERS

Teams in Three Days' Campaign Hope to Realize Goal by Tomorrow

The grippy weather falled to have any effect on the 50 teams which started out with enthusiasm today on the second of the three-day campaign to increase the membership of the Master Builders Ex-change to 1000. The men were decidedly optimistic over yesterday's results, and are confident that the object in view will be attained within the time set.

"Live Wire" W. N. Mayhew, the chairman of the Membership Committee, who is keeping a 72-hour vigil during the campaign, was the first to arrive at the headquarters, 18 South 7th street, this morning, and had the teams under way in "jig-time," as he expressed it.

David Krickerbacker Boyd, a prominent architect, vill be the speaker at today's inspiration meeting and luncheon, when the men will get togethe 'c Giscuss yesterday's results and the plans for com-

pleting the campaign.

Only 13 teams have reported so far on the work of yesterday. They had obtained 65 members. The full reports of yesterday and today are expected to show a gain of nearly 500 additional members.

For more than 27 years the exchange has been an active organization of builders and supply men and has been instrumental in having much needed legislation passed by the city and State. If the campaign is a success, the dues will be cut from \$50 to \$25 a year.

RAILROAD EARNINGS

GREAT NORTHE	
November gross \$9,045	VIII \$2,085,874
Five months' gross 37,914 Net	004 2,229,667
CANADIAN PACIF	
First week January \$1,874 From July 1 66,655	000 \$588,000 000 \$11,000,000
DELAWARE AND HI	
November gross \$2.188	.072 \$300,677 251 \$38,500
Pive months' gross 10,712 Net 4,175	964 500,280
	DANDIE

PHILADELPHIA MARKETS

GRAIN AND FLOUR

WHEAT Beceipts, 224,461 bash. The mar-et roled firm and ic. higher under light flerings, a fairly active demand and stronger outside advices. Quinations: Car lost in ex-cort. elevator - No. 2 southern red. \$1.2501.25; No. 2 Southern red. \$1.2501.25; No. 2 Southern red. \$1.2501.25; resenter No. 3 red. \$1.2401.25; No. 5 red. \$1.2401.25; rejected \$1.2401.25; rejected \$2.2501.25; rejected \$2.2501.25; rejected \$3.2501.25; rejected Complete A. 1.23 opt. 25: rejected for the control of the control

FE FLOUR was in small supply and dy, but quiet. We quote at \$3.250.5.50 per as to quality.

PROVISIONS

market ruled steady, but trade was Quotations ranged as follows: CHI to ests smoked and air-dried, 24622c.; ru beef, in sets, anaked, 24625c.; city knuckles and tenders, smoked and

REFINED SUGARS

DAIRY PRODUCTS

fancy, selected cardiel eggs were pooling at Novatic, ber dozen.

CHEESE—The market ruled firm under light offerings and a fair demand. Following are the quotations: New York, full cream, fancy, held, 1740182; "specials" higher; do, fair to good, held, 1781752c.; do, part skins, togette.

POULTRY

LIVE.—The market was firm, with demand absorbing the limited offerings of destrable stock. Quotations: Fowle, as to size and quality, 15817c.; reosters, 12817gc.; spring chick-ens, according to quality, 15617c.; turkeys, 20

PHILADELPHIA IS NATION'S HOSE-MANUFACTURING CENTRE

More Than 90 Per Cent. of Hostery Worn in America Is *Seamless-Department Store Golf Course. Kensington Makes Dolls

"More than 90 per cent. of the hosiery | wrists, and that doll was made up in your in this country is seamless," said | Kensington. worn in this country is seamless," zaid A. M. Burd, of the Burd Knitting Mills Company, 522 Chestnut street, today. He explained that the machines which manufacture the hosiery with seams are German machines, while those used in the manufacture of seamless hose are Ameri-can made. He acknowledged that the most expensive hose is made by the Germost expensive hose is made by the German process, but he attributed that to the fad for imported goods. As all imported hose has seams, he claimed that people thought hosiery made in this country with seams was, if not as good as the imported, at least better than seamless hosiery. "We are trying to educate the public," he said, "and the fact that 90 per cent, of the hose made here is seamless shows we are making headway," Mr. Burd said that several small hostery

mills in the South are closed down on account of the dye conditions. These mills are located in North and South Carolina, Tennessee and Georgia.

Philadelphia, he said, is the largest hosiery manufacturing centre in the United States, and Reading, Pa., ranks

Mr. Burd does a large business in the Western States, and exports much to South Africa, Australia, and since the war commenced, to Great Britain.

A DEPARTMENT STORE GOLF LINKS The latest thing in the evolution of the department store can be seen on the fourth floor of Gimbel Brothers. There one can find a 3-hole golf course, laid out with bunkers, hazards and putting-greens

can find a 3-hole golf course, laid out with bunkers, hazards and putting-greens and with many people enjoying the game, with instructors to teach the novice.

Speaking of system and organization in Germany, Ellis Gimbel told today of a friend of his who had recently returned from Germany who was explaining how a recent change in the manner of bread distribution was quickly put in force. It was decided by the German Government that servants in households and laborers who could not buy luxuries were being discriminated against by having only the same allowance of bread as their employers, who were in a position to buy luxuries. Every one in Germany nowadays is supplied with a bread ticket which is punched each time a supply is consumed. These tickets are quite large, and when the change to increase the allowance of this class was decided upon it was necessary to call in from all the servants and laborers the old tickets and substitute new ones. The work was turned over to the Boys' Brigade, who did it in short order and without cost. "Could one have done such a thing over here." said Mr. Gimbel, "and if we could what would it have cost?"

KENSINGTON MAKES DOLLS. We are learning lots of things for our own good since this European war started," said George Zorn, Jr., dealer in pipes and novelties, 524 Market street.
"Look at that doli," he said, taking up what looked like an imported doli and rapping its head vigorously on a wooden block. "Indestructible, you seet Look at those joints; no country in Europe can produce anything like that They are as perfect in every joint as the heat-made artificial limb. Look at those

"We are the only house in the city that sold German imported novelties by wholesale before Christmas. How did we do it? We just sent men over there and don't tell it-but those English -and don't tell R-but those English commissionaires who authorized the release of goods just asked how much 4t was worth. Fifty dollars a case? Ten cases \$500? They came through marked as if they were purchased before December, 1914. We got the goods all the same. "We are the only house that has matches for sale. Of course, matches are made in this country, but not parlor matches.

"We have them, plenty of them. And as "We have them, plenty of them. And as for pipes, we had a big stock of meer-schaums on hand and we did not raise the price, but none are coming to this coun-try now. They were formerly imported from Vienna. Those briar pipes are made in America and they are good, too. That mouthplece is not amber; it is an inita-tion made here and is as near amber as any substance can be. Indeed, it is betany substance can be. Indeed, it is bet-ter than amber. Calabash pipes came from Vienna and have gone up in price."

"We haven't a Dutch bulb in the house, and I don't know of any other house that has," said L. A. Roth, of Henry F. Michell Company, Sis Market street, over the phone to a customer today. "The senson for Dutch bulbs is over," he said, "but we were cleaned out, and so was every other seed house in the city. We had little or no difficulty early in the season getting all the bulbs we wanted from Holland and we had an exceptional year. In other years florists ordered a great many bulbs direct from Holland through the representatives of Dutch houses, but on account of the peculiar conditions this last season the Dutch growers transacted business only through well-established representative houses, DUTCH BULBS SCARCE.

growers transacted business only through well-established representative houses, and the florists were compelled to buy through such concerns as ours. That gave us a larger business than usual. "More recently we had difficulty in getting some stuff. We had several cases of spirea bulbs which were detained for 30 days on the trip across. We refused to accept them. They had sprouted and had longeshoots when they arrived and were useless. The United States Government sold them for the duty and got about the value of the empty cases."

value of the empty cases." SHIPPING PITTSBURGH STEEL. There is every indication that the ef-torts of the Transportation Bureau of the Philadelphia Chamber of Commerce to divert a large volume of export traffic thro th the port of Philadelphia, in or-der to relieve the great congestion at New York, will result in a permanent increase of export business through this city.

\$262.25; dark. \$1.7562.23; small and No. 2,

FRESH FRUITS

VEGETABLES

BAR SILVER

NEW YORK, Jan. 11. The price of bar aliver was 16% vents today. In Lendon, 26 13-16 pence.

Funeral of C. H. Clark, Jr. C. H. Clark, Jr., president of the Cen-tennial National Bank and a member of the firm of E. W. Clark & Co., will be the firm of E. W. Clark & Co., will be buried at noon on Thursday after services at his home, Chestnutwold, Devon. The Rev. John Mockridge, rector of St. James' Episcopal Church, 22d and Wallarms, 22d and 2 be made in St. David's Cometery. Mr. Clark died of apoplexy on Sunday at the Pineland Gun Club. Parnett. He formerly lived at 420 Spruce street, in this city.

Col. Joseph H. Dorst, U. S. A. WARRENTON, Va., Jan. II.—Colonel Joseph H. Dorst, U. S. A., retired, a vet-eran of Indian campaigns and the Span-ish-American War, died today, aged 61

Deaths

These Notices Are Printed in the Evening Ledger Free of Charge.

New Cathedral Cemetery,
BROWN.—On January 11, 1916, at his restdence, Wynnewcod and Montgomery aves,
Wynnewcod, Pa. Jolla W. BROWN, aged
To years, Notice of funeral later,
CARLISLE.—On January 7, 1916, JOHN
MORROW, son of the late John and Cathactine Carillale tuse Morrow). Relatives and

Wednesday evening, from 7 to 9 o'clock.

GLENNON,—On January 9, 1916, JAMES J.,
hushand of Elien Glennon (nee Dougherty).
Hebstives and friends, also Holy Name Scriety of St. Editions's Church and Court
Abollo, No. 272, F. of A. Church and Court
tend the function of Wednesday, at 7:00
a. 17 from the St. Court
and J. 27 from Midflin sts.). High Requires
there at St. Edmend's Court at 8 a. m. Interment at Holy Cross Cemetery.

Providence Presbyterian Church,
KRAMER.—On January S. 1916, AUGUST,
husband of Katie Kramer, aged 54 years,
Relatives and friends, also Phila, Butchers
Linterstutungs Frader Verein, West Phila,
Menner Uniterstutzungs Verein, Germania
Manner Uniterstutzungs Verein, Arbeiter
Kranken Sterbe-Kaffe, Branch 189, are invited
to attend the funeral services, Wednesday,



HON. PERCY COLLINGEFORD

"Clem" is a young dark-eyed girl, shy, lithe, athletic and with great strength of character. From quite a child she has loved Alan. "Clem is wonderful"-you will know that long before Alan's awakening.

The Honorable Percy Collingeford is an Englishman, a younger son with money enough to put him above the remittance class, and intelligence born of experience in many places. He has the Englishman's common creed: Ride straight, shoot straight, tub often, and talk the King's English.



"CLEM"

SEE TOMORROWS LEDGER

